

Vincent Avenue Discussion



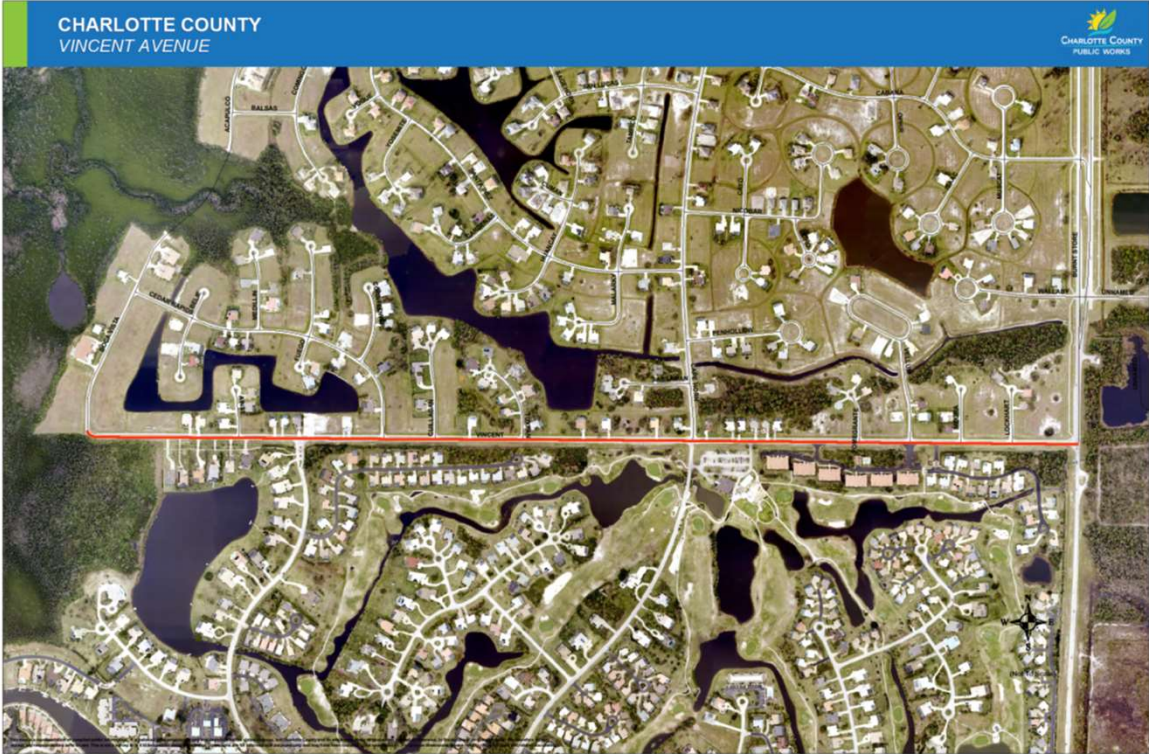
Background

- Vincent Avenue is included within the geographic boundary of the South Burnt Store Street and Drainage Municipal Services Benefit Unit (MSBU)
 - Unit boundary created in 1990, amended in 2010
- The purpose of the Unit is to “provide for the construction, reconstruction, repair, paving, repaving, hard surfacing, re-hard surfacing, widening, guttering and draining of the streets within the Unit which have been platted and accepted by the County, including the necessary appurtenances thereto.”

Vincent Avenue History

- Last paved in August 2005
 - Burnt Store Marina contributed \$150,000 for the resurfacing of the roadway in 2005
- Scheduled to be paved in FY25 with the remainder of the South Burnt Store MSBU boundary

Vincent Avenue



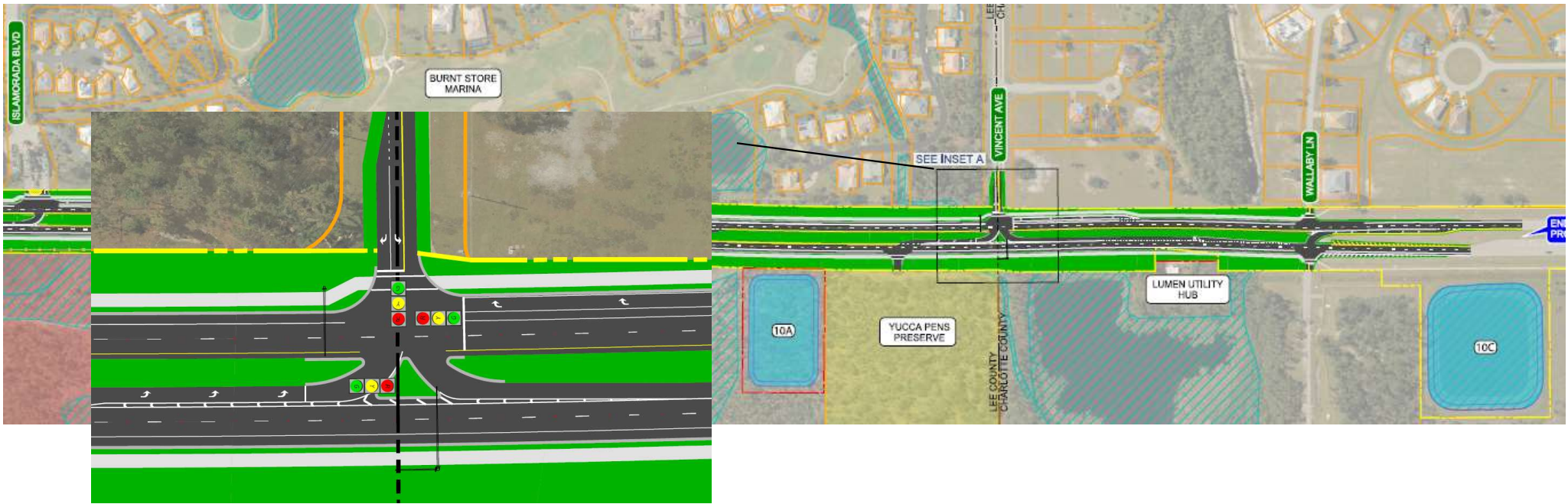
Vincent Avenue Current Condition



Vincent Ave – Lee & Charlotte County Line

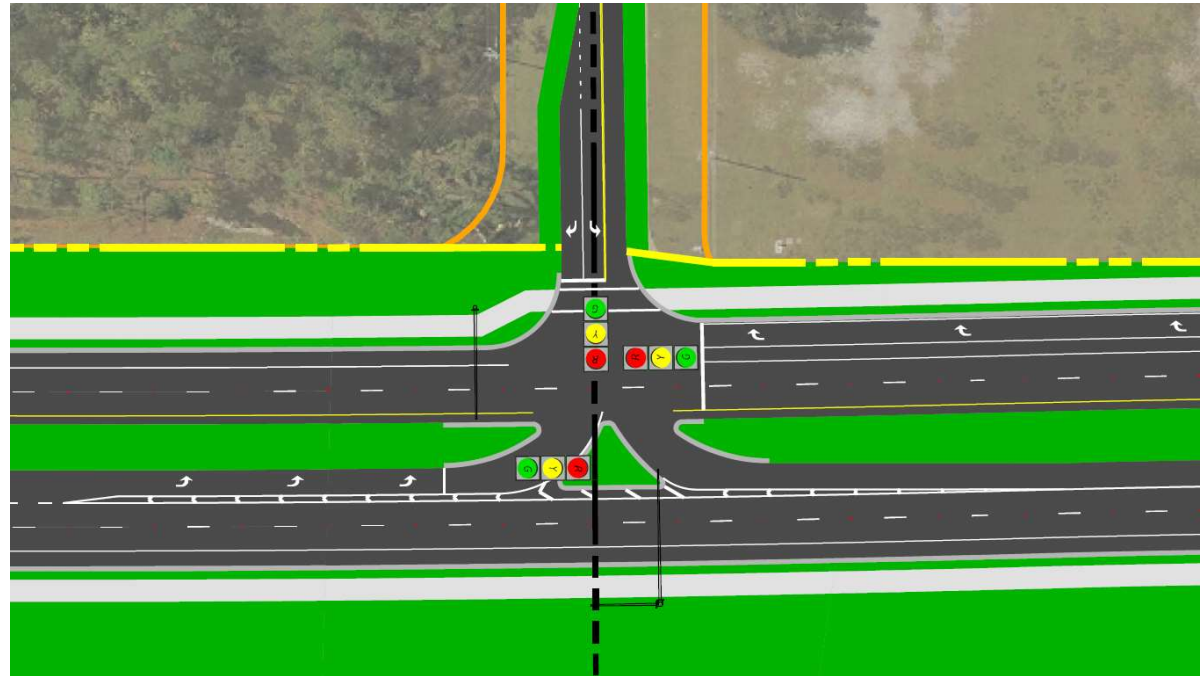


Burnt Store Rd at Vincent Ave – Lee County

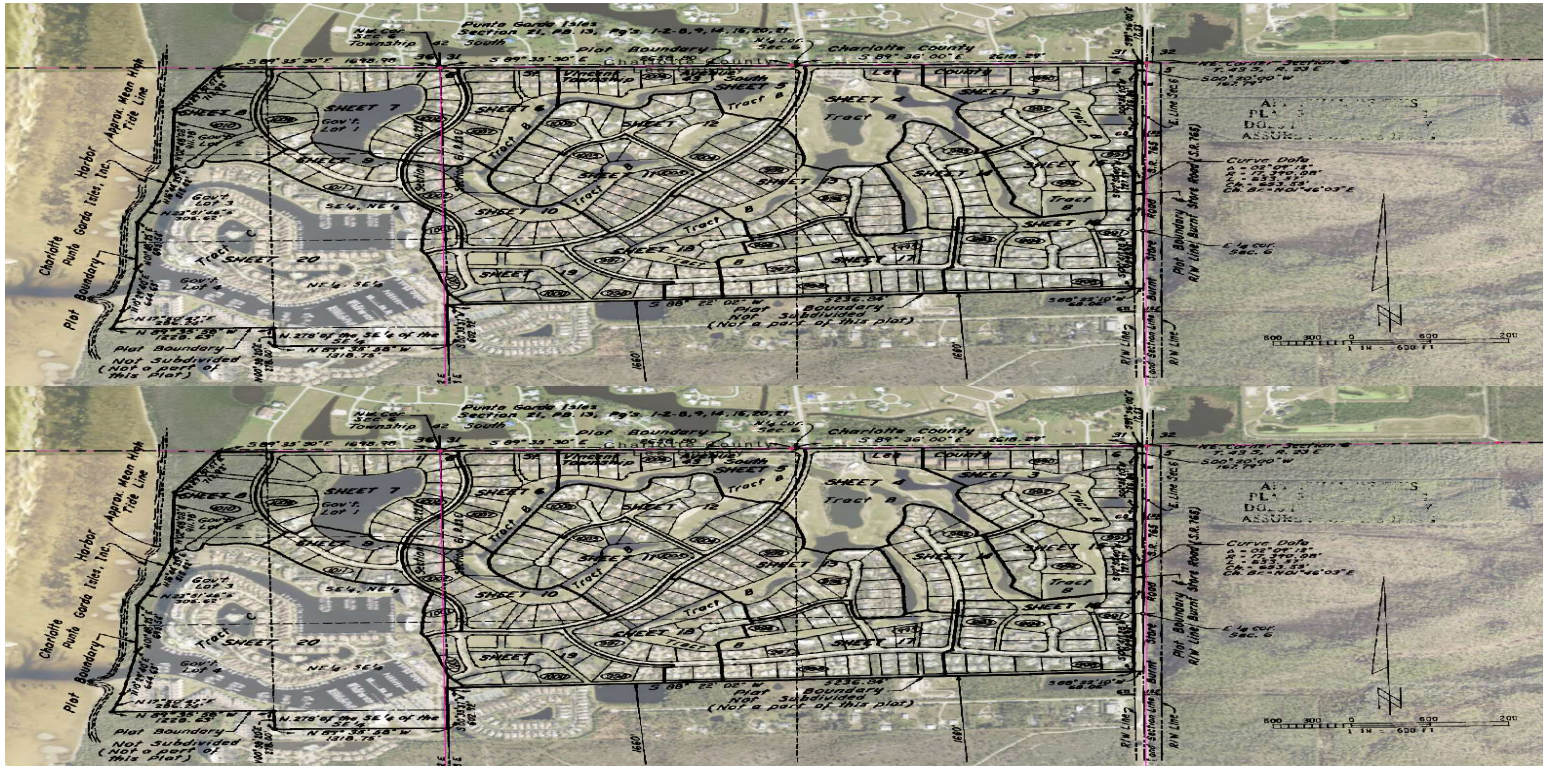


Burnt Store Rd at Vincent Ave – Lee County

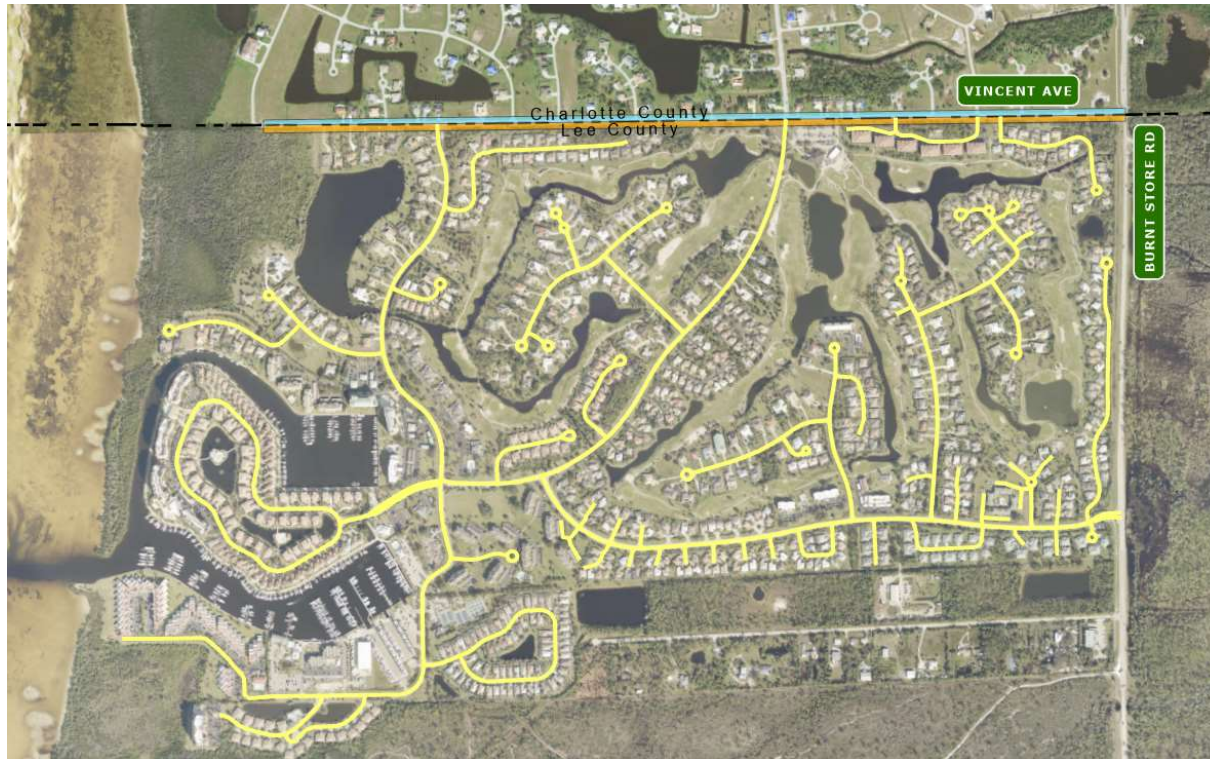
The Continuous Green T (CGT) intersection was identified as the preferred intersection alternative at Vincent Avenue. This intersection type allows for eastbound traffic on Vincent Avenue to make a northbound, left turning movement onto Burnt Store Road with signalization and a channelized lane to merge onto Burnt Store Road. Northbound traffic on Burnt Store Road can operate under free-flow conditions. Benefits of the CGT include improved efficiency and safety.



Vincent Ave



Vincent Ave



Administrative Code 11-7

Road Maintenance Acceptance Policy

2. Local Roads

The primary function of local roads is to serve the adjacent property by providing the initial access to the transportation network, therefore, local roads, at the option of the County, may either be retained as private or dedicated as public.

In all cases, whether the local roads are private or public, they shall be constructed to the appropriate criteria contained in the Land Development Code.

For all private roads, there must be created a covenant which runs with the land in a form acceptable to the County Attorney, which will provide for the continuing maintenance of the road.

In condominium or apartment developments, the roads shall remain private.

ADMINISTRATIVE CODE BOARD OF COUNTY COMMISSIONERS	
CATEGORY: Transportation and Traffic Management	CODE NUMBER: AC-11-7
TITLE: Road Maintenance Acceptance Policy	ADOPTED: 1/2/90
	AMENDED: 1/4/95 3/24/98
	ORIGINATING DEPARTMENT: Department of Transportation
PURPOSE/SCOPE: The following guidelines and procedures set forth the circumstances and conditions under which streets and roads will be accepted for maintenance by Lee County.	
POLICY/PROCEDURE:	
A. POLICY	
1. Arterial and Collector Roads Roads which are functionally classified as arterial or collector have the primary purpose of serving through traffic. Their function of providing access to adjacent property is secondary and may even be discouraged. Since arterials and collectors form the basis of the transportation network, it is the policy of the Lee County Board of County Commissioners that these roads shall be constructed to the standards specified in the Land Development Code and that they be dedicated to the public and accepted for maintenance by the County.	
2. Local Roads The primary function of local roads is to serve the adjacent property by providing the initial access to the transportation network, therefore, local roads, at the option of the County, may either be retained as private or dedicated as public. In all cases, whether the local roads are private or public, they shall be constructed to the appropriate criteria contained in the Land Development Code. For all private roads, there must be created a covenant which runs with the land in a form acceptable to the County Attorney, which will provide for the continuing maintenance of the road. In condominium or apartment developments, the roads shall remain private.	
B. PROCEDURE	
Roads which are to be turned over to the County for maintenance will be subject to the following procedures: Department of Transportation capital improvement projects will be inspected and approved by DOT. All other roads (e.g., arterial, collector and local roads), that are constructed as part of a Lee County Development Order and proposed for County maintenance will be inspected by DOT. The contractor or his agent will obtain from Lee County Division of Transportation a Public Works Permit. Upon completion of construction and approval of final inspection by the Department of Transportation, the following items will be submitted by the developer or his representative to DOT: a) The Letter of Substantial Compliance completed by the developer's engineer. This document is actually required prior to final inspection by DOT or Development Services, as applicable.	
Page 1 of 2	

Administrative Code 11-7

Road Maintenance Acceptance Policy

The Department of Transportation will receive, review and approve the above documents for all roads proposed for county maintenance

After receipt and approval of these documents, and if DOT concludes that the County should accept maintenance responsibility for the road, they will prepare a blue sheet signed by the Director.

The blue sheet makes the recommendation to the Board to accept the road for maintenance or deny acceptance for cause.

AC-11-7 Continued

- b) The Certificate of Compliance issued by the Division of Development Services,
- c) Certified as built plans by a registered engineer or land surveyor of the roadway facility. These as built shall be in reproducible form on.
- d) A final construction cost for the completed roadway, using the contract unit prices executed and sealed by the developer's engineer.
- e) A surety bond or letter of credit drawn on a Florida bank or bonding company. The amount will be 10% of final construction cost shall be submitted. If the developer submits for road maintenance acceptance within 60 days of issuance of certificate of compliance, the bond shall be valid for 2 years from certificate of compliance date. If the 90 day period elapses prior to **SUBMITTAL**, the letter of credit shall be valid for 2 years from the date of issuance.
- f) Original, sealed testing lab certifications, including but not limited to, tests on subgrade, base, asphalt, concrete, utility trench backfill, as applicable.
- g) Necessary documentation (deeds or plats) that demonstrates that the County is receiving legal authorization to operate and maintain the road.
- h) Payment of the road maintenance acceptance fee as set out in General Fee Schedule.

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Page 2 of 2

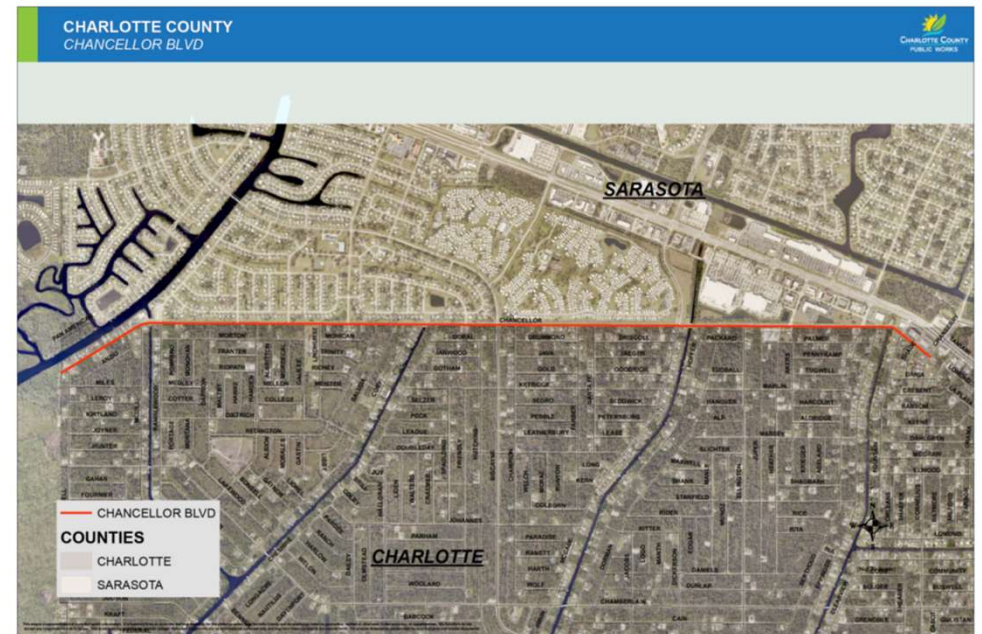
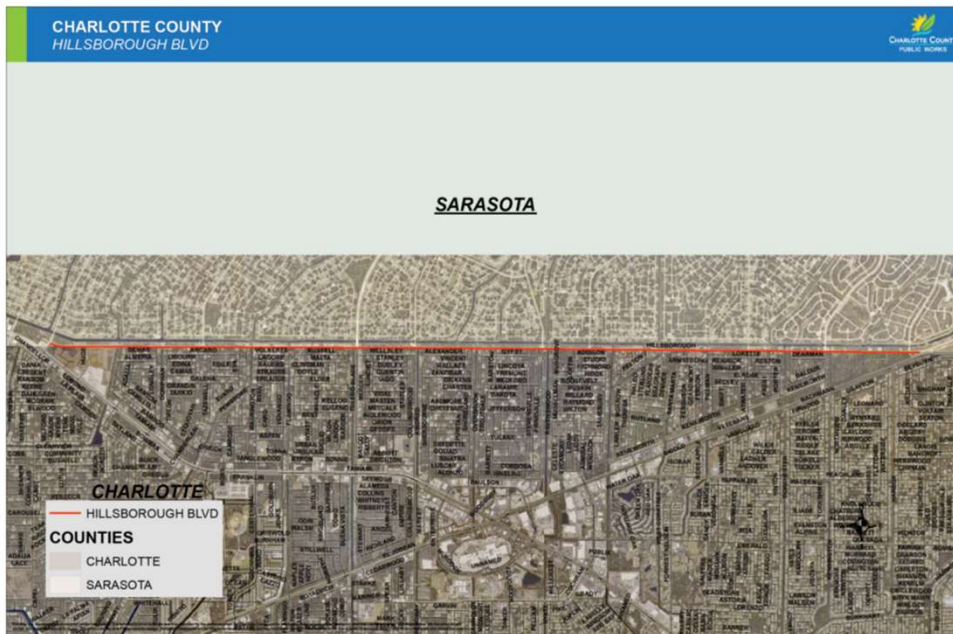
Similar Shared Maintenance Locations

- City of North Port Interlocal Agreement
 - Hillsborough Boulevard, Chancellor Boulevard

WHEREAS, approximately fifty percent (50%) of Chancellor and Hillsborough Boulevards are located within the corporate limits of the City and approximately fifty percent (50%) of said roads are located within the territorial limits of the County; and

2. For all documented costs associated with the work described in No. 1 above, the City agrees to reimburse the County fifty percent (50%). This reimbursement shall be made within five (5) days of receiving a billing, with the County having the option to submit bills as costs are incurred or on a regular bi-weekly or monthly basis.

Similar Shared Maintenance Locations



Similar Shared Maintenance Locations

- City of Punta Gorda
 - Colony Court
- Agreement 95-128, Resolution 960830A0

RESOLUTION
NUMBER 960830A0

IMAGED
SG

FILED
96 APR 23

BARBARA
CLERK OF THE
COURT

A RESOLUTION PURSUANT TO THE PROVISIONS OF SECTIONS 3-6-36 THROUGH 3-6-40, CHARLOTTE COUNTY CODE, AUTHORIZING IMPROVEMENTS TO COLONY COURT IN THE WATERWAY COLONY, INC. SUBDIVISION, AUTHORIZING SOLICITATION OF BIDS AND ADVANCEMENT OF FUNDS AND DESCRIBING THE PROPERTIES SPECIALLY BENEFITED AND THE AMOUNT OF BENEFIT TO EACH.

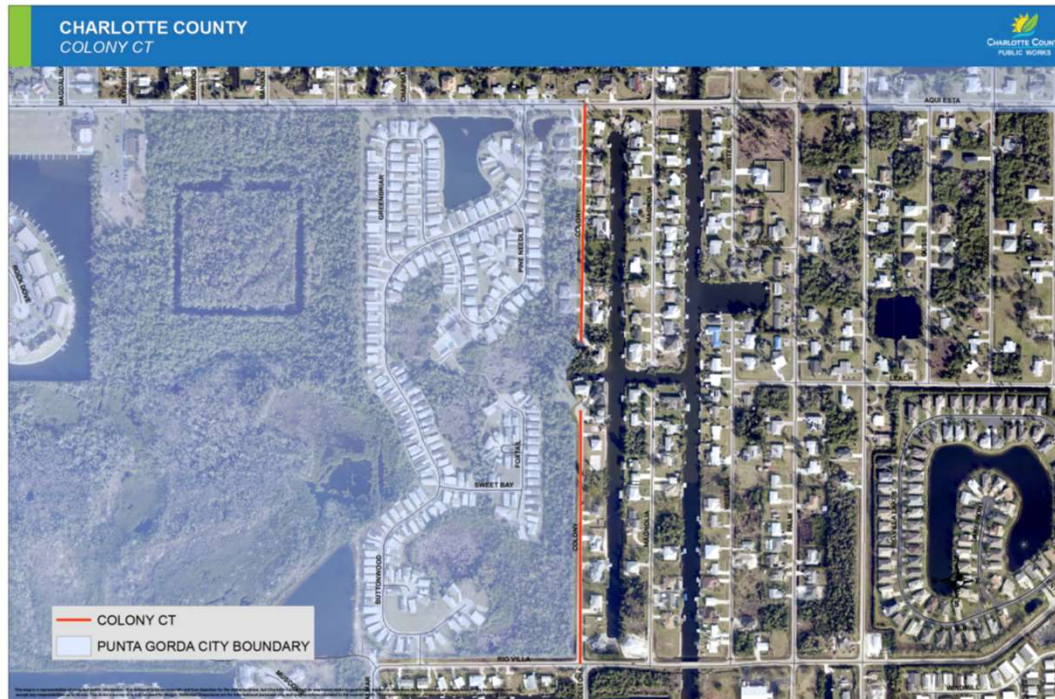
1. **PURPOSE:** The purpose of this interlocal agreement is to fund the paving of Colony Court, Block B, lots 24 through 46.

2. **COUNTY RESPONSIBILITIES:** The County will cause the subject roads to be paved. This paving shall be performed by a contractor engaged by the County through its normal bidding process. The County will also perform all necessary inspection and issue a certificate of final completion indicating that the paving project has been performed in accordance with the standards specified in Paragraph 3.

3. **CONSTRUCTION STANDARDS:** Paving shall be performed to meet the construction standards of both the County and the City. A copy of County standards shall be provided to the City upon award of the contract.

4. **PAYMENT:** It is anticipated that the City's share of the estimated \$10,320 cost of the project will be approximately 50% and the County's share will be approximately 50%.

Similar Shared Maintenance Locations



Options

- Estimated costs to pave Lee County portion of Vincent Avenue is \$386,423.00 (without remobilization costs)
- Request Burnt Store Marina fund their portion as was previously done
 - County staff met with representatives of the Marina and the recommendation was not supported
- Only pave the half of Vincent Avenue that is within Charlotte County limits
- Fund the paving of Vincent Avenue out of a non-MSBU funded source
- Enter into an Interlocal Agreement with Lee County to fund 50% of the paving of Vincent Avenue