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JULY 13, 2021

ROADWAY ASSESSMENT
IDENTIFICATION & PRIORITIZATION





BACKGROUND

- ▶ Last year staff provided a presentation to the Board on publicly dedicated, privately maintained roadways and the assessable paving program
- ▶ At the conclusion of the presentation, the Board directed staff to:
 - Develop criteria to prioritize roadway maintenance conversions
 - Identify potential funding strategies for assessable paving





IDENTIFICATION

| Tier | Dedication | Maintenance | Surface | USD | Mileage |
|------|------------|-------------|---------------|---------|------------------------------|
| 1 | Public | County | Unpaved | In USD | 4.1 |
| 2 | Public | County | Unpaved | Outside | 7.4 |
| 3 | Public | Private | Paved | In USD | 17.4 |
| 4 | Public | Private | Unpaved | In USD | 5.1 |
| 5 | Public | Private | Unpaved/Paved | Outside | 8.8 (6.5 unpaved, 2.3 paved) |
| 6 | Private | Private | Any | Both | 963.9 |





IDENTIFICATION



Tier 1

Public, County, Unpaved, Inside



Tier 2

Public, County, Unpaved, Outside



Tier 3

Public, Private, Paved, Inside



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IDENTIFICATION



Tier 4

Public, Private, Unpaved, Inside



Tier 5

Public, Private, Unpaved, Outside



Tier 5

Public, Private, Unpaved, Outside





ISSUES

Private
property

Right of way
width

County
standards

Environmental
concerns

Lack of
maintenance

Majority favor

Funding
constraints

Assessment
equitability

Socioeconomic
s





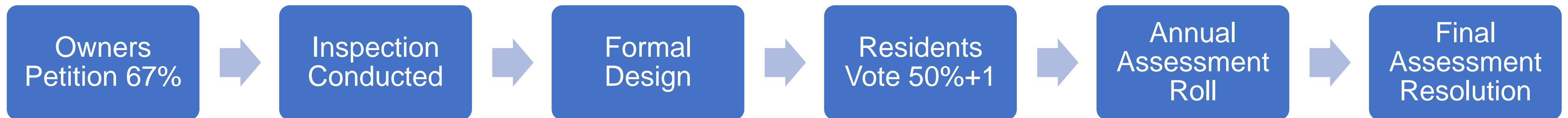
CURRENT STRATEGY

CIP Roads Project for Tier 1 Roads (public, County, unpaved, in USD)

- Programmed for funding at \$350,000 per year starting FY23
- Scenario: Conversion of Tier 1 will take 12 years utilizing 100% programmed funds at full County contribution
- Cost benefit to the County

Remaining Roadways

- Handled on petition basis (67% support) through Roadway MSBU Program
- No finite contribution amount
- No programmed funding source





POST PETITION INSPECTION

Petition with 67% support received prompts an inspection of:

Pavement
Condition

Pavement
Width

Asphalt
Thickness

Road Base

Striping

Signage

ROW Width

Encroachment
s

Sight Distance

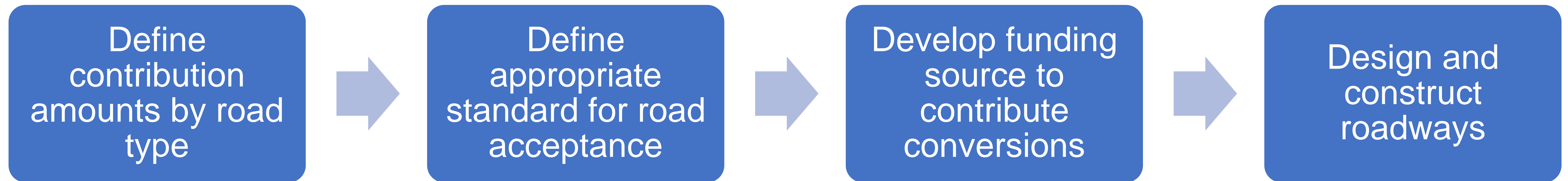
Stormwater
System



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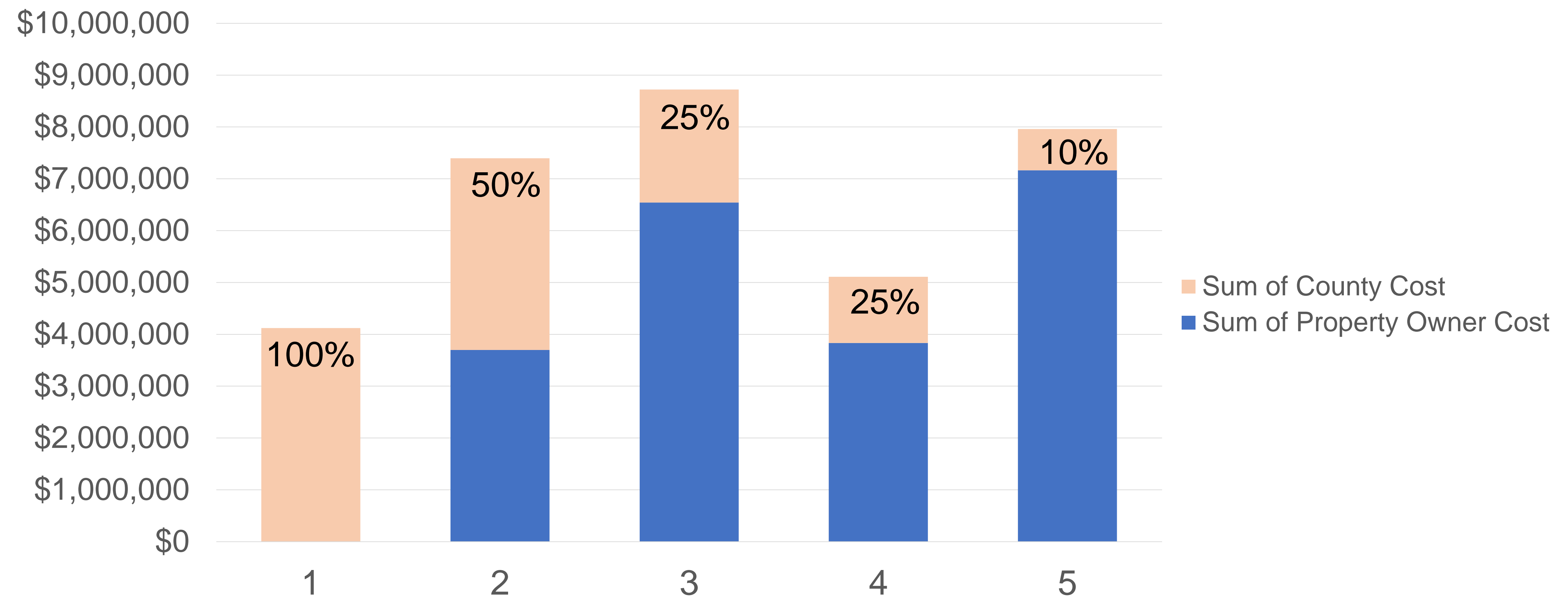


PROPOSED STRATEGY

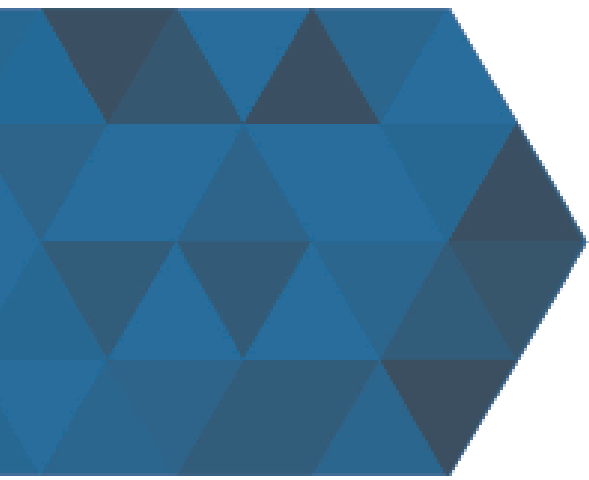




PROPOSED PROGRAM COST BY TIER



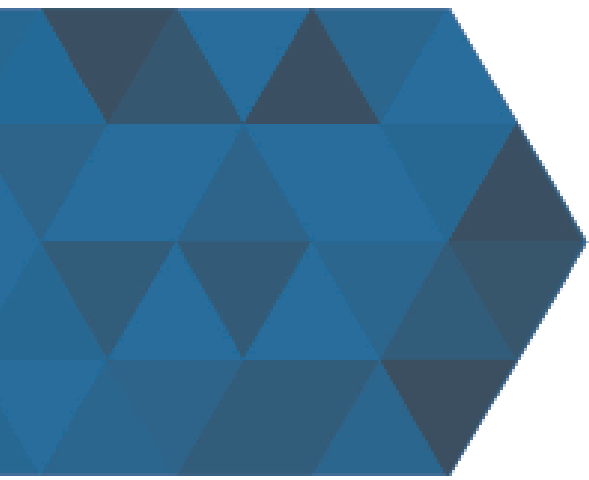
Total County Cost: \$12.1 million



ROAD STANDARDS

- At minimum, all roads must adhere to the Florida Department of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook)
- Martin County local roadway standards in the Land Development Regulations go beyond the minimum requirements in the Florida Greenbook
- Some of the LDR standards could be waived for this program





IMPACTS TO OPERATIONS

Initial Impact:

- Average cost to bring paved roads to standard = \$500,000/ mile
- Average cost to bring unpaved roads to standard = \$1,000,000/ mile

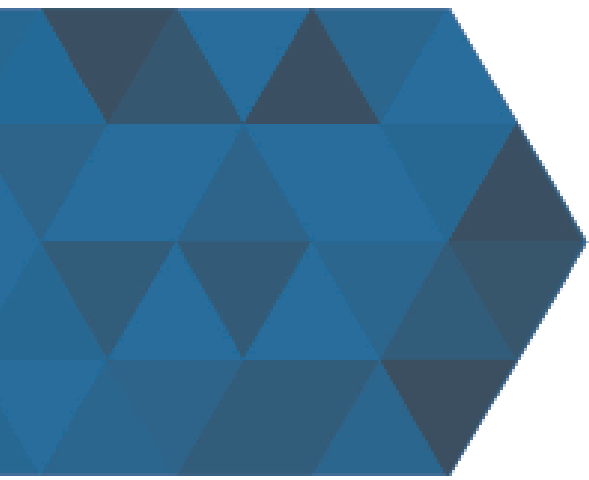
Maintenance Impact:

- Annual right of way maintenance cost (Roads only) = \$10,540/ mile
- Annual paved surface cost = \$500/mile

Future Rehabilitation Impact:

- Resurfacing cost = \$125,000/ mile (20 year life cycle, \$6,250/mile/year)





PROPOSED REVENUE SOURCE

Potential Revenue Sources:

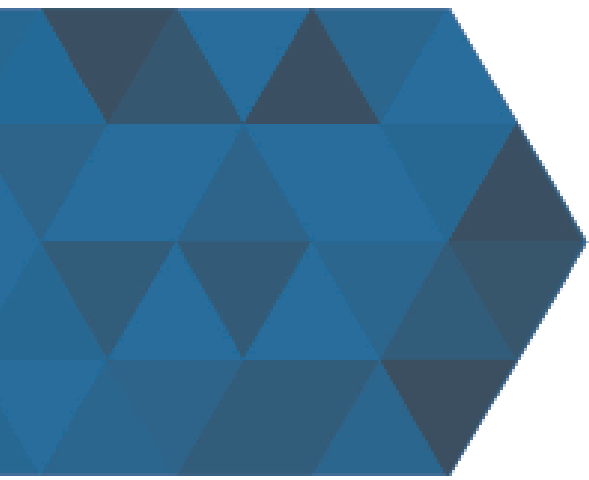
- Roads MSTU
- Gas Tax
- Franchise Fees
- Ad Valorem

Total Program Cost to County: \$12.1 million

Deferred Impacts to:

- Capital Improvement Plan – Roadway Resurfacing
- Neighborhood Restoration Program
- Septic to Sewer Program





RECOMMENDATIONS

Formalize a program for converting roadways to the appropriate standard in accordance with each tier of Roadway MSBU project as presented.

Proceed with the paving of County maintained dirt roads within the Urban Service utilizing the Dirt Road Paving (Urban Service District) CIP project fund allocations starting in FY23.





ALTERNATIVE RECOMMENDATIONS

Prioritize the conversion of Tier 1 roadways into paved roads

- Fund this over 4 years at \$1 million/year starting in FY22

- Funding source TBD

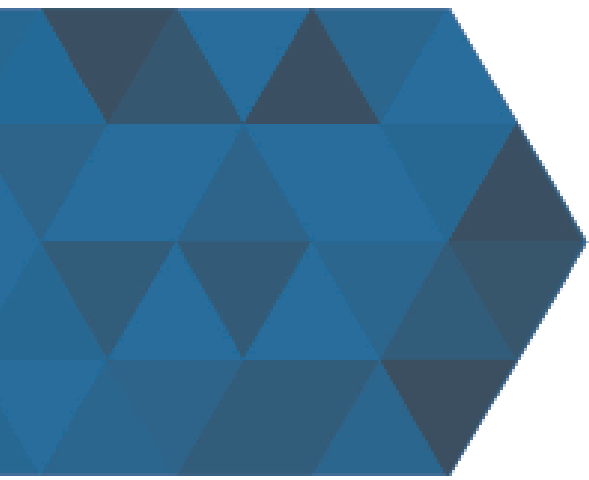
Set aside County contribution funds for Tier 2-5 roadway conversions

- \$350,000 annually for contributions based on previous percentages starting in FY23

- Participation will be determined by the MSBU petition process

- Funding source TBD





QUESTIONS



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