

TAB 2

**RIVERSIDE DRIVE
AND
8TH AVENUE WEST
IMPROVEMENTS**

RIVERSIDE DRIVE AT 8TH AVENUE IMPROVEMENTS

In 2006, the City was awarded \$150,000 in MPO funding to make improvements to the intersection of Riverside Drive and 8th Avenue West. (attached) This is a matching grant, and the CRA committed to funding the complimenting \$150,000. Funding should be utilized in the near future to avoid losing the grant.

The CRA entered into contract with Jones Edmunds Engineering to provide a conceptual design for the improvements, while addressing the long-term plan for Riverside Park West. (attached) This methodology was chosen because it would ensure that current infrastructure improvements would be consistent with future park developments.

The City Commission adopted the Department of Public Works' CIP on April 6, 2009. This project was included on the CRA's project list for construction in this year, FY 2009 (attached). The project sheet shows the total project cost of \$300,000, as this funding will need to be expended before the \$150,000 grant is reimbursed to the City.

This project is consistent with CRA objectives, in that it strengthens the City's contribution to the well-being of the community, strengthens downtown as a multi-use center and enables successful on-going revitalization.

QUESTIONS:

- **What improvements should be made to the intersection of Riverside Drive and 8th Aveune?**
- **Should the intersection be changed to "right-in, right-out" only, as was proposed in the original funding application?**
- **Should the CRA fund this project?**

CITY PROJECT SHEETS

CITY OF PALMETTO

CRA PROJECT

Project Name: 8th Avenue and Riverside Drive
 Project ID: _____ Job Cost
 Department: CRA
 Functional Area: Public Services
 Location: 8th Avenue and Riverside Drive

Project Priority				
High				Low
1	2	3	4	5

Budget Impact

	Calendar Yr. 09	Calendar Yr. 10	Calendar Yr. 11	Calendar Yr. 12	Calendar Yr. 13	Future	Totals
Engineering Cost							0
Construction Cost	300,000						300,000
Design							0
Other							0
Totals	300,000	0	0	0	0	0	300,000

Funding Source

General Fund							0
Water							0
Stormwater							0
Sewer							0
Reclaim							
City - Road & Bridge							
Grant							
SRF Loans							
BOA Loans							
Other- CRA	300,000						300,000
Totals	300,000	0	0	0	0	0	300,000

Comments

This project includes extending the existing south median at the intersection of 8th Avenue and Riverside Drive 25 ft north of 3rd Street Drive West.

	GF	Road and Bridge	Water	Sewer	Stormwater	Reuse	Total
Dollars Provided By:							
Fund Balance							
04 BOA Loan							
05 BOA Loan							
Outside Sources							
Grants							
SRF Loans							
Future funding							
Other							
Total Project	-		-	-	-	-	-

The funding source will ultimately pay for the project through the use of fund balance, loans, grants or other sources.

2009 CRA PROJECTS

Total Project Cost		2009	2010	2011	2012	2013
CRA Projects						
1	Ward 1 Phase 2	\$ 4,000,000.00	\$ -	\$ 2,000,000.00	\$ -	\$ -
2	Haben Blvd Gateway	\$ 990,000.00	\$ 90,000.00	\$ -	\$ -	\$ -
3	Haben Blvd Gateway Phase 2	\$ 440,000.00	\$ -	\$ -	\$ -	\$ -
4	7th Street Extension	\$ 950,000.00	\$ -	\$ 950,000.00	\$ -	\$ -
5	8th Ave. & Riverside Dr.	\$ 300,000.00	\$ 300,000.00	\$ -	\$ -	\$ -
6	8th & 9th Street Drainage Improvements from 10th St.W. to 7th St.W.	\$ 435,572.00	\$ 435,572.00	\$ -	\$ -	\$ -
Grand Total		\$ 7,115,572.00	\$ 825,572.00	\$ 2,000,000.00	\$ -	\$ -

2009 CRA PROJECTS

Job	CRA	Total Project Cost	2009	2010	2011	2012	2013
5436	Ward 1 Phase 2	\$ 4,000,000.00	\$ -	\$ 2,000,000.00	\$ 2,000,000.00	\$ -	\$ -
TBA	Haben Blvd Gateway	\$ 990,000.00	\$ 90,000.00	\$ 900,000.00	\$ -	\$ -	\$ -
TBA	Haben Blvd Gateway Phase 2	\$ 880,000.00	\$ -	\$ 440,000.00	\$ 440,000.00	\$ -	\$ -
7554	7th Street Extension	\$ 950,000.00	\$ -	\$ 950,000.00	\$ -	\$ -	\$ -
TBA	8th Ave. & Riverside Dr.	\$ 300,000.00	\$ 300,000.00	\$ -	\$ -	\$ -	\$ -
TBA	8th & 9th Street Drainage Improvements from 10th St.W. to 7th St.W.	\$ 435,572.00	\$ 435,572.00	\$ -	\$ -	\$ -	\$ -
	GRAND TOTALS:	\$ 7,555,572.00	\$ 825,572.00	\$ 4,290,000.00	\$ 2,440,000.00	\$ -	\$ -

MPO FUNDING

2/1/2006



Florida Department of Transportation

PUBLIC WORKS
DEPARTMENT

JEB BUSH
GOVERNOR

801 North Broadway Avenue
/Bartow, FL 33830

DENVER J. STUTLER, JR.
SECRETARY

January 12, 2006

Mr. Chris Lukowiak, Director
City of Palmetto Public Works
P.O. Box 1209
Palmetto, FL 34220-1209

RE: Transportation Regional Incentive Program (TRIP) Project Selection

Dear Mr. Lukowiak:

I am pleased to inform you the following Transportation Regional Incentive Program (TRIP) project in the City of Palmetto has been selected for funding

Business US 41 at Riverside Drive, for the amount of \$150,000 in FY2006/2007.

As you know, the 2005 Florida Legislature created the Transportation Regional Incentive Program (TRIP) to provide funds for improvements to regionally significant roadways and public transportation facilities, pursuant to Section 339.2819 F.S.

TRIP project grants require a 50% local government match, with the exception of areas designated as areas of critical economic concern (RACEC). Since the City of Palmetto does not meet the criteria for RACEC, the 50% match will be required. In addition, the City of Palmetto will be required to enter into a TRIP project agreement with the Department. The fund disbursement will be on a reimbursement basis per the TRIP agreement as invoices are received.

Ms. Karen Miracola, the District One JPA Coordinator, is the Department's contact for the TRIP agreements. Ms. Miracola will work with your staff on the execution of the agreements and may be reached at 239-461-4302


2/1/2006

Mr. Chris Lukowiak
January 12, 2006
Page 2

COPY

Thank you for the City of Palmetto's participation in the TRIP program. If you have any questions regarding these projects please contact Ms. Miracola or Manon Lavoie, Community Liaison for Sarasota and Manatee Counties, at 941-359-7311.

Sincerely,



Michael G. Rippe,
Director of Transportation Development

cc: The Honorable Mayor Larry Bustle, City of Palmetto
Commissioner Nora Patterson, Chair, Sarasota-Manatee MPO
Mike Howe, Director, Sarasota-Manatee MPO
Stanley M. Cann, P.E. District Secretary, District One
Dick Combs, Deputy Director of Transportation Development, FDOT
Ben Walker, Intermodal Systems Development Manager, FDOT
Karen Miracola, District One LFA/JPA Coordinator, FDOT
Cindy Clemmons-Adente, Public Information Director, FDOT
Frank Meares, Community Liaison Administrator, FDOT
Manon Lavoie, AICP, Community Liaison, FDOT

Congestion Management System (CMS)
Project Funding

<u>Location</u>	<u>Project #</u>	<u>Funding Year</u>	<u>Project Description</u>	<u>FDOT Contribution</u>	<u>City of Palmetto Contribution (Engineering, Design, Construction)</u>	<u>Total Project Cost</u>
10th St. & 14th Ave.	4208761	2009/2010	Addition of Turn Lanes	\$400,000	\$60,000	\$460,000
Haben Blvd.	4208751	2009/2010	Traffic Circle	\$367,000	\$48,350	\$415,350
Canal Rd.	TBD	2011/2012	Signal Installation & Addition of Turn Lane	\$600,000	\$90,000	\$690,000
10th St. & 10th Ave.	TBD	2011/2012	Addition of Turn Lanes	\$200,000	\$30,000	\$230,000
US 41 & 7th St. Signal	4141051	2005/2006	Traffic Signal Installation	\$400,000	\$366,448	\$766,448
US 41 & Riverside Dr. (TRIP)	4209811	2006/2007	Intersection Improvement	\$150,000	\$150,000	\$300,000
			TOTAL	\$2,117,000	\$744,798	\$2,861,798
<u>Landscaping Projects</u>						
US 41/301 (7th St.- Desoto Br.)	4148221	2004/2005	Median Improvements	\$10,000	No Requirement	
Citywide Landscaping (41 @ 17th)	4155311	2007/2008	Median Improvements	\$20,000	No Requirement	



Posted on Tue, Nov. 29, 2005

Palmetto road fix gets grant

DUANE MARSTELLER
Herald Staff Writer

PALMETTO - A Palmetto intersection was the only Manatee County road project picked to get state growth-management money, officials said Monday.

The Florida Department of Transportation said it plans to award \$150,000 to Palmetto next year for improving the Eighth Avenue West/Riverside Drive intersection. The money would come from the Transportation Regional Incentive Program, created under the state's new growth-management law to help Florida roads catch up with growth.

The state grant would match the Palmetto Community Redevelopment Agency's \$150,000 pledge to improve the intersection, which is just north of the Green Bridge. Although there has been speculation that a roundabout might go there, no decision has been made on what the improvements will be, a city official said.

"Nothing's been decided yet," said Van Brown of the city's public works department. "We first have to get a traffic study done."

City officials said the intersection needs improvement because northbound traffic is often backed up by cars waiting to turn left onto Riverside Drive. Officials said those backups could get worse, especially if a condominium, retail and office complex proposed near the northwest corner is built.

FDOT also picked two projects in Charlotte County and one in Sarasota County for the program, bypassing two others in Manatee: Widening U.S. 301 between Erie Road and Moccasin Wallow Road, and buying 650 acres at U.S. 41 and Buckeye Road for use by Port Manatee.

Duane Marsteller, transportation and growth/development reporter, can be reached at 745-7080, ext. 2630, or at dmarsteller@Herald

Today.com.

© 2005 Bradenton Herald and wire service sources. All Rights Reserved.
<http://www.bradenton.com>

7th Ave. AL

STOP

ONE WAY

PROPOSED SIGNAGE

PROPOSED ONE WAY

3

Existing median

Proposed landscaped median

Proposed 9' median

RIVERSIDE DR

NO LEFT TURN

US 41

CITY OF PALMETTO

5TH AVE. TRAFFIC

CITY OF PALMETTO

engineering department

11-25-25

5TH AVE. TRAFFIC

[illegible]

engineering department

000-000 (000) - 000-000 (000) - 000-000 (000)

RIVERSIDE DRIVE & 8th AVE IMPROVEMENTS

The City has a matching grant from the MPO for \$150,000 for the improvement of the safety conditions at the intersection of Riverside Drive and 8th Avenue West.

The CRA has budgeted the matching funding in this fiscal year.

Attached is the proposal for engineering services for this project. Discussion should include any comments or feedback to the engineers before issuing a notice to proceed.

RIVERSIDE PARK WEST PARK & RIVERSIDE DRIVE IMPROVEMENTS

On November 14, 2006, the CRA Board authorized Jones Edmunds to undertake the design of improvements to Riverside Drive to design a long-term plan for Riverside Park so that any necessary improvements are consistent with a master-plan.

The proposal and authorizing minutes are attached.

Discussion should include any comments or feedback to provide to the Engineers before continuing in design work.

L. Riverside Drive Improvements

MOTION: Mr. Zirkelbach moved, Mr. Czaia seconded, and the motion carried unanimously to issue a notice to proceed to JEA to complete the design of all improvements to Riverside Park of a cost not to exceed \$60,700.00.

M. Haben Blvd Median

Executive Director advised the Board that the lack of irrigation on Haben Blvd has resulted in deterioration of the landscape medians. Additionally, cars have repeatedly driven over the medians. The Board directed that an alternative low maintenance design for aesthetic medians be investigated.

N. CRA Attorney Update

No Update

O. CRA Executive Director Update

- Executive Director advised the Board that a country western dance club is planning to occupy the old Winn Dixie site.
- The CRA is now working on the design for the next billboard.

P. Commissioner Tamara Cornwell Comments

Not in attendance.

Q. Citizen Comments

None.

NEXT REGULAR SCHEDULED MEETING- January 11, 2006, 5:30 P.M.

IV. BOARD COMMENTS

Chairman Maloney

No Comments

Alan Zirkelbach

No Comments

Allen Langford

No Comments

CJ Czaia

No Comments

Rose Tory

No Comments

V. ADJOURNMENT

MOTION: Ms. Tory moved, seconded by Mr. Czaia, and carried unanimously, the meeting was adjourned at 7:20 P.M.

TRAFFIC STUDY SUMMARY

BUSINESS US-41 at RIVERSIDE DRIVE TRAFFIC ANALYSIS

TABLE OF CONTENTS

Introduction	1
Study Area	1
Analysis Horizon	1
Existing Traffic Volumes	1
Baseline Traffic Volumes	2
Baseline Analysis	2
Improvement Scenario	3
Auxiliary Lanes	4
Conclusion	5

Tables

Table 1. Summary of Baseline Conditions Analysis	6
Table 2. Summary of Improvement Scenario Analysis	7

Figures

Figure 1. Study Location	8
Figure 2. 2007 Existing Lane Geometry and Traffic Control Devices	9
Figure 3. 2007 Existing Peak Hour, Peak Season Traffic Volumes	10
Figure 4. Baseline Traffic Volumes	11
Figure 5. Improvement Scenario Traffic Volumes	12

Appendices

Appendix A. Intersection Counts	
Appendix B. Segment Counts	
Appendix C. Development Volumes	
Appendix D. Business US-41 Traffic Volume Trend	
Appendix E. Baseline Conditions Analysis Worksheets	
Appendix F. Improvement Scenario Traffic Volume Reassignment	
Appendix G. Improvement Scenario Analysis Worksheets	
Appendix H. Auxiliary Turn Lane Analysis	

Introduction

This report documents an analysis of the Business US-41 at Riverside Drive intersection, located in the city of Palmetto, Florida; as illustrated in Figure 1. The analysis was undertaken to identify potential improvements for the subject intersection that could be implemented concurrent with improving Riverside Park.

Study Area

The study area for this project consisted primarily of the Business US-41 at Riverside Drive intersection, in addition to the roadway network located west of Business US-41, bounded by 10th Avenue West, 5th Street West, and Riverside Drive. The study area is illustrated in Figure 1, and Figure 2 illustrates existing study area lane geometry and traffic control devices.

Analysis Horizon

The analysis horizon for this study reflected existing conditions with the addition of traffic anticipated to occur from two proposed redevelopment projects located on Riverside Drive.

Existing Traffic Volumes

Existing traffic volumes were identified through the collection of intersection turning movement counts and segment counts performed in April and May of 2007. The intersection turning movement counts, adjusted to reflect peak season conditions, are shown in Figure 3 and documented in Appendix A. The segment counts, which were

performed for a period of 7 consecutive days, were obtained to identify the periods of worst-case traffic conditions. Upon review of the segment counts, it was determined that typical AM and PM peak hours reflected worst-case conditions for the study intersection and the remainder of the study area. Appendix B documents the segment counts.

Baseline Traffic Volumes

As discussed above, the analysis horizon for this study reflected existing conditions with the addition of traffic anticipated to occur from two proposed redevelopment projects located on Riverside Drive; Regatta Place and a proposed mixed-use development at the northeast corner of Riverside Drive at 10th Avenue. Appendix C documents the traffic volumes estimated for each of these developments. It is noted that historical traffic volumes on Business US-41 over the prior 5 years indicated negative growth; as documented in Appendix D. Therefore, no further adjustments were made to forecast the baseline traffic volumes used in this analysis; as illustrated in Figure 4.

Baseline Analysis

Intersection capacity analyses were performed for study area intersections for AM and PM peak hour baseline conditions. The analysis of signalized intersections was undertaken using the Synchro software program using the percentile delay methodology. This methodology provides a means for effectively evaluating actuated signal parameters. The analysis of unsignalized intersections was undertaken using the Synchro software program using the methodology of the 2000 Highway Capacity

Manual. Table 1 summarizes the results of the baseline conditions analysis. Appendix E contains worksheets documenting the baseline conditions analysis.

As shown in Table 1, all study area intersections are anticipated to operate adequately under peak hour baseline conditions; except for the Business US-41 at Riverside Drive intersection and the Business US-41 at 4th Street intersection. The minor-street movements at these intersections are anticipated to experience operational difficulties under peak hour baseline conditions.

Improvement Scenario

In consideration of the results of the baseline analysis, the following improvements were analyzed:

- Restrict the Business US-41 at Riverside Drive intersection to prevent minor-street left-turns and minor-street through movements.
- Restrict the Business US-41 at 4th Street intersection to prevent minor-street left-turns and minor-street through movements.

Traffic volumes were reassigned in consideration of the above improvements as illustrated in Figure 5, and documented in Appendix F. The reassignment of traffic volumes assumed that the traffic associated with the restricted movements would be displaced to the signalized intersection of Business US-41 at 5th Street. Table 2

summarizes the results of the improvement scenario analysis. Appendix G contains worksheets documenting the improvement scenario analysis.

As shown in Table 2, all study area intersections are anticipated to operate adequately under peak hour conditions in the improvement scenario; including the Business US-41 at Riverside Drive intersection. It is noted that the northbound left-turn movement at the Business US-41 at Riverside Drive intersection is anticipated to operate at LOS F during AM peak hour conditions; however, this movement was identified to operate under capacity, indicating acceptable operations given the relatively low demand volumes during this period.

Auxiliary Lanes

The existing northbound and southbound left-turn lanes on Business US-41 at Riverside Drive were analyzed to determine if they can adequately accommodate anticipated traffic volumes. Queue storage was estimated based on the results of the intersection analysis and deceleration distance was identified assuming a design speed of 35 mph (posted speed + 5 mph) in consideration of 2006 FDOT Design Standards, Index #301. The turn lane analysis, as documented in Appendix H, identified that the existing southbound left-turn lane at the Business US-41 at Riverside Drive intersection is of adequate length to accommodate anticipated queue storage and deceleration needs. The analysis also identified that the existing northbound left-turn lane at the Business US-41 at Riverside Drive intersection is only long enough to accommodate anticipated

queue storage. In order to also accommodate deceleration needs, the lane would need to be extended by approximately 100 feet.

Conclusion

The results of the analysis documented herein indicate that the Business US-41 at Riverside Drive intersection is anticipated to experience operational difficulties under baseline conditions. Specifically, minor-street left-turn and through movements are anticipated to operate over capacity and experience relatively high delays. This finding is also applicable to the Business US-41 at 4th Street intersection. To resolve these deficiencies, the subject intersections can be restricted to prevent minor-street left-turns and minor-street through movements; requiring the restricted traffic volumes to access Business US-41 via the traffic signal located at 5th Street. Upon implementing these improvements, the subject intersections are anticipated to operate adequately under peak hour conditions. Additionally, the signalized intersection of Business US-41 at 5th Street is anticipated to continue to operate adequately.

In addition, the existing northbound left-turn lane at the Business US-41 at Riverside Drive intersection was identified to only be long enough to accommodate anticipated queue storage. In order to also accommodate deceleration needs, the lane would need to be extended by approximately 100 feet.

DESIGN PROPOSAL

November 6, 2006

Ms. Tanya Lukowiak
Executive Director
Palmetto Community Redevelopment Agency
516 8th Avenue West
Palmetto, FL 34220-1209

RE: Proposal for Professional Services
Riverside Park West and Riverside Drive West Improvements
Jones Edmunds File No. 09502
City of Palmetto, Florida
Jones Edmunds Proposal No.: 95414-395-06

Dear Ms. Lukowiak:

Jones Edmunds is very pleased to present our proposal to assist the Palmetto Community Redevelopment Agency (CRA) in planning and designing improvements for Riverside Park and Drive which will be a major component of the City's Waterfront District Development Plan. Realizing that Riverside Park and Drive are the "gateway" to the Waterfront District from the Green Bridge, the CRA is interested in improving the aesthetics and functionality of both.

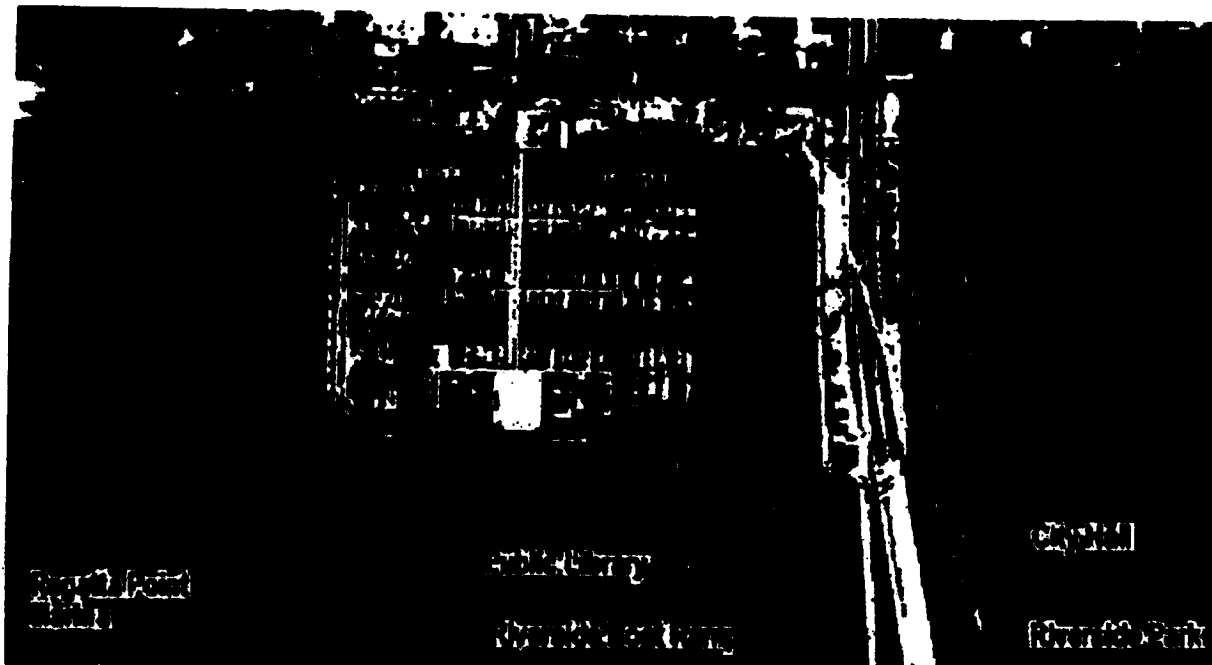
Project Understanding

The City of Palmetto is actively pursuing a program to revitalize downtown Palmetto. As part of this program, the Palmetto CRA retained the services of Wallace Roberts & Todd, LLC (WRT) to create a development plan for the Waterfront District. In their Draft Report, dated October 2005, WRT presents a Concept Plan Overview for the Downtown District that is depicted in Figure 12 from the WRT report. An integral component of the plan is an open space concept that includes redevelopment and upgrade of existing parks tied to more formal green/civic space. In the vicinity of Riverside Park, the development plan explains the need for a new boat ramp, a district gateway, and a bike path. However, the development plan does not describe improvements to Riverside Park.

The park appears to be underutilized and geographically segregated. The park consists of:

- A small County owned boat ramp with limited trailer parking (+/- 10 spaces)
- A small pavilion with restrooms
- An abandoned "bait shack", which previously sold snacks and bait
- A +/- 65 space parking lot
- A 0.4 mile long fishing pier (the former Old Green Bridge)
- A seawall protected waterfront
- A Riverwalk information kiosk
- A small dock (not for watercraft)

The CRA is interested in improving the park, resolving boat trailer congestion issues, and altering the accessibility from Riverside Drive onto 8th Ave (Business US-41). The CRA has requested assistance from Jones Edmunds to study alternatives for improvements and then design and permit the planned improvements.



Excerpt from Wallace Roberts & Todd, LLC *Waterfront District Development Plan Draft Report* dated October 2005

SCOPE OF SERVICES

Jones Edmunds proposes to conduct this project for the CRA using a standard three phased project approach. The three phases are:

- Phase 1 – Planning Study
- Phase 2 – Design and Permitting
- Phase 3 – Construction Phase Services

Each of these phases is discussed in detail in the following section.

Phase 1 – Planning Study

During the Planning Study phase, Jones Edmunds will investigate the existing conditions and use of the park and road and recommend alternatives for improvements. We envision that the services to be provided during this phase include:

Project Kickoff Planning Meeting: Jones Edmunds will schedule and attend a project kickoff meeting with CRA and Public Works staff. The purpose of the meeting will be to review the project goals, project schedule, and anticipated deliverables and to establish lines of communication.

Initial Meeting with SWFWMD, FDOT, and Manatee County: In conjunction with the kickoff meeting, Jones Edmunds will schedule and attend meetings with the Southwest Florida Water Management District (SWFWMD), the Florida Department of Transportation (FDOT), and Manatee County. The purpose of these meetings will be to better understand agency concerns with any proposed improvements adjacent to or in locations regulated by these agencies.

Data Gathering, Review and Field Investigation: Jones Edmunds will gather and review pertinent information related to the project area. This includes review of available as-built drawings of the project area, proposed projects within the project area, and information already assembled by WRT. Following review of the existing information, Jones Edmunds will conduct a field investigation of the project area to assess current usage of the park and park operations.

Workshop with City Staff: Following completion of the above tasks, Jones Edmunds will schedule and attend a workshop with CRA, Public Works staff and Parks and Recreation staff to gain input from the City, establish a vision, develop concepts, and determine feasibility for improvements. We envision that this workshop will be a forum where various ideas for improvements to the park can be openly discussed. There are virtually an unlimited number of options that could possibly be considered for the park, but realistically there will only be a finite number that warrant serious consideration. A primary purpose of the workshop will be to jointly define with City staff what these realistic options are and how to pursue their integration into a master plan for the park.

Traffic Study: We understand that the City is concerned with the volume of boat trailer traffic and congestion on Riverside Drive West. We will evaluate the possibility of eliminating left turns from Riverside Drive West onto 8th Ave or potentially eliminating access completely. Jones Edmunds plans to subcontract traffic study services to Tindale-Oliver & Associates, Inc. of Tampa, FL. Their services, which are outlined in the attached proposal, generally include: a field visit, a meeting with FDOT, segment and intersection traffic data counts, traffic volume analysis, and alternatives and recommendations for improvements to the Riverside Drive West / 8th Ave intersection.

Evaluation of Alternatives: Based on the above described tasks, Jones Edmunds will evaluate up to three different overall alternatives for improvements that incorporate the various amenities determined from the workshop. The evaluation will consider improvements to the following:

- Recreational boat docks / slips
- Elimination of the existing boat ramp
- Modifications to the Riverside Drive West / 8th Ave intersection
- A New Pavilion
- Revitalization of the "bait shack" including possible relocation
- Recreational improvements
- Parking including boat trailer parking
- Clearing of existing mangroves
- Aesthetic improvements (Greening) to the Green Bridge

- Public gathering / performance area
- Pedestrian connection to Riverside Park East
- Landscaping
- Site lighting
- Stormwater management / effect of stormwater vault project

Preliminary Engineering Report: Jones Edmunds will develop and submit to the City a Preliminary Engineering Report (PER) presenting the results of our planning efforts and evaluation of alternatives. This report will include our recommendations for park and road improvements to complement the Waterfront District. Included in this report will be preliminary sketches showing the recommended improvements for the area, as well as a preliminary opinion of probable construction costs to implement the recommended improvements.

Review Meeting: Following submittal of the PER, Jones Edmunds will schedule and attend a project review meeting with the City. At this meeting, the PER and its recommendations will be discussed and a course of action for Phase II implemented.

Phase 2 – Design / Permitting (Not In Contract)

The extent of services required under Phase 2 cannot be accurately delineated until the Phase 1 services are complete. Once Phase 1 is complete, Jones Edmunds will provide the CRA with a detailed scope of work and budget to complete the design and permitting.

While we cannot fully define Phase 2 services at this time, we can state that the main focus of Phase 2 is the complete design of the alternative ultimately chosen by the CRA. This phase of the project will include topographic surveying, geotechnical investigations, wetland delineation, construction plans, specification preparation, and bid package preparation.

During this phase, applicable permits will be filed with the jurisdictional agencies which govern this area. Those agencies that will require permitting include the SWFWMD, Manatee County, the FDOT and Florida Department of Environmental Protection (FDEP). If the existing mangroves are cleared and docks are constructed, wetland impacts are expected and impacts will be assessed using the SWFWMD UMAM assessment method to determine the wetland mitigation required.

Construction plans will be submitted to the City Public Works Department in review intervals of 60%, 90% and 100%. Accompanying the plans will be detailed engineering cost estimates of the proposed design.

Also under this phase, Jones Edmunds will prepare the construction documents necessary for advertisement, bidding and award of the project. We will assist the City throughout this process and ultimately make a recommendation of award based on the City's best interests.

Phase 3 – Construction Phase Services (Not In Contract)

Similar to Phase 2, the extent of services required under Phase 3 cannot be accurately delineated until the Phase 1 services are complete. In addition, Phase 3 services to be provided will depend on what level construction phase assistance the CRA/City desire. Once Phase 1 is completed, Jones Edmunds will coordinate with the CRA/City to establish the extent of Phase 3 services to be provided and then prepare for and provide to the CRA a detailed scope of work and budget to provide the selected construction phase services.

Construction Administration is vitally important to the success of any construction project. Jones Edmunds has a long-standing commitment to the special demands required of construction phase services. Our staff, led by Mr. David Herndon, possesses the highly specialized construction experience required to conduct an effective program of resident observation and construction administration with focus on efficiency, practicality, and claims avoidance. Jones Edmunds has the experience to anticipate potential construction problems, delays, and contractual conflicts. These capabilities affect our client's final cost through cost reduction and minimization of construction delays. Services we will provide the City of Palmetto include the following:

- Prepare construction cost estimates
- Bid evaluations
- Provide the Contractor CAD drawings of the project
- Review and resolution of permitting requirements and any conflicts
- Pre-construction conference development and administration (if requested)
- Review construction schedules
- Review construction procedures
- Review payment requests
- Progress meetings
- Construction observation
- Progress reporting
- Shop drawing review
- Construction document interpretation
- Change-order request evaluation
- Coordinate all pressure testing
- Prepare record documents
- Operational start-up support
- System performance evaluation
- Final walk-through and close-out documents
- Project certification
- Coordinate "as-built" plans from the contractor for submittal to the City
- Provide the City with final "as-built" drawings of the project

BUDGET AND SCHEDULE

Ms. Tanya Lukowiak
November 6, 2006
Page 6 of 7

Jones Edmunds proposes to provide the above-defined, Phase 1 services in accordance with our current contract with the City of Palmetto dated April 1, 2003, for the estimated lump sum amount as described below:

Planning Study:	\$43,100
<u>Traffic Study:</u>	<u>\$17,600</u>
Total:	\$60,700

We are prepared to commence work on this project within seven days of receipt of notice to proceed. The schedule for completion of the Preliminary Engineering Report will be driven by how quickly we can get the site survey work completed. At this time, we estimate that the Preliminary Engineering Report can be completed within 120 days from a notice to proceed. For your convenience, we have attached a "suggested letter" of authorization that you can use to indicate your acceptance of our proposal and our notice to proceed.

Please note that the traffic study component of this proposal is a stand-alone task. This portion of our scope of services and fee can be deleted from this proposal and completed separately should the CRA and the City decide to do so.

CLOSING

Jones Edmunds thanks you for this opportunity to offer our services to the CRA, and we look forward to working with you, your staff and the Public Works staff to successfully complete this project. In the meantime, should you have any questions regarding this proposal or wish to discuss any aspect in more detail, please feel free to contact me.

Sincerely,

James K. McLellan, P.E.
VP/Jacksonville Office Manager

F:\Palmetto\Riverside Park Improvements\Palmetto Riverside Park and Drive Improvements Proposal 11-1-06.doc

Enclosure

xc: Chris Lukowiak, City of Palmetto
Steve Szabo, Jones Edmunds

PO#: 76351 Req No: CR000144

Vendor: JONES,EDMUNDS & ASSOCIATE

SENT TO: 19523 1 JONES EDMUNDS & ASSOCIATES,INC1100 CESERY BLVD SECOND FLOOR JACKSONVILLE, FL 32211

SHIP TO:CR COMMUNITY REDEVELOPMENT AGENCY CITY OF PALMETTO 715 - 4TH STREET W PALMETTO, FL 34221

Order Dt: 12/07/06
Due Dt: 01/06/07
Status: Open

FOB Point:
Ship Via:
Re-Encum: yes

Terms: NET30
Batch#: 45682
Type: N

Hist Desc: RIVERSIDE PARK/DR W IMPRVMENTS

Message: REQ J.E.FREE
BOARD APPROVED 11/15/06
FILE/PROP 09502/95414-395-06

Line Description G/L Acct#	Qty Req#	Price UOM Job#	Extended	Qty Rcv	Qty Pd	Amt Exp	Open Amt
1. RIVERSIDE PARK/DR W IMPROVEMEN 6905598214	60700.00 CR000144	1.0000 EA	60,700.00	57943.00	57943.00	57,943.00	2,757.00
*** TOTALS ***			60,700.00			57,943.00	2,757.00

CITY OF PALMETTO COMMUNITY MEETING



TUESDAY, MAY 8TH 6:30 PM

IN

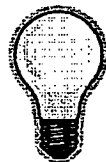
RIVERSIDE PARK WEST

(By the boat ramp on Riverside Drive)

This is YOUR park!

We are beginning to design improvements -

COME AND SHARE YOUR
IDEAS AND CONCERNS
FOR OUR
WATERFRONT PARK...



For more info call 723-4988

MEMORANDUM



TO: Tanya Lukowiak, Executive Director
City of Palmetto - Community Redevelopment Agency (CRA)

FROM: Steve Szabo, Jones Edmunds

DATE: June 13, 2007

XC: Chris Lukowiak, City of Palmetto
Jim McLellan, Jones Edmunds

RE: Riverside Park West and Riverside Drive West Improvements Study
Workshop Findings

Introduction:

A public workshop was held on May 8th, 2007 to discuss improvements to Riverside Park West and Riverside Drive West, located in the City of Palmetto. Attendees included the public, City and Community Redevelopment Agency (CRA) staff, and Jones Edmunds. The general purpose for this workshop was to gain feedback from the general public and staff on the park's existing conditions and examine options for improving usability, attractiveness, and access to the park. Potential improvement ideas for the park were solicited and discussed. A survey was also conducted based upon a wish list of potential improvements.

The survey/comment form (attached) consisted of a list of items concerning the potential park improvements, separated into four categories: Facilities/Park Maintenance, Park Functionality, Park Aesthetics, and Recreation. The attendees were asked to rate the items, from 0 to 10, with 0 indicating no desire, 5 indicating a neutral position, and 10 indicating highly desired. There was also a section on the back of the survey for any additional comments.

Results of the workshop and survey/comment forms are summarized below:

Workshop:

Items discussed included:

- Buffering US Bus 41 from the park without compromising security.
- Relocating the bait shop is preferred. Having one is important and creates a certain positive ambiance for a waterfront community gathering spot.
- Re-opening the bait shack bathrooms or building new ones on the pier was suggested by a member of the public. It was reported that the pier often smells of urine.
- Many members of the public liked the idea of boaters having dock access to the park.



- A member of the public mentioned that an effort should be made to reduce the amount of pavement since it retains heat.
- The Mayor mentioned the idea of having valet parking for boat trailers during peak times.
- A member of the public suggested selling boat trailer passes or charging a launching fee of \$10 (similar to Pinellas County).
- It was suggested that illegal parking be monitored and enforced.
- The Mayor cited the San Antonio Riverwalk as an example of a good waterside public gathering area.
- The potential of displacing parking with a new public parking garage at the corner of 10th and Riverside was discussed.
- The idea of expanding or eliminating the Riverside Park East parking lot was discussed. It was also mentioned that the options are very limited for that area due to the size of the parcel of land.
- For special events, a member of the public suggested using a shuttle to minimize parking issues.

Results:

The results from six comment surveys were compiled and evaluated (see attached list). All categories ranked equally with the exception of Park Functionality, ranking with the lowest average. Although the categories ranked out evenly, the public desired some individual items over others.

The public indicated through the comment survey that the most important park improvement items were as follows:

- Install public docks for use
- Retrofit lights with period style-fixtures
- Trim/clear mangroves near existing pavilion
- Improve the seawall/install railing
- Improve the parking situation

City staff indicated additional/priorities which were not ranked as high on the community survey. These improvements included:

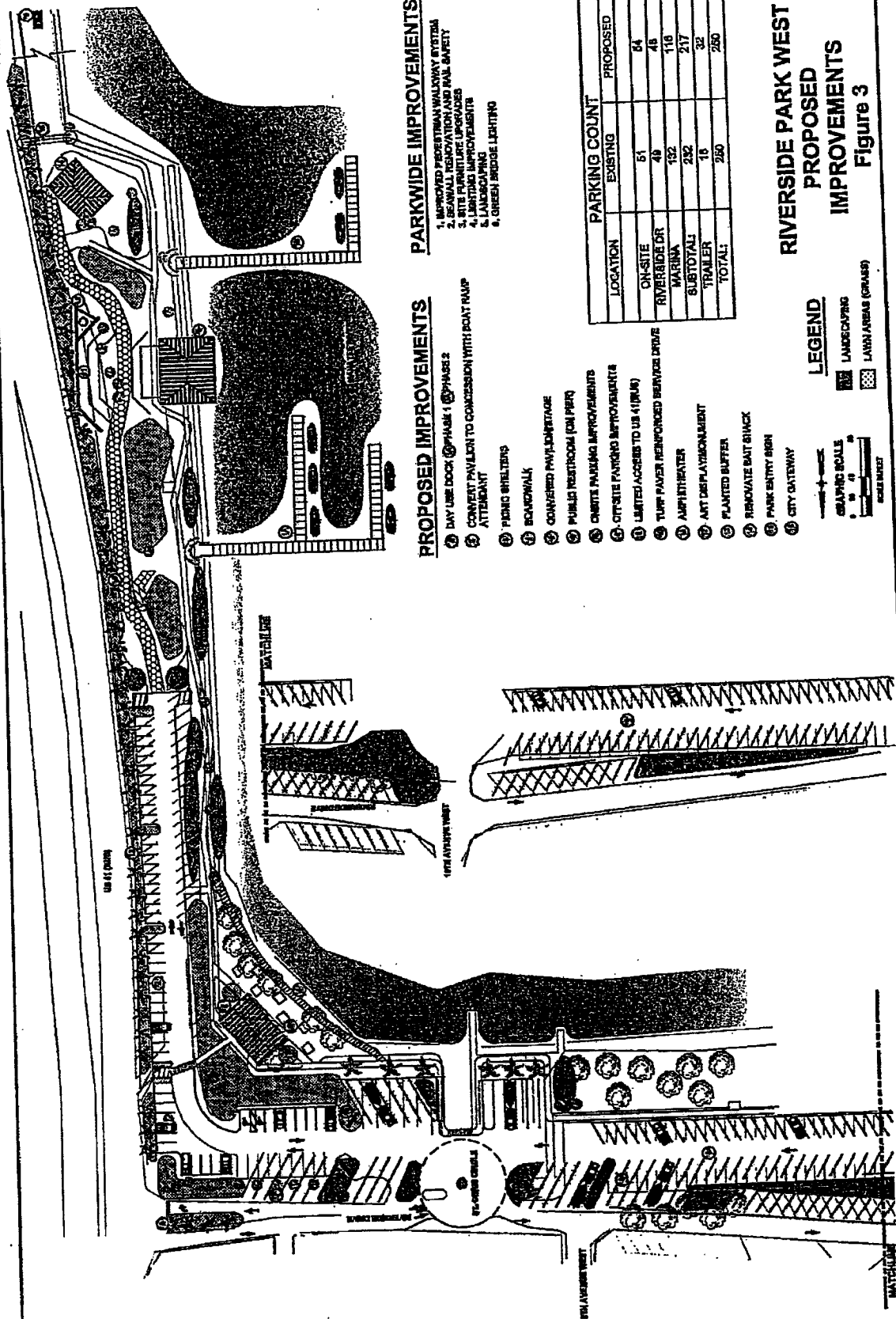
- Improving the northbound left turn from Riverside Park West
- Separating business US 41 from the park (i.e. - calming traffic along Riverside Drive)
- Incorporating art into the park
- Providing an amphitheatre

Based on the public's and staff's feedback, Jones Edmunds has prepared a prioritized list of park improvements. The attached draft conceptual sketch addresses the majority of public's and



staff's wishes. The proposed improvements are prioritized in order of importance and in a chronologic order that allows flexibility in phasing. The one item that has not been addressed is a pedestrian crossing of US Bus 41.

At this time, Jones Edmunds is still evaluating height requirements and permitting feasibility of the possibility of a route under the Green Bridge. Also, the traffic study is still in progress which may effect the Riverside Drive Improvements.



**RIVERSIDE PARK WEST
PROPOSED
IMPROVEMENTS
Figure 3**

Riverside Park West Improvements Study
City of Palmetto, Florida
Public Workshop
May 8, 2007

Categorized Comment Sheet Summary

Potential Park Improvement Item	Individual Citizen Response						Average	Comments
	1	2	3	4	5	6		
Facilities/Park Maintenance								
Provide a concession facility	6	10	5	10	0	5	6.0	#5- increase litter
Re-establish/relocate bait shop	7	8	8	10	8	10	8.5	
Provide an amphitheater	7	5	8	5	8	5	6.5	
Retrofit existing pavilion for "Old Florida" look	5	10	10	10	8	5	8.0	
Install restrooms near fishing pier	8	10	5	10	8	10	8.5	
Repair seawall/install railing	5	10	8	10	10	10	8.2	
Subtotal:							7.7	
Park Functionality								
Improve parking/Address illegal boat trailer parking	8	10	8	10	8	10	9.0	
Improve northbound left turn	8	8	8	5	5	10	7.5	#5- Bike/Trike
Provide additional covered seating	5	10	8	0	5	5	6.0	
Provide pedestrian walkway	0	10	8	0	8	10	6.0	#5- Raise fines, confiscate illegally parked vehicles
Separate Business US 41 from park (plantings, railing or wall)	7	8	10	5	8	5	7.2	
Subtotal:							7.0	
Park Aesthetics								
Incorporate art into the park	8	5	10	5	8	10	7.5	
Establish city gateway (landmark)	8	5	8	0	10	10	6.5	
Improve landscaping	7	6	10	10	8	10	8.0	#5- Increases visibility for beachfront
Trim/Clear mangroves near existing pavilion	7	7	10	10	10	10	9.0	
Retrofit site lights with period-style fixtures	6	10	10	10	8	10	8.0	
Provide thematic lighting for fishing pier	6	10	10	10	5	10	8.5	
Install gateway to the fishing pier	5	4	10	10	8	10	7.5	
Relocate existing power lines to underground on Riverside Drive	7	9	10	5	10	10	8.5	
Subtotal:							8.1	
Recreation								
Install attractions for children	8	10	10	5	0	10	7.2	
Install public docks for day use	8	9	10	10	8	10	9.2	#5- floating docks
Install boardwalk along existing seawall	6	8	10	5	10	10	8.2	#5- Dog walk- fountain/ litter refuse container, Human water fountain
Subtotal:							8.2	

Riverside Park West Improvements Study
City of Palmetto, Florida
Public Workshop
May 8, 2007

Prioritized Comment Sheet Summary

Potential Park Improvement Item	Individual Citizen Response							Average	Comments
	1	2	3	4	5	6			
Install public docks for day use	8	9	10	10	8	10		9.2	#5- floating docks
Retrofit site lights with period-style fixtures	6	10	10	10	8	10		9.0	
Trim/Clear mangroves near existing pavilion	7	7	10	10	10	10		9.0	#5- increases visibility for beachfront
Improve parking/Address illegal boat trailer parking	8	10	8	10	8	10		9.0	
Repair seawall/install railing	5	10	8	10	10	10		8.5	
Relocate existing power lines to underground on Riverside Drive	7	9	10	5	10	10		8.5	
Improve landscaping	7	6	10	10	8	10		8.5	
Re-establish/relocate bait shop	7	8	8	10	8	10		8.2	
Install boardwalk along existing seawall	6	8	10	5	10	10		8.2	#5- Dog walk-fountain/litter refuse container, Human Water fountain
Retrofit existing pavilion for "Old Florida" look	5	10	10	10	8	5		8.0	
Install gateway to the fishing pier	5	4	10	10	8	10		7.5	
Improve northbound left turn	8	8	8	5	5	10		7.4	#5- Bike/Trike
Install attractions for children	8	10	10	5	0	10		7.2	
Separate Business US 44 from park (plantings, railing or wall)	7	8	10	5	8	5		7.2	#5- Raise fines, confiscate illegally parked vehicles
Incorporate art into the park	3	5	10	5	8	10		6.8	
Establish city gateway (landmark)	8	5	8	0	10	10		6.5	
Provide an amphitheater	7	5	8	5	8	5		6.3	
Provide a concession facility	6	10	5	10	0	5		6.0	#5- increase litter
Provide pedestrian walkway	0	10	8	0	8	10		6.0	
Provide additional covered seating	5	10	8	0	5	5		5.5	

Tanya Lukowiak

From: Steve Szabo [SSzabo@jonesedmunds.com]
Sent: Wednesday, April 09, 2008 1:57 PM
To: Frank Woodard; Chris Lukowiak; Tanya Lukowiak
Cc: Geoff Seger; Steve Starr; Steve Szabo; Jim McEllan; BRIAN HEPBURN
Subject: RE: Review Comments- Riverside Park

Frank:

We are currently in the process of preparing the preliminary engineering report for the Riverside Park improvements project. We would like to request some clarification based on the comments/suggestions we received from you last month:

1. The south end of the parking lot will need a turn around for emergency vehicles. **Jones Edmunds:** We are currently showing a "no parking area" at the south end of the parking lot. The area consists of a "hammerhead", t-shaped turn around. Since the proposed parking is 90 degree, a cul-de-sac should not be required unless required/preferred by the City. Per the City Workshop, the intent was to minimize the amount of pavement in the park. Please advise if the City would like to keep the existing cul-de-sac.
2. All parking spaces should be slanted to allow for better visibility. **Jones Edmunds:** The intent of the 90 degree parking was to provide more "linear green space" along the park. If 60 degree parking is preferred, we suggest keeping the parking on both sides of the drive aisle and keeping the cul-de-sac. Essentially, keep the parking lot along Bus US 41 as-is. Please advise if the City would like to keep the existing parking along Bus US 41 as-is.
3. Shorten day docks to avoid conflicts with boat traffic using the ramp. **Jones Edmunds:** Comment accepted.
4. Move "St. Chris' Circle" to 10th Avenue West to avoid conflicts with parking lot traffic and boat ramp. **Jones Edmunds:** Comment accepted based on comment #5 below. Please note that the boat ramp requires a large paved area for maneuvering trailers.
5. Riverside Dr. should remain a two street to avoid moving traffic thru a parking lot. **Jones Edmunds:** Comment accepted.
6. Need to include a cantilever under 8th Ave. bridge for access Riverside Dr. east. **Jones Edmunds:** Comment accepted and will be incorporated. It should be noted that there is minimal vertical clearance (+/- 8'-10') between the bridge beams and the water surface under the 8th Ave. bridge. Also, we have some safety concerns siting a walkway under the bridge. Jones Edmunds suggests consulting with Palmetto PD on CEPTD requirements. We understand that a pedestrian bridge or signalized crosswalks were previously considered at Riverside Drive.

We look forward to your clarifications on these issues. In the meantime, we are currently costing the improvements, preparing the PER, updating the master plan, and attempting to schedule a meeting with FDOT. Please feel free to call me with any questions or concerns. We hope to deliver a draft PER in mid-May.

Thanks,

4/24/2008

Steve

Stephen M. Szabo, P.E.

Jones Edmunds & Associates, Inc.
Phone 321-269-2950
Fax 321-269-2951
Mobile 321-961-0868
sszabo@jonesedmunds.com
www.jonesedmunds.com

From: Frank Woodard [mailto:fwoodard@palmettofl.org]
Sent: Tuesday, March 04, 2008 10:09 AM
To: Jim McLellan; Chris Lukowiak; Tanya Lukowiak
Cc: Steve Szabo; Geoff Seger
Subject: Review Comments- Riverside Park

Jim:

DPW staff has reviewed the plans for the above note project and offer the following comments/suggestions:

7. The south end of the parking lot will need a turn around for emergency vehicles.
8. All parking spaces should be slanted to allow for better visibility.
9. Shorten day docks to avoid conflicts with boat traffic using the ramp.
10. Move "St. Chris' Circle" to 10th Avenue West to avoid conflicts with parking lot traffic and boat ramp.
11. Riverside Dr. should remain a two street to avoid moving traffic thru a parking lot.
12. Need to include a cantilever under 8th Ave. bridge for access Riverside Dr. east.

If there are any questions or concerns, please feel free to give me a call to discuss.

Thanks,
Frank Woodard II, Deputy Director
Public Works- Engineering & Project Mgmt.

From: Jim McLellan [mailto:JMcLellan@jonesedmunds.com]
Sent: Friday, February 22, 2008 9:12 AM
To: Frank Woodard
Cc: Steve Szabo
Subject: Riverside Park

Frank,

As you requested, attached please find a PDF copy of the Proposed Improvements plan for Riverside Park.

Let me know if you also need a copy of the Draft traffic study we submitted for comments too. I can forward that as well (didn't include here due to file size).

Thanks and have a great weekend.

4/24/2008

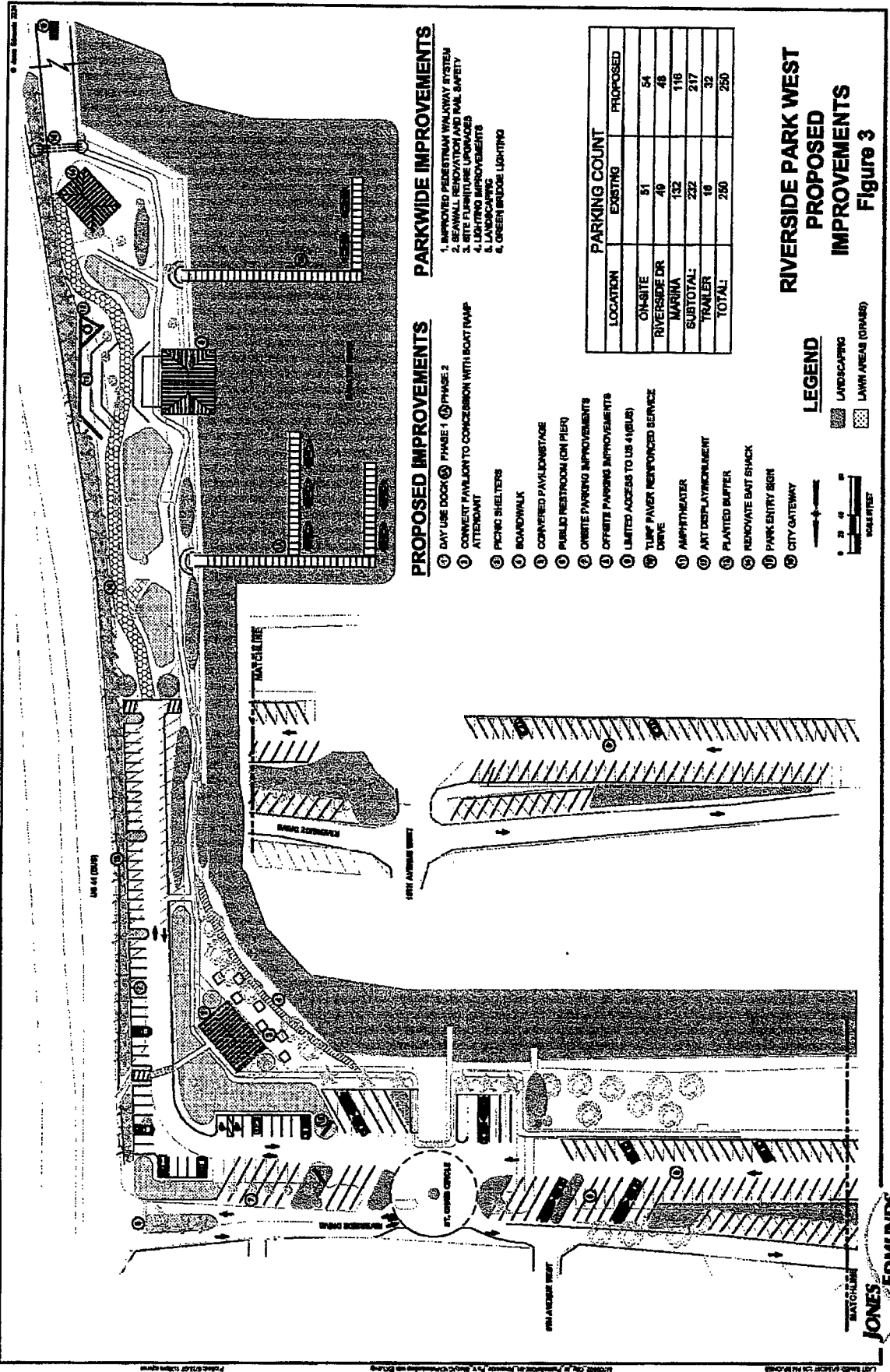
Jim McLellan, PE

VP, Manager Jacksonville Office
Jones Edmunds & Associates, Inc.
1100 Cesery Blvd, 2nd Floor
Jacksonville, FL 32211
(904) 744-5401, Ext. 1285
FAX 904-744-6267
Mobile 904-294-0371
www.jonesedmunds.com

JONES
EDMUNDS
ENGINEERS | ARCHITECTS | SCIENTISTS

"The information contained in this message and any file and/or attachment transmitted herewith are confidential and may be legally privileged. It is meant solely for the private use of the intended addressee and must not be disclosed to or used by anyone other than the intended addressee. If you receive this transmission by error, please immediately notify the sender by reply email and destroy the original transmission and its attachments. E-mail transmission cannot be guaranteed to be secure or error free as information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete. The sender therefore does not accept liability for any errors or omissions in the content of this message, which arise as a result of e-mail transmission. If verification is required please request a hard-copy version. Although this e-mail is believed to be free of any virus or other defect that might affect any computer system in which it is received, it is the responsibility of the recipient to ensure that it is virus free."

4/24/2008



**RIVERSIDE PARK WEST
 PROPOSED
 IMPROVEMENTS
 Figure 3**

JONES EDMUNDS

DPW staff has reviewed the plans for the above note project and offer the following comments/ suggestions:

1. The south end of the parking lot will need a turn around for emergency vehicles.
2. All parking spaces should be slanted to allow for better visibility.
3. Shorten day docks to avoid conflicts with boat traffic using the ramp.
4. Move "St. Chris' Circle" to 10th Avenue West to avoid conflicts with parking lot traffic and boat ramp.
5. Riverside Dr. should remain a two street to avoid moving traffic thru a parking lot.
6. Need to include a cantilever under 8th Ave. bridge for access Riverside Dr. east.