

The Villages®

Community Development Districts

So, what is this I have heard about the Morse Bridge?

Good Question!

The Morse Bridge is in great shape. It is maintained by Sumter County!

So, what is all the “talk” about the bridge?

Well, the actual topic is the Morse Boulevard Island Embankment.

We urge you to read through the information and please do not hesitate to contact us if you have any questions or comments.

Morse Boulevard, which includes both a bridge and built up embankments, has been built by many different entities. The portion of Morse Boulevard we will be discussing was built by Village Community Development District # 5. As with most of all roadways within The Villages, they are built as part of the original development requirements of the county before the first home is built. Roadways in Sumter County, with the exception of villa roads, are constructed by the CDD and are then turned over to the county for maintenance (once they are inspected and approved for maintenance).

In the case of the Morse Boulevard roadway between C.R. 466 and Stillwater Trail, after inspection, the roadway AND the bridge were turned over to Sumter County for maintenance.

Since this specific portion of roadway and embankment were constructed, Florida experienced multiple hurricane and weather events. Three and a half years ago, the embankment (**not the bridge**) experienced some sloughing of some of the soil. Although the roadway was not in any immediate danger, the District took swift remedial action to shore up the area that experienced the sloughing (and also protecting the utilities located along the embankment). At that point, there was no definitive discovery performed to determine if there was a sink hole, construction failure, natural occurrences or some other reason for the sloughing. Although Florida has been lucky and has not experienced significant weather occurrences for a number of years, history tells us they will occur again. District staff recommended to the Project Wide Advisory Committee (PWAC) that they secure an engineering analysis of the embankment and provide any recommendations they felt appropriate. Please note the engineering firm that performed the work was not involved in the original design and construction of the embankments (or bridge).

On Monday, August 1, 2016 the PWAC held a meeting that included a presentation and review of a Slope Stability Analysis performed by Kimley-Horn and Associates, Inc. (KHA) for the Lake Sumter island embankment on Morse Boulevard. The goal and objective of the analysis was to halt and prevent

further erosion along the perimeter of the embankment during average conditions, and offer engineered options that were aesthetically pleasing that require minimal maintenance.

The analysis did *not* include the Morse Boulevard bridge over Lake Sumter, and there is no evidence of issues with the structure.

The review included work performed by a sub-contracted geo-technical engineering firm who conducted extensive soil borings to thoroughly evaluate the slope of the island based on previous sloughing that occurred. **Their findings concluded that the existing slope exceeded the Florida Department of Transportation (FDOT) minimum factor of safety for permanent slopes.**

In conjunction with the information received from the geo-technical engineer, KHA further evaluated water depth, wind speed/direction, and wave height to conclude that erosion was occurring as a result of repetitive wave action during average weather conditions. KHA Engineers in attendance at the meeting presented three options to the PWAC to mitigate further erosion on the island embankment:

1. Rock Revetment structure fill and plantings
 - a. Highest construction cost (\$1.47 Mil.); permanent solution with lowest anticipated maintenance.
2. Living shoreline with a toe protection breakwater structure
 - a. High construction cost (\$1 Mil.); ongoing maintenance required.
3. Placement of additional coarse sediment fill with native plantings
 - a. Lowest construction cost (\$520,000); highest recurring maintenance and least likely to address erosion as compared to option 1 and 2.

The PWAC held extensive discussions regarding the options and the desire for a long-term solution that required minimal ongoing maintenance. Based on the review and information provided, and audience input, the PWAC directed staff to work with KHA to develop information to proceed with a rock revetment, option 1.

The full Slope Stability Analysis is available on www.DistrictGov.org, or by using the following direct link: <http://www.districtgov.org/PDFView/PDFMeeting.aspx?id=20160801pa0201>

Finally, it is important to discuss who the PWAC is, who sits on PWAC and how these projects are funded.

North of C.R. 466, each Community Development District that constructed infrastructure (storm water retention areas, multi-modal paths, irrigation, landscaping, preserves, wetlands) is responsible for all the maintenance and mitigation of any infrastructure failure that occurs within each of the Districts. So, if there was a sinkhole in a retention pond or multi-modal path in their district, the residents in that district would be responsible for the total cost of repair.

South of C.R. 466, the common infrastructure such as multi-modal paths, landscaping along major roadways, water retention ponds, etc., are maintained through the Project Wide Fund. The Committee

that determines the budgets, revenues, and expenditures is the Project Wide Advisory Committee. The funds for the budget come from each of the Districts (CDDs 5-11) and the Sumter Landing Community Development District. The Committee is comprised of a representative (resident) from each of the numbered Districts that participate. Each District pays their share based on assessable acres and the funding comes from annual maintenance assessments.

So, the Morse Boulevard island embankment, constructed by CDD 5, is part of the list of common infrastructure south of C.R. 466 that is maintained through the Project Wide funding. Adequate dollars have been budgeted to pay for the embankment improvements and to provide a long term, maintenance-free option and no additional assessments are, or will be, levied.

The purpose of the Project Wide Fund is, in fact, to provide a sharing of cost among the CDDs south of C.R.466 so no one District is burdened with extensive costs for infrastructure maintenance. The Project Wide Fund is a more innovative approach to the infrastructure south of C.R. 466.

We urge you to attend a District meeting, a PWAC meeting or take time to review maps and read the multitude of documents, minutes, etc. available on the District web site www.districtgov.org or take advantage of the many educational programs and opportunities available to residents. We look forward to speaking with you!

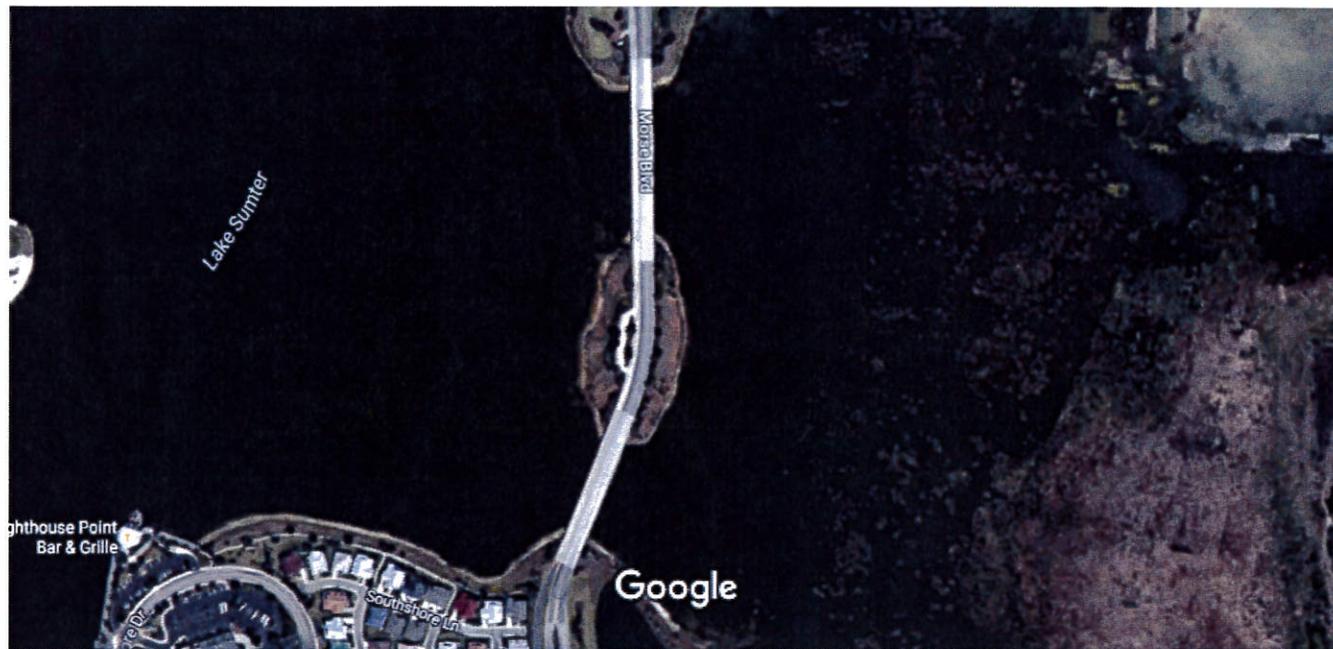
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