

**SUBJECT:**

**Methods of Pavement Restoration**

**ORIGINATING DEPARTMENT:**

**Department of Public Works**

**POLICY:**

The following is intended to outline the policy of the Citrus County Board of Commissioners with respect to the restoration and/or rejuvenation of paved roads.

**PROCEDURES:**

- A. A list of roads proposed for restoration or rejuvenation shall be prepared annually by the Department of Public Works, during the Budget process. That list shall include the name of the street or road, the length, the width, the number of residents or businesses served, the proposed method of restoration or rejuvenation, the average daily traffic (if known), the age of the road (if known), and whether or not the road was originally constructed by the County, as well as the estimated cost of the work. Roads shall be listed in recommended priority order.
- B. The Board of County Commissioners shall either approve the list as submitted, re-arrange the priorities, add to the proposed list, or eliminate any listed road. The final approved listing of roads shall be funded by the Board of County Commissioners in accordance with the estimated cost for the work and no revisions shall be made to the funded work without formal approval of the Board.
- C. For purposes of this Administrative Regulation, the following criteria shall apply:
  - 1. "Heavily Traveled" as used herein shall be construed to mean those roads carrying more than 2,000 vehicles per day (ADT).
  - 2. "Moderately Traveled" as used herein shall be construed to mean those roads carrying more than 500 vehicles per day (ADT) and less than 2,000 vehicles per day (ADT).
  - 3. "Lightly Traveled" as used herein shall be construed to mean those roads carrying less than 500 vehicles per day (ADT).
  - 4. When establishing the traffic carried by a particular road where actual counts are not practical, the following numbers shall be used to estimate the traffic:

<b>UNITS SERVED TYPE</b>	<b>NO.</b>	<b>EST. TRAFFIC PER UNIT</b>
Residential (Single)	0 - 50	5 Vehicles
Residential (Single)	51 - 300	7 Vehicles
Residential (Single)	over 300	9 Vehicles
Residential (Multiple)	0 - 50	4.5 Vehicles
Residential (Multiple)	51 - 300	6 Vehicles

Residential (Multiple)	over 300	8 Vehicles
Residential (Condo)	0 - 50	4 Vehicles
Residential (Condo)	51 - 300	5.5 Vehicles
Residential (Condo)	over 300	7 Vehicles
Commercial	Any Size	15 Vehicles
Industrial	Any Size	30 Vehicles

D. The following maintenance methods shall be considered when establishing the list of roads:

1. FULL OVERLAY: Intended for heavily traveled roads, the use of Asphaltic Concrete both to level existing surfaces and as a final surface course. Not less than 120 pounds of asphaltic concrete per square yard of surface shall be applied.
2. PARTIAL OVERLAY: Intended for moderately to heavily traveled roads where the original crown and profile grade is intact, or nearly intact, this method uses Asphaltic Concrete as a final surface course, without leveling course. Not less than 75 pounds of asphaltic concrete per square yard of surface shall be applied.
3. SAND ASPHALT OVERLAY: Intended for moderately traveled roads where the crown and profile grade is intact or nearly intact, this method uses a light application of sand asphalt as a surface course. Not less than 50 pounds nor more than 90 pounds of sand asphalt per square yard of surface shall be applied.
4. SURFACE TREATMENT, TYPE I: Intended for heavily traveled to moderately-traveled roads where pavement is in reasonably good condition but where a leveling course is necessary to return the cross slope and profile grade. Leveling of existing surfaces is accomplished by the application of Asphaltic Concrete or Sand Asphalt. The surface course consists of a Double or Triple Surface Treatment, dependent on the traffic being carried.
5. SURFACE TREATMENT, TYPE II: Intended for heavily traveled to lightly traveled roads where no leveling course is necessary.
  - (a) For heavily traveled roads, a Triple Surface Treatment is required.
  - (b) For moderately traveled roads, a Double Surface Treatment is required.
  - (c) For lightly traveled roads, a Sand Seal is required.

6. SURFACE TREATMENT, TYPE III: Intended as a preventative measure on any roads where little deterioration has occurred and where the top of existing surface has oxidized to the point that surface checks and cracks are appearing. This method requires the fog application of asphalt emulsion to restore the resilience to the surface.
- E. It is the expressed intent of this Administrative Regulation that those residential streets and roads constructed by the residents, or paid for by the residents either by virtue of the street or road having been constructed as a part of the development and the cost thereof included in the cost of the residence, or through a Special Assessment, be restored prior to the restoration of residential streets constructed by the County.
- F. Any street or road, not classified as a thoroughfare or collector road by the County Thoroughfare Plan, but which carries 3,000 vehicles per day (ADT) by actual count, shall be considered a "Collector Road" and shall be maintained in accordance with the County Policy with respect to Thoroughfares and Collectors.

---

**FOOTNOTES & REFERENCES TO RELATED AR's:** Supersedes AR 11.03 dated February 1, 1983