



## Legislation Details (With Text)

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<b>On agenda:</b>	8/23/2022	<b>Final action:</b>			
<b>Title:</b>	NW 23rd Avenue Project Estimate Update				
<b>Sponsors:</b>					
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	1. Agreement NW 23rd Ave CIGP Funding.pdf, 2. Typical 23rd Ave the Project.pdf, 3. Estimate NW 23rd Ave the Project.pdf, 4. Typical NW 23rd Ave the Alternate.pdf, 5. Estimate NW 23rd Ave the Alternate.pdf, 6. PRES 220823 NW 23rd Ave Cost Comparison revised (rdg).pdf				

Date	Ver.	Action By	Action	Result
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### Agenda Item Name:

NW 23rd Avenue Project Estimate Update

### Presenter:

Ramon D. Gavarrete, P.E., Public Works Director

### Description:

Provide updated cost estimate for the NW 23<sup>rd</sup> Avenue reconstruction project (the "Project") and the NW 23<sup>rd</sup> Avenue alternative scope of work project (the "Alternate").

### Recommended Action:

Direct staff to proceed with the Public Works proposed alternate typical section, which consists of:

1. Milling and resurfacing the existing roadway
2. Widening for turn lanes and bus stops
3. Constructing an 8 FT multiuse path on the north side of NW 23<sup>rd</sup> Avenue

### Prior Board Motions:

April 7, 2015 - The Board approved the submittal of NW 23<sup>rd</sup> Avenue to FDOT County Incentive Grant Program (CIGP) to four-lane the roadway and directed staff to create models connecting NW 31<sup>st</sup> Avenue to NW 33<sup>rd</sup> Avenue and NW 33<sup>rd</sup> Avenue to NW 51<sup>st</sup> Street.

December 13, 2016 - The Board submitted NW 23<sup>rd</sup> Avenue, Four Lane (Option 3) for a CIGP Application and directed staff to analyze a 3-lane cross section.

February 14, 2017 - The Board directed staff to proceed with CIGP application by submitting the development of NW 23<sup>rd</sup> Avenue - Option 2 - Two Lane with wide median and turn lanes.

March 26, 2019 - The Board adopted Resolution 19-35 approving the typical section and alignment for the Project.

May 28, 2019 - The Board approved budget amendment allocating additional funds for the design phase of the Project.

August 27, 2019 - The Board adopted Resolution 19-85 authorizing the County to enter into a funding agreement for the Project.

November 12, 2019 - The Board adopted Resolution 19-125 approving and authorizing the Chair to sign the CIGP Agreement for the Project

**Fiscal Consideration:**

The County has entered into an agreement with the FDOT for the Department to provide \$1.2 million in matching state funds for the design and ROW acquisition for the current board approved project. The County has invoiced \$368,203.55 of these funds to date. The County Match is being funded through the NW Impact Fee Fund, account 336.79.7910.541.63.03

**Background:**

The current scope of the Project calls for a complete reconstruction of the corridor from NW 58<sup>th</sup> Boulevard to the I-75 overpass. The Board approved the typical section for the Project on February 17, 2019. The current plan would construct two travel lanes, bike lanes, sidewalks, turn lanes, and a wide median so that future widening, for four travel lanes could be accomplished by widening to the inside without the need to acquire additional right-of-way (ROW) in the future.

The Board approved an agreement with FDOT for capacity enhancements on NW 23<sup>rd</sup> Avenue on November 12, 2019. This agreement was to provide \$1.2 million in matching State funds to the County. These could be used for design and ROW acquisition. Construction funding has not been made available for the Project.

The Project reached the 60% design phase and ROW acquisition has yet to begin but must be completed by 6/30/2024. The cost estimate prepared at 60% plans showed that previously estimated construction and ROW acquisition costs, prepared in 2016, were no longer sufficient. Staff has provided an alternate concept that would construct turn lanes, resurface the roadway, and construct a parallel multi-use path. The Alternate would provide similar features to the Project along the corridor but would cost significantly less than full reconstruction.