

## Commission Agenda Item

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**Meeting Date:** February 10, 2025

**Title:** SW 15th Avenue Road Improvement Proposal

**Agenda Section:** Regular Agenda

**Department:** City Manager

**Presented By:** Mike New, PE

**Recommended Action:** 1) Receive presentation

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### Summary:

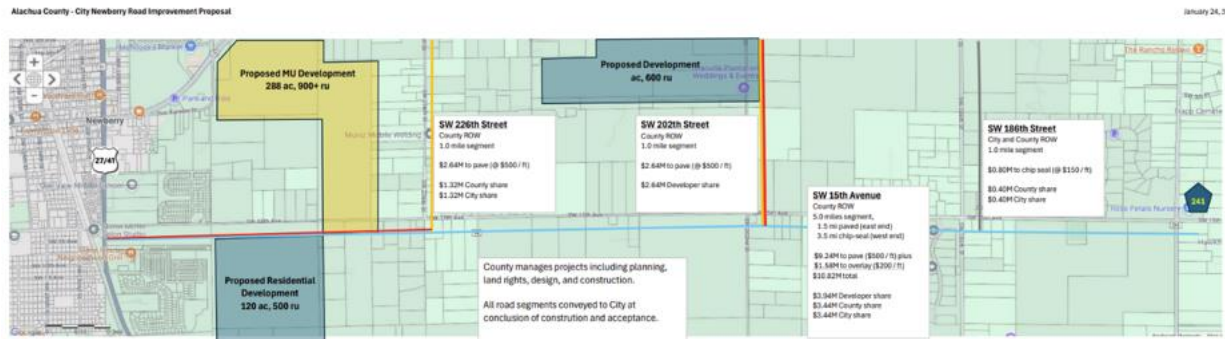
For several years the City Commission has evaluated unpaved roads in Newberry with the intent of developing a strategy to fund certain roads deemed critical. SW 15<sup>th</sup> Avenue between SR 45 and SW 170<sup>th</sup> Street is a chip-sealed, section line road that is projected to serve as a major collector road from Newberry's core area east towards Gainesville. This segment of SW 15<sup>th</sup> Avenue is the County's, but the City of Newberry maintains via an interlocal agreement that dates back to the 1990s. Around 2010, the City of Newberry paid Alachua County to chip-seal the roadway. The chip-seal treatment is failing in many areas due to poor subgrade.

There are a few new developments in process that are large in size located south of SR 26 and east of SR 45 (US 27 / 41): Tanglewood by Gary Weseman, Highland Park by Gromax, and a new 120-acre residential development east of Country Way Town Center proposed by Tripp Norfleet. All will affect SW 15th Avenue east of SR 45 to a degree, especially the proposed Norfleet development which will place ~5,000 trips per day on SW 15th Avenue. Staff believes the developments will warrant the paving of SW 15th Avenue from SR 45 east to SW 170th Street (CR 241). The overall segment is 5 miles in length. At present, the eastern end (1.5 miles) is paved. The 3.5 mile balance is chip-sealed. The chip seal is failing in several places along the road.

SW 15th Avenue is maintained by the City of Newberry via an interlocal agreement with Alachua County. The County is responsible for the road right of way ("owns" it). The County's maintenance rights are prescriptive. For the most part, the property has not been conveyed to the County. Staff believes that obtaining the right of way is necessary and will be difficult.

SW 15th Avenue is located along a section line and is intended to serve as a collector road between US 27 / 41 and CR 241. An 80 ft wide right of way is needed for the road right-of-way to accommodate a 24 ft wide paved driving surface, a grassed shoulder, and open swales for drainage. The “dusty road” exemption will not apply. Staff believes that obtaining the right-of-way along a section line with prescriptive rights is simpler than obtaining right-of-way anywhere else. Both the City and County have large setback requirements along section lines that should benefit right of way acquisition as there is expected to be minimal impact to structures.

Staff developed a plan to pave SW 15th Avenue (5.0 miles), along with SW 226th Street, SW 202nd Street, and SW 186th Street (1.0 miles each). The plan involves the City, the County, and development groups each assuming responsibility to pay a share of the total cost of the project.



The breakdown for the road segments is included below:

Road Name	Begin Segment	End Segment	Length (mi)	Current Road Surface	Proposed Road Surface	Proposed Road Type	Unit cost (\$ / ft)	Extended Cost	City Cost Share	County Cost Share	Developer Cost Share
SW 15th Ave	SR 26	19300 block	1.5	Paved	Paved	Collector	\$200	\$1.58	\$0.79	\$0.79	\$0.00
SW 15th Ave	19300 block	US 27 / 41	3.5	Chip-seal	Paved	Collector	\$500	\$9.24	\$2.64	\$2.64	\$3.96
SW 226th St	SR 27	SW 15th Ave	1.0	Chip-seal	Paved	Collector	\$500	\$2.64	\$1.32	\$1.32	\$0.00
SW 202 St	SR 28	SW 15th Ave	1.0	Chip-seal	Paved	Collector	\$500	\$2.64	\$0.00	\$0.00	\$2.64
SW 186th St	SR 29	SW 15th Ave	1.0	Unpaved	Chip-seal	Local	\$150	\$0.79	\$0.40	\$0.40	\$0.00
Totals			8.0					\$16.90	\$5.15	\$5.15	\$6.60
County manages road paving projects including planning, land rights, design, and construction.											
City accepts ownership of roadway upon completion of planned road improvements.											

Staff proposed the plan to the County Manager. She indicates that she plans to review the plan with staff. The County cannot stop the developments (theoretically), so it may be best for the County to partner with the City, improve the roads at minimal cost to the County, and convey them to the City. The City’s share will come from transportation impact fee revenues, gas tax, etc.

Staff believes this is a good plan for all involved (City, County, and Developers). No one party makes a windfall and everyone pays a fair share. The City gets much needed roadway capacity heading east. Another benefit is that if this works well, the City could expect the County to be willing to enter into a similar agreement in the future.

In summary, the County pays \$5.15 million and transfers 8.0 miles of roadway from their inventory to the City. The City receives 8.0 miles of brand new collector road at a cost of \$5.15 million. The project relieves traffic on SR 26 and enables three (3) proposed developments in Newberry to move forward. The City pledges transportation impact fees to fund its portion.

The affected developments pay \$6.60 million as their share of the project, mostly (but not entirely) through impact fee credits.

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**Attachments:**

1. SW 15<sup>th</sup> Avenue Road Paving Plan Proposal