

**SUMTER COUNTY BOARD OF COMMISSIONERS  
EXECUTIVE SUMMARY**

**SUBJECT:** Pavement Management Program FY 13-17 Finalized Plan (Staff recommends approval).

---

**REQUESTED ACTION:** Approve

- Work Session (Report Only)  
 Regular Meeting

**DATE OF MEETING:** 8/14/2012

Special Meeting

**CONTRACT:**  N/A

Effective Date: —

Managing Division / Dept: \_\_\_\_\_

Vendor/Entity: \_\_\_\_\_

Termination Date: \_\_\_\_\_

**BUDGET IMPACT:** \$2,805,000.00

Annual

**FUNDING SOURCE:**

County Transportation Trust/  
Secondary Trust

Capital

**EXPENDITURE ACCOUNT:**

103-340-541-6599/  
106-340-541-6599

N/A

---

**HISTORY/FACTS/ISSUES:**

At the June 19, 2012 County Board of Commissioners meeting, staff updated the Board regarding the Pavement Management System and how it is being used to assist with the development and prioritization of the County's five year pavement improvement program. Subsequent to the meeting, the plan has been further refined. Staff is now seeking approval of the finalized plan.

To initialize the Pavement Management System last year the pavement condition of every County maintained roadway was evaluated in the field using a standardized pavement rating system. Earlier this year, the County started a program in which 25% of the county roads will be updated annually to keep the up to date. This year, county staff updated the pavement data on a total of 185 miles of roads, including the 100 and 400 series roadways, the 'C' roads in the center of the County, as well as approximately 60 miles of roadways within the Villages. This field data, together with information such as traffic volume, percentage of trucks, land use, and other data was updated in the MicroPAVER pavement management system, which was updated to the latest version this year. The Engineering Branch used this system to analyze the pavement condition data, recommend appropriate pavement treatments for each section of roadway, and prioritize the recommended treatments. As discussed at previous meetings, the weighting factors that contribute to the Benefit Value prioritizing matrix have been reviewed. The calculation of these factors has been adjusted to lessen the impact of traffic volume and increase the relative weighting of the evacuation, percent truck, and location factors.

The list of system generated project priorities are ground truthed by County staff to confirm the specific treatment selection and to coordinate projects geographically and chronologically or in some cases align with other capitol projects to minimize multiple construction projects.

The recommended measures include preservation treatments such as microsurfacing, intended to prolong the life of pavement in fair and good condition, as well as more extensive work such as resurfacing and rehabilitation, intended to renew or replace existing deteriorated pavement structures. The projects and treatments recommended by the system were reviewed in the field by County staff, and refined where necessary to coordinate work along several sections of a given roadway or within a particular neighborhood. The result of this process was a five year prioritized pavement maintenance and rehabilitation program and plan. The plan and an exhibit that illustrates the roadway locations are attached for reference.

---

The FY 13 Pavement Preservation contract will include crack sealing (immediately covered by treatment method), microsurfacing, and re-striping as required for a total of 67 roadways with a budget amount of \$586,000. An alternate Pavement Preservation technique is also being proposed and includes crack sealing, a thin preservation overlay, and re-striping as required for a total of 11 roadways with a budget amount of \$345,000. The Pavement Rehabilitation contract will include milling, asphalt resurfacing, asphalt overlay treatments, addition of paved shoulders, paving existing limerock roadways, and re-striping as required. The budget amount of this contract is \$ 1,874,000.

As with last year, many of the roadways on this year's pavement management program are located within The Villages. The protocols set out last year were successful and will be followed again this year to minimize unexpected disruptions for the residents. Sumter County staff will hold public meetings to discuss the pavement management program with citizens. County staff and their consulting engineer will meet with the Villages to present the program and obtain feedback. The County and Contractor will have continued communication with The Villages and the CDDs during construction. The Contractors are required to contact The Villages a minimum of 48 hours prior to any work being done within The Villages. The Contractors have been advised to maintain a clean work zone. Any tracking of microsurfacing on driveways will require the contractor to clean by means acceptable to remove the material. The Contractor's are responsible at a minimum to restore the areas surrounding the project to the existing condition upon completion of the project. All disturbed sod will be restored. All roadway striping will be replaced to the existing condition. No equipment, vehicles, or material shall be parked or stored within the roadway right-of-way during non-working hours.

The Sumter County staff will continue to update and rely upon the MicroPAVER software system to help plan and track future improvements for the ongoing Pavement Management Program.

---