

TAB 3

HABEN BOULEVARD GATEWAY PROJECT

HABEN BOULEVARD GATEWAY PROJECT

In 2004, the City applied for MPO funding to install a roundabout at the 90 degree “curve” on Haben Boulevard. We were awarded \$367,000 (the project estimate at that time) for utilization in FY 2009/2010. (attached) Funding should be utilized in the near future to avoid losing the grant.

The CRA entered into contract with ZNS Engineering to design the improvements, while addressing the stormwater drainage improvements that would also be appropriate for this area. (attached)

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 FY 2009 and 2010 (attached). The current estimated cost of the project is \$990,000 for the construction of the roundabout and the drainage improvements, and \$440,000 for the resurfacing and beautification of the gateway street.

This project can be anticipated to commit approximately:

- \$23,000 in FY 2009 for the balance of the design
- \$90,000 in FY 2009 for construction
- \$900,000 for construction (less \$367,000 grant) = \$553,000 in FY 2010
- \$440,000 in FY 2010 for finishing and resurfacing

This project is consistent with CRA objectives, in that it strengthens the City’s contribution to the well-being of the community, enables successful on-going revitalization, and strengthens Palmetto as a unique place in the region. It eases access to and beautifies an area of the CRA district that generates a substantial portion of our TIF budget and supports the increased utilization of the Civic Center.

QUESTIONS:

- **Do the mayor and City Commission agree with the conceptual plan for the roundabout?**
- **Should the CRA allocate funding an additional \$90,000 for this project this year, thereby committing to budget an additional \$993,000 for next year?**

CITY COST ESTIMATE PROJECT SHEETS

CITY OF PALMETTO

CRA PROJECT

Project Name: Haben Blvd Gateway Project - Phase 2
 Project ID: TBA Job Cost TBA
 Department: CRA
 Functional Area: Public Services
 Location: Haben Blvd from US 301 to US 41

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							
Construction Cost	0	440,000	0	0	0		440,000
Design							
Other							
Totals	0	440,000	0	0	0		440,000

Funding Source

General Fund							
Water							
Stormwater							
Sewer							
Reclaim							
City - Road & Bridge	0						0
Grant							
SRF Loans							
BOA Loans							
Other-CRA		440,000					440,000
Totals	0	440,000	0	0	0		440,000

Comments

In an effort to maintain the streets in the COP and provide safe roads for residents and visitors, the PWD is proposing to resurface Haben Blvd from US 301 to US 41.

	General Fund	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.

CITY OF PALMETTO

CRA PROJECT

Project Name: Haben Blvd Gateway Project
 Project ID: _____ Job Cost
 Department: CRA
 Functional Area: Public Services
 Location: Haben Blvd

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	90,000	900,000					990,000
Construction Cost							0
Design							0
Other							0
Totals	90,000	900,000	0	0	0	0	990,000

Funding Source

General Fund							0
Water							0
Stormwater							0
Sewer							0
Reclaim							0
City - Road & Bridge							0
Grant							0
SRF Loans							0
BOA Loans							0
Other- CRA	90,000	900,000					900,000
Totals	90,000	900,000	0	0	0	0	900,000

Comments

This project consists of designing and constructing a roundabout on Haben Blvd with the necessary eastbound and southbound approaches which will also include drainage improvements.

	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.

CITY OF PALMETTO

CRA PROJECT

Project Name: Haben Blvd Gateway Project - Phase 2
 Project ID: TBA Job Cost TBA
 Department: CRA
 Functional Area: Public Services
 Location: Haben Blvd from US 301 to US 41

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							
Construction Cost	0	440,000	0	0	0		440,000
Design							
Other							
Totals	0	440,000	0	0	0		440,000

Funding Source

General Fund							
Water							
Stormwater							
Sewer							
Reclaim							
City - Road & Bridge	0						0
Grant							
SRF Loans							
BOA Loans							
Other-CRA		440,000					440,000
Totals	0	440,000	0	0	0		440,000

Comments

In an effort to maintain the streets in the COP and provide safe roads for residents and visitors, the PWD is proposing to resurface Haben Blvd from US 301 to US 41.

	General Fund	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

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	\$ -	\$ -

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	\$ -	\$ -	\$ -	\$ -
5	8th Ave. & Riverside Dr.	\$ 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	\$ -	\$ -

MPO FUNDING INFORMATION

SARASOTA/MANATEE MPO

PRIORITY PROJECT INFORMATION SHEET

DATE: _____

SUBMITTING JURISDICTION: CITY OF PALMETTO

Contact Person: VAN BROWN

Phone: 941-4580

e-mail: VANBROWN@PALMETTOFLA.GOV

PROJECT CATEGORY:
Circle One

A: Major Improvement
Any Fund

B: Enhancement
\$300,000 Max

C: CMS
\$800,000 Max

PROJECT NAME or FACILITY: Haben Boulevard/Riviera Dunes Roundabout

PROJECT LIMITS / LOCATION:
Provide Map

PROJECT DESCRIPTION:

To eliminate traffic controls, to provide consistent traffic flow.

COST ESTIMATES BY PHASE:

Indicate all phases completed w/year

Cost Est. (current year dollars):

Current Phase Status:

STUDY	PD&E	DESIGN	ROW	CONSTRUCTION
\$ 7,000	\$ 10,000	\$ 50,000	\$ —	\$ 300,000

Total Cost Est.

\$ 367,000

Date project was endorsed by local jurisdictional board: _____

Is the Project in the MPO 2025 LRTP? NO

COMMENTS / ADDITIONAL INFORMATION:

THE PROJECT AREA IS ADJACENT TO A SCHOOL, EXISTING RESIDENTIAL DEVELOPMENT, AND A SUBSTANTIAL AMOUNT OF PLANNED COMMERCIAL & RESIDENTIAL GROWTH. PLANNING INCLUDES NEW PEDESTRIAN CONNECTIVITY TO HELP CAPTURE INTERNAL TRIPS. THIS PROJECT FURTHERS THE GOALS & OBJECTIVES OF THE LRTP BY: ENHANCING AESTHETICS, IMPROVING RETENTION & SAFETY, AND REDUCING CONGESTION. THE LEVEL OF SERVICE WILL BE ENHANCED BEYOND OUR LONG RANGE PLANNING STRATEGIES.

Does your project require any preliminary studies? _____

This form must be complete for each project requesting MPO prioritization.

Form date 4/20/2



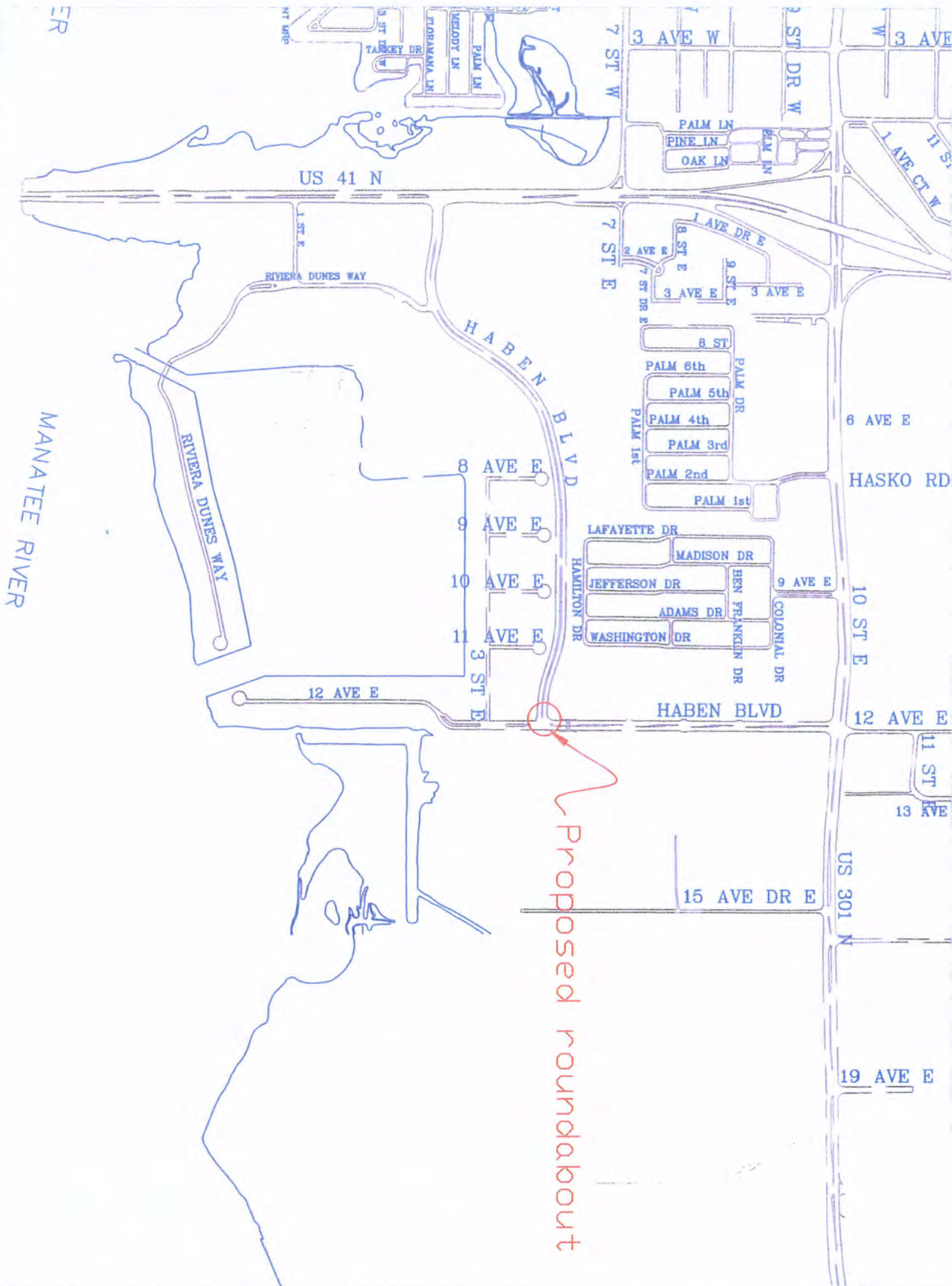
Ranked #1
51.7 pts

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	

HABEN BOULEVARD
ROUNDAABOUT

GATEWAY PROJECT
by
CITY OF PALMETTO
FLORIDA

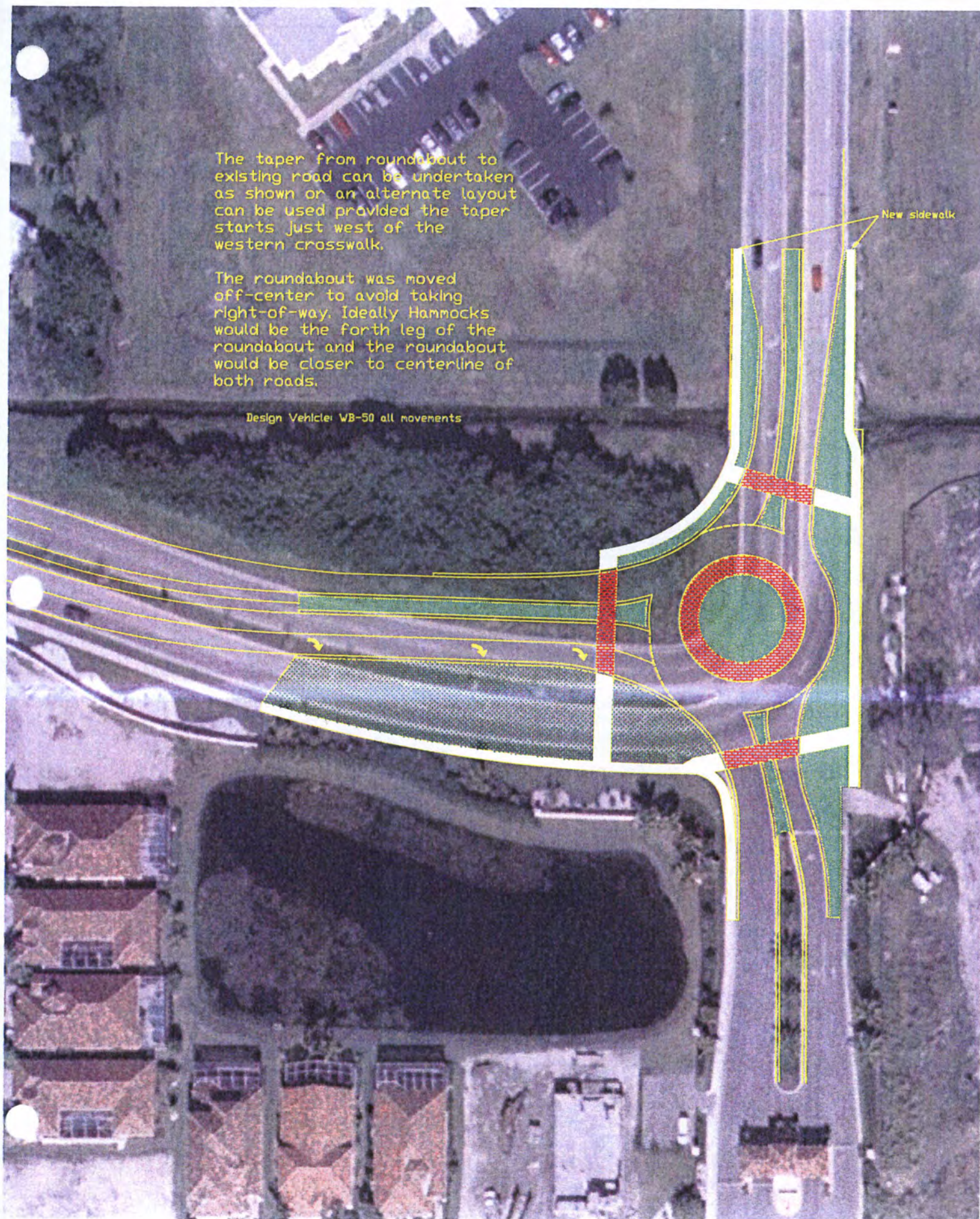


The taper from roundabout to existing road can be undertaken as shown or an alternate layout can be used provided the taper starts just west of the western crosswalk.

The roundabout was moved off-center to avoid taking right-of-way. Ideally Hammocks would be the forth leg of the roundabout and the roundabout would be closer to centerline of both roads.

Design Vehicle: WB-50 all movements

New sidewalk



Haben Boulevard

Capacity Analyses

Prepared by: Michael Wallwork, P.E.
Alternate Street Design, P.A.

For: Zoller, Najjar, & Shroyer LC

Date: March 25, 2006

Summary

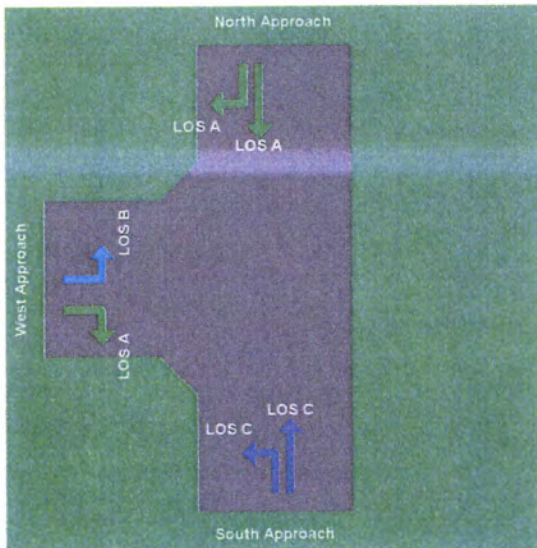
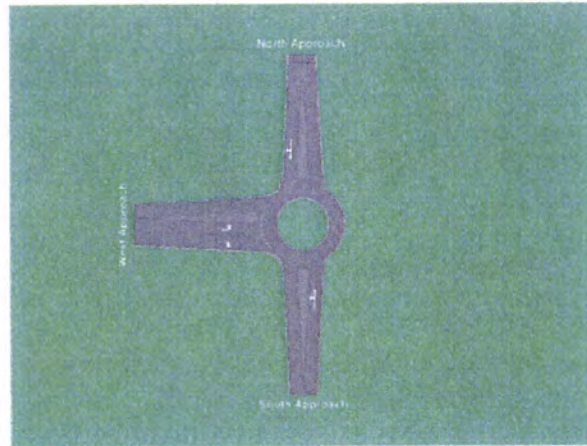
The worse case scenario traffic volumes were used in this analysis. That is the predicted traffic volumes included the predicted traffic from Wal-Mart and Riviera Walk East and Riviera Walks West residential developments.

The analysis was undertaken using the latest version of aaSIDRA.

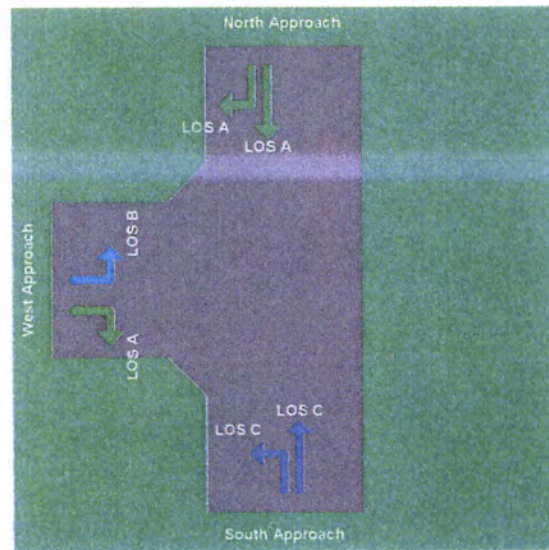
The result showed that a single lane roundabout with a right turn lane on the west leg of the intersection would be expected to operate at a level-of-service

Haben Boulevard Gateway Roundabout

A one lane roundabout with a right turn lane



Level-of-service



95 percentile queues

Movement Summary

HABEN BLVD DESIGN VOLUMES INCLUDES WAL-MART AND RIVERIA WALK

Subtitle

Roundabout

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Prop. Queued	Eff. Stop Rate	Aver Speed (mph)
South Approach										
32	L	38	3.7	0.117	20.6	LOS C	26	0.90	0.87	23.6
32	T	15	3.7	0.117	20.6	LOS C	26	0.90	0.87	23.6
Approach		54	3.7	0.117	20.6	LOS C	26	0.90	0.87	23.6
North Approach										
42	T	26	2.1	0.462	5.6	LOS A	135	0.25	0.46	30.1
42	R	686	2.1	0.462	5.6	LOS A	135	0.25	0.46	30.1
Approach		714	2.1	0.462	5.6	LOS A	135	0.25	0.46	30.1
West Approach										
13	L	1186	2.0	0.669	10.6	LOS B	236	0.22	0.61	27.8
12	R	63	1.6	0.055	6.8	LOS A	9	0.13	0.52	32.8
Approach		1249	2.0	0.669	10.4	LOS B	236	0.21	0.61	28.0
All Vehicles		2017	2.1	0.669	9.0	LOS A	236	0.24	0.56	28.5



D:\Project files\Palmetto\Palmetto Design
 Produced by aaSIDRA 2.1.3.356
 Copyright© 2000-2005
 Akcelik & Associates Pty Ltd

Generated 3/25/2006 12:24:42 PM

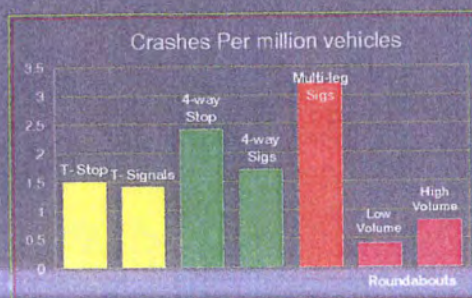
why use roundabouts?

- crash reduction
- increase intersection capacity
- speed control
- pedestrianize

why use roundabouts?

- beautify
- fix bad or unusual intersections
- reduce delay and travel time
- save maintenance and/or road money

if we compare crash rates



roundabout safety united states

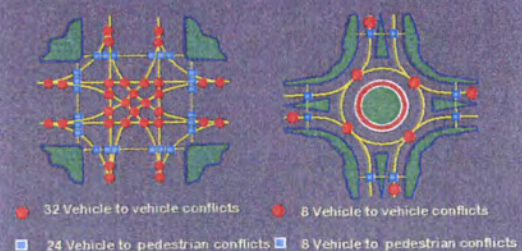
- decrease in crashes:
 - overall: 39%
 - injury-producing: 76%
 - fatal or incapacitating: 90%

"Crash Reductions Following Installation of Roundabouts in the United States"
B. Persaud et al., Insurance Institute for Highway Safety, March 2000

roundabouts are safer because:

- fewer conflicts
- low speeds

fewer conflicts



Experience the Roundabout

Jean-Ellen M. Willis, P.E., Engineering Manager – Transportation, and Tina Wawszkiewicz, P.E., Civil Engineer, City of Dublin, Ohio; Presenters, 2007 APWA Congress

The modern roundabout is always an option considered on intersection improvement studies for the City of Dublin, Ohio. We are experiencing improved safety and reduced delay at our four roundabout locations.

Our first roundabout solution came on the heels of a fatal crash at a stop-controlled intersection with a 120-foot-wide median. The intersection did not meet driver expectations, as east-west traffic had two stop-controlled intersections: one for the northbound through roadway and one for the southbound through roadway. There were also right turn bypass lanes to add to the confusion. The severity and frequency of the crash history and the large intersection footprint urged the City to investigate non-traditional solutions.

The modern roundabout was our best option, as the footprint was actually decreased and capacity was increased. We still had many skeptics, even some at the City! Concerns were raised about safety and driver confusion. Through research and a strong public involvement campaign, City staff and residents began to embrace the advantages of modern roundabouts and we have been able to implement several of them.

The public involvement campaign included the publication of two descriptive brochures, development of a website with a driving video and opportunity for comments, and multiple public meetings. The driving video was distributed to the high schools and driver education schools in the area so new drivers could learn appropriate driver behavior in the roundabout



Muirfield Drive and Brand Road roundabout installed on the heels of a fatal crash

before bad habits were established. The website address was also posted on an informational sign on each roundabout approach for the first year of implementation. Although there was (and still is) some apprehension, the candid communication helped ease the transition.

Safety is arguably the greatest asset of the roundabout. Although our history is rather short with our first opening in 2004, we have seen substantial safety improvements. Crash rates before the roundabout at our first location were 2.7 crashes per million vehicles entering. After the roundabout, the rate is 1.0 crash per million vehicles entering. This represents a reduction of more than 60%. The types of crashes have changed too. The percentage of angle collisions and the severity of all collisions have both been reduced. The number of injury crashes has de-

creased by 75%. Travel speeds are lower and vehicles are never at right angles to each other. Speed differentials are decreased, reducing the frequency and severity of crashes.

At another intersection converted from stop sign to roundabout control in November 2005, we have seen great reduction in the severity of crashes, but lower improvement in the frequency of crashes. In this case, crash rates have changed by only 10%, but severity has improved by nearly 70%. At this location, the roundabout itself is two lanes, but upstream and downstream the through roadway is a single lane in each direction. Another geometric factor is that this intersection has three approaches rather than four, or in other words is a "Tee" intersection. We believe that the geometry may be playing a role in the relatively high crash rate. However, as with the first location, the

umber of angle-type collisions has dropped significantly. So, even with the small reduction in crash frequency, the safety has increased notably in the type and severity of crashes.



Glick Road and Avery Road roundabout, the city's first single lane roundabout

The other two intersections are single lane roundabouts. The Avery Road and Glick Road intersection shown in the photo was converted from two-way stop control. The remaining location was built at a newly formed intersection; the prior condition was a roadway link without access points.

Single lane roundabouts are more intuitive for both drivers and designers. The crash rates at these locations were relatively low prior to their conversion, and remain low with the roundabouts. The benefits we have seen at these locations are increased capacity, improved geometry, less noise, and lower travel speeds.

A challenge of implementing all roundabouts is designing intuitive signing and striping for an unfamiliar traffic control. We are still refining the signs and pavement markings. For instance, we experimented with large diagrammatic-type signs on the approaches. Residents did not like their appearance. They were too big and did not convey enough different information. We have been more successful with the introduction of street names on the lane assignment signs.

Street name signs within the intersection have also been rethought. We started with a more traditional sign with six-inch lettering. Taking the lead from Hilliard, Ohio, a neighboring community with two roundabouts,

we have transitioned to 10-inch lettering and integrated a right arrow into the sign.



Lane assignment with street name

We also tried using traditional lane assignment arrows on the approach pavement, including a block left turn arrow. This sent a confusing message to drivers; some even entered the circulatory roadway opposing traffic by turning left in front of the center island. The left turn arrows have since been removed from the pavement and single through-arrows are used in their place. Left block arrows have been maintained in the circulatory roadway.

More lane guidance seems to work better in general. We have extended the lane line within the roundabout as a small dash to line up with the approach lane line. We have included spiral striping on the interior of the circulatory roadway with transverse lines to encourage drivers to stay to the outside of the roundabout. However, motorists seem comfortable ignoring this pattern and riding to the inside.

Pedestrians and bicyclists are treated uniquely with the roundabout approach. With the physical separation of opposing traffic with splitter islands, pedestrians only need to watch for traffic in one direction at a time. Bicyclists have the option of either

riding through the roundabout as a vehicle or dismounting and crossing at the splitter islands as a pedestrian. At signalized intersections, pedestrians may have a false sense of security with a walk indication. By placing some responsibility on the pedestrian to watch for gaps and physically separating the conflict for the motorist between pedestrians and other vehicles, pedestrian safety is enhanced.



A bicyclist rides comfortably through the Muirfield Drive and Brand Road roundabout.

Other concerns we have heard about roundabouts are construction cost and land acquisition. We are finding construction costs are similar to a widening with a traffic signal installation. Although more land is needed for the immediate intersection area, by eliminating turn lanes and tapers, less land is needed for longer distances upstream and downstream of the intersection. Therefore, in most cases, less total right-of-way needs to be acquired.

Roundabouts have worked well for us in several different environments. We have had four successful installations and plan on many more.

The authors will give a presentation on this topic at the 2007 APWA Congress in San Antonio. Their session is entitled "Experience the Roundabout" and takes place on Monday, September 10, at 2:00 p.m. Jean-Ellen M. Willis can be reached at (614) 410-4633 or jwillis@dublin.oh.us; Tina Wawszkiewicz can be reached at (614) 410-4636 or twawszkiewicz@dublin.oh.us.

R

CONTRACT FOR ENGINEERING DESIGN

PO#: 60288 Req No: CH000823

Vendor: ZNS ENGINEERING L.C.

SENT TO: 29660 1 ZNS ENGINEERING

ZOLLER, NAJJAR & SHROYER INC. 201 5TH AVE DR E BRADENTON, FL 34208

SHIP TO:CR COMMUNITY REDEVELOPMENT AGENCY CITY OF PALMETTO 700 - 8TH AVENUE W PALMETTO, FL 34221

Order Dt: 11/30/04
Due Dt: 09/30/05
Status: Open

FOB Point: PALMETTO
Ship Via: SERVICES
Re-Encum: yes

Terms: NET30
Batch#: 37531
Type: N

Hist Desc: HABEN BLVD DRAINAGE IMPROVEMEN

Message: REQ TANYA LUKOWIAK

Line Description G/L Acct#	Qty Reg#	Price UOM Job#	Extended	Qty Rcv	Qty Pd	Amt Exp	Open Amt
1. HABEN BLVD IMPROVEMENTS 6905598212	60000.00 CH000823	1.0000 EA	60,000.00	37037.54	36815.54	36,815.54	23,184.46
*** TOTALS ***			60,000.00			36,815.54	23,184.46

ZNS Engineering, LC
WORK ASSIGNMENT #1

Pursuant to the City of Palmetto Agreement for Professional Engineering Services, entered into by and between the CITY OF PALMETTO (City) and ZNS Engineering, L.C. (ZNS), the City hereby authorizes the following professional services under said Agreement:

TITLE OF PROJECT: **Haben Boulevard Gateway Project**
 COP Job #03-376

DESCRIPTION OF AUTHORIZED SERVICES:

The following Scope of Services represents engineering for the design, permitting, and construction services for the proposed Haben Boulevard Gateway and the Haben Boulevard Stormwater Relief Outfall. It is our understanding that all design and construction for the roundabout will occur on upland property in the City of Palmetto rights-of-way.

Key personnel for this Work Assignment shall be Richard P. Clarke, P.E.; Ajay Shah, P.E.; Jeb Mulock, P.E.; Bob Gause, RLA, AICP, CA; Jim Gatch, P.S.M. Alternate Street Design, Inc. will provide intersection geometry under a subcontract agreement with ZNS. Ardaman & Associates will provide geotechnical consulting under a subcontract agreement with ZNS. Forney Engineering, Inc. will provide a street lighting plan under a subcontract agreement with ZNS.

<u>Tasks</u>	<u>Estimated Cost</u>
A. Survey, Design, Permitting, and Record Drawing Services	\$153,800.00
B. Construction Services	\$ 13,500.00

METHOD OF COMPENSATION: The compensation to the Consultant for the performance of the above identified services shall be pursuant to the Rate Schedule as defined in said Agreement, to the extent set forth as follows:

Time and Material Fee: **\$167,300.00**

The Consultant agrees to perform the professional services outlined above at the method of compensation set forth above, upon receipt of authorization from the City of Palmetto.

Attest:

Sharon K. Greene
Assistant Secretary/Treasurer

ZNS Engineering, LC

By:

Richard P. Clarke, Vice President
(Printed Name/Title)

8/16/07
Date

The City of Palmetto hereby authorizes the professional services outlined above at the method of compensation set forth above.

CITY OF PALMETTO, FLORIDA

By:

(Printed Name/Title)

Date

CITY OF PALMETTO
HABEN BOULEVARD GATEWAY PROJECT
SCOPE OF SERVICES

A. SURVEY, DESIGN, PERMITTING, AND RECORD DRAWING SERVICES

ZNS will **a)** perform topographic surveys; **b)** provide geotechnical investigations through the use of a subconsultant; **c)** provide roundabout geometrics through the use of a subconsultant agreement with Alternate Street Design, Inc.; **d)** attend pre-application meetings with regulatory agencies; **e)** attend meetings and presentations to City Commission (5-hour allocation); **f)** provide a street lighting plan through the use of a subconsultant; **g)** provide final engineering plans for a two-lane roundabout and a 36-inch diameter storm sewer line from the existing drainage ditch at the northwest corner of the Palms at Riviera Dunes, southerly to the Manatee River through existing and proposed easements and rights-of-way; **h)** provide a landscaping plan for the roundabout; **i)** provide bidding and construction services; **j)** provide record drawing services.

ZNS will deliver status construction plans at 60%, 90%, and 100% levels. At each level, a probable opinion of cost will be submitted. Also at each level, ZNS will meet with staff to discuss elements of design. Permit applications will be prepared for the Florida Department of Environmental Protection (FDEP) and Southwest Florida Water Management District (SWFWMD) and will be submitted to the agencies. ZNS will also coordinate approval of these permits.

ZNS will conduct two (2) utility coordination meetings at appropriate steps in design and prepare minutes of these meetings, as appropriate.

Design Services

- ZNS will prepare the final construction plans and specifications with the Engineer's opinion of probable cost.
- ZNS will provide a geotechnical report of soil conditions along the proposed route through the use of a subconsultant.
- Issue initial set of site work construction plan drawings to applicable utility service providers (Verizon, FPL, Cable TV, Manatee County, and TECO Gas).

B. CONSTRUCTION SERVICES

1. Attend bid opening meetings. Assist the City in reviewing and documenting Contractor's bids. Prepare spreadsheet summarizing the unit prices and bids for each Contractor.
2. Coordinate and submit responses to Contractor requests for information regarding Contract Documents.
3. Attend a Preconstruction Conference to coordinate site work requirements and establish initial construction schedules.
4. Review shop drawings supplied by Contractor or Client to serve site work construction.

5. Observation of performance tests required by the specifications.
6. Review Contractor's Application for payment and accompanying data. Based on the quantity verification from the field observation reports, ZNS will advise the City of any irregularities.
7. Provide random site visits (5 hours per week) to determine the progress of the Contractor's work. Notify the City of observed permanent work that does not substantially conform to the Contract Documents, prepare a written notice describing any apparent non-conforming permanent work, make recommendations to the City, and request the Contractor to carry out the acceptable corrective measures authorized by the City. Document field visit with field observations report.
8. Conduct punch list compliance inspection upon notice of completion from the Contractor and issue written substantiation of completion.
9. Attend and conduct final inspections of completed facilities with Contractor and Governmental Agencies as required by the approval/permits. Prepare a written list of discrepancies for the Owner.
10. Provide services for initial finalization submittals with permitting agencies.
11. Provide statement of completion to applicable regulatory agencies.

Submittals

ZNS shall submit five (5) sets of plans and documents for City review at the 60%, 90%, and 100% completion stage. The final package will include ten (10) sets of final plans for construction.

City Responsibilities

- Provide phase reviews of all submittals at the 60%, 90%, and 100% design phases.
- Sign permit applications and provide application fees as appropriate.
- Furnish existing right-of-way maps and record drawings.

Beginning and Length of Services

Milestones of the project include:

- Submittal of 60% plans within four (4) months of establishment of roadway alignment, 90% plans and permit applications within six (6) months of establishment of roadway alignment, and submittal of 100% plans and bidding documents within one (1) month of the receipt of all permits.
- This Agreement will remain in effect until the completion of construction and certification and acceptance by the City of Palmetto.

EXCLUSIONS

The following items are not included in the above time and material budget, but can be performed as requested by the City in accordance with the current City of Palmetto Consulting Agreement.

1. Stakeout
2. Mediation or Arbitration Procedures
3. Tree Survey

**BOARD OF DIRECTORS MEETING
PALMETTO COMMUNITY REDEVELOPMENT AGENCY**

November 18, 2004

Board Members Present:

Scott Maloney, Chairman
Rose Tory
Allen Langford

Board Members Absent:

C.J. Czaia
Alan Zirkelbach, Vice-Chairman

Also Present:

Tanya Lukowiak, CRA Executive Director
Barbara Levin, CRA Attorney

I. CALL TO ORDER

Chairman Scott Maloney called the meeting to order at 6:02 p.m.

II. APPROVAL OF AGENDA

MOTION: Mr. Langford moved, Ms. Tory seconded, and motion carried unanimously to approve the CRA Board Meeting agenda for November 18, 2004.

III. OLD BUSINESS

A. Approval of Minutes

MOTION: Mr. Langford moved, Ms. Tory seconded, and motion carried unanimously to approve the minutes for October 20, 2004 Board meeting as printed.

Due to technical difficulties and Board approval the order of the agenda items was changed.

B. CRA Office Move

Discussion ensued regarding the various quotes received from moving companies. A spreadsheet comparing the quotes was distributed to the board at the meeting.

MOTION: Mr. Langford moved, Ms. Tory seconded, and motion carried unanimously to accept the quote from Cook Moving Company and to authorize the Chairman to enter into contract with the company.

C. Approval of Attorney Fees

MOTION: Ms. Tory moved, Mr. Langford seconded, and motion carried unanimously to approve the attorney fees for the month of October 2004 in the amount of \$ 841.00.

D. WRT Update and presentation

Wallace Roberts and Todd associates gave a presentation to update the CRA Board on the progress of the Waterfront Development Plan.

IV. NEW BUSINESS

A. Commercial Revitalization

Discussion and award of the Commercial Revitalization Grant applications.

04-SF-01 Steve Covey Enterprises

MOTION: Mr. Langford moved, Ms. Tory seconded, and motion carried unanimously to award Steve Covey Enterprises the amount of \$16,645.23 for Commercial Revitalization Grant 04-SF-01.

04-SF-02 Kallins, Little, Oelgado & Opstal

MOTION: Mr. Langford moved, Ms. Tory seconded, and motion carried unanimously to award Kallins, Little, Oelgado & Opstal the amount of \$ 25,000 for Commercial Revitalization Grant 04-SF-02.

04-SF-03 Palmetto Village Shopping Center

MOTION: Mr. Langford moved, Ms. Tory seconded, and motion carried unanimously to award Palmetto Village Shopping Center the amount of \$ 5,500 for Commercial Revitalization Grant 04-SF-03.

04-SF-04 Ugarte & Associates

MOTION: Mr. Langford moved, Ms. Tory seconded, and motion carried unanimously to award Ugarte & Associates the amount of \$ 10,000 for Commercial Revitalization Grant 04-SF-04.

04-SF-05 Manatee River Community Bank

MOTION: Mr. Langford moved, Ms. Tory seconded, and motion carried unanimously to award Manatee River Community Bank the amount of \$ 25,000 for Commercial Revitalization Grant 04-SF-05.

Mr. Langford disclosed his conflict of interest on this item, and that the entire grant amount will be donated to Habitat for Humanity for the construction of 1 home in Palmetto's Village of the Palms.

B. Code Enforcement Monthly Update and Presentation

Discussion ensued regarding the monthly code enforcement update. Board discussion indicated that there is a need for more aggressive enforcement of maintenance standards throughout the City.

C. US 41/301 Entry Corridor Beautification

Discussion ensued regarding the proposed US 41/301 entry corridor beautification project.

MOTION: Mr. Langford moved, Ms. Tory seconded, and motion carried unanimously to approve the US 41/301 entry corridor beautification project. DOT will reimburse \$ 8,000.00 of the project cost, after reimbursement the CRA costs will not exceed \$ 4,000.00.

D. Haben Boulevard Improvements

Discussion ensued regarding the proposed improvement project.

MOTION: Ms. Tory moved, Mr. Langford seconded, and motion carried unanimously to approve the Haben Boulevard improvements not to exceed \$ 60,000.00

E. CRA Attorney Update

- No update at this time

F. CRA Executive Director Update

- Edenfield update

G. CRA Liaison/City Commissioner Mary Lancaster Comments

- No comments (absent from meeting)

H. Citizens' Comments

- No citizens' comments

V. NEXT REGULAR SCHEDULED MEETING- January 20, 2005 @ 6:00

VI. BOARD COMMENTS

Rose Tory

- No comments

Allen Langford

- No comments

Vice-Chairman Zirkelbach

- No comments (absent from meeting)

C.J. Czaia

- No comments (absent from meeting)

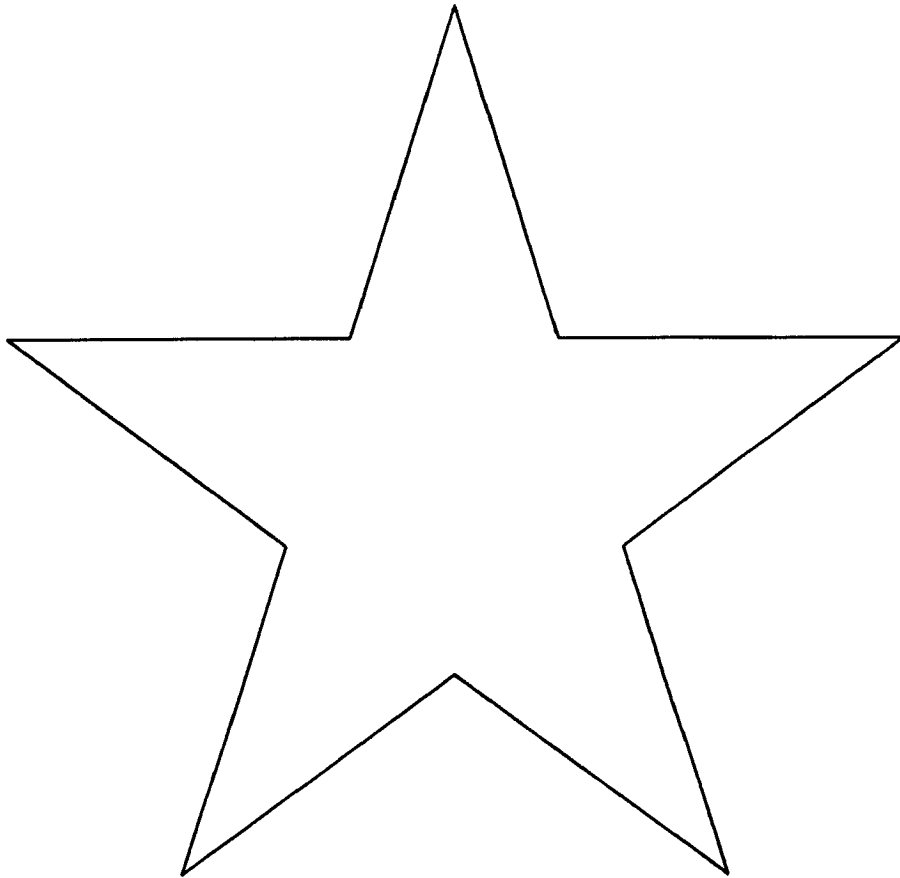
Chairman Maloney

- No comments

VII. ADJOURNMENT

MOTION: On a motion made by Mr. Langford, seconded by Ms. Tory, and carried unanimously, the meeting was adjourned at 7:40 P.M.

Attachment D





201 5th Avenue Drive East, Bradenton, Florida 34208
Post Office Box 9448, Bradenton, Florida 34206

RECEIVED

NOV - 5 2004

**PUBLIC WORKS
DEPARTMENT**

(941) 748-8080
Fax (941) 748-3316
Survey Fax (941) 748-3747
E-mail: zns@znseng.com
Web Page: www.znseng.com

November 4, 2004

Mr. Chris Lukowiak, Director of Public Works
City of Palmetto
600 17th Street West
Palmetto, FL 34221

Ms. Tanya Lukowiak, Executive Director
Community Redevelopment Agency
516 8th Ave W
Palmetto, FL 34221

**Re: Haben Boulevard Drainage Design
And Transportation Reviews
ZNS Job #00-34151**

Dear Chris and Tanya:

Zoller, Najjar & Shroyer, L.C., ("ZNS") is pleased to have the opportunity to provide professional services to the City of Palmetto Community Redevelopment Agency for the above referenced project. Our scope of services will be performed within the realm of the existing City/ZNS contractual conditions.

The following is a description of the services proposed, together with fee allocations required for the requested services and Mode of Payment Conditions.

BASE SCOPE OF SERVICES

A. DESIGN ENGINEERING AND PERMITTING:

ZNS will prepare final engineering plans and specifications for the construction of a 36 inch diameter storm sewer from the existing drainage ditch at the northwest corner of the Palms at Riviera Dunes, southerly to the Manatee River. The pipe and appurtenances will be located in existing easements and rights-of-way. The length of this project is approximately 3,200 linear feet. The scope of this project includes design of the 36 inch diameter storm drain and necessary appurtenances.

ZNS will deliver status construction plans at 40%, 90% and 100% levels. At each level a probable opinion of cost will be submitted. Also at each level, ZNS will meet with staff to discuss elements of design. Permit applications will be prepared for the Southwest Florida Water Management District (SWFWMD), Environmental Protection Agency, and Florida Department of Environmental Protection (FDEP) as appropriate. ZNS will submit and obtain these permits, permit fees are included in this scope.

Consultant to conduct two (2) utility coordination meetings at appropriate steps in design and prepare minutes of these meetings.

Design Services

- The consultant will prepare the final construction plans and specifications with the engineer's opinion of probable cost.
- Issue initial set of site work construction plan drawings to applicable utility service providers (Verizon, FP&L, Cable TV, Manatee County, and TECO Gas).

B. CONSTRUCTION ENGINEERING

1. Attend bid opening meeting. Assist the City in reviewing and documenting contractor's bids. Prepare spreadsheet summarizing the unit prices and bids for each contractor.
2. Coordinate and submit responses to Contractor requests for information regarding contract documents.
3. Attend a preconstruction conference to coordinate site work requirements and establish initial construction schedules.
4. Review shop drawings supplied by Contractor or Client to serve site work construction.
5. Observation of performance tests required by the specifications.
6. Review contractor's application for payment and accompanying data. Based on the quantity verification from the field observation reports, the Consultant will advise the City of any irregularities.
7. Provide random site visits (5 hours per week) to determine the progress of the contractor's work. Notify the City of observed permanent work that does not substantially conform to the contract documents, prepare a written notice describing any apparent non-conforming permanent work, make recommendations to the City, and request the Contractor to carry out the acceptable corrective measures authorized by the City. Document field visit with field observations report.
8. Conduct punch list compliance inspection upon notice of completion from the Contractor and issue written substantiation of completion.
9. Attend and conduct final inspections of completed facilities with Contractor and Governmental Agencies as required by the approval/permits. Prepare a written list of discrepancies for the Owner.
10. Provide services for initial finalization submittals with permitting Agencies.
11. Provide statement of completion to applicable regulatory agencies.

*Zoller,
Najjar &
Shroyer, L.C.*

Submittals

The Consultant shall submit five (5) sets of plans and documents for City review at 40%, 90% and 100% completion stage. The final bidding package will include ten (10) sets of final plans for bidding.

City Responsibilities

- Provide phase reviews of all submittals at the 40%, 90% and 100% design phases.
- Sign permit applications as appropriate.
- Furnish existing right-of-way maps.
- Sign NOI prepared by Consultant to agency per NPDES.

Beginning and Length of Services

Milestones of the project include:

- Submittal of 40% plans within four (4) months of the Notice To Proceed. 90% plans and permits within seven (7) months of the Notice To Proceed. The submittal of 100% plans and bidding documents and all required permits within one (1) month of the receipt of all permits.
- This Agreement will remain in effect until the completion of construction and certification and acceptance by the City of Palmetto.

C. TRANSPORTATION CONSULTING

In addition to the above described design, permitting, and construction services, ZNS has been requested to provide consulting services for the evaluation of miscellaneous roadway geometry options along Haben Boulevard. We recommend an allocation of 20 hours of Professional Engineering be included in this contract. This would equate to an allocated fee of Two Thousand Five Hundred and Twenty and 00/100 Dollars (\$2,520.00).

END OF SCOPE OF SERVICES

*Zoller,
Najjar &
Shroyer, L.C.*

REVISED COST ESTIMATES

SUPERIOR ASPHALT, INC.

BID SPREADSHEET

CITY OF PALMETTO

NAME: HABEN BLVD

ZONE: 5

WORK TYPE: MILL AND RESURFACE EXISTING ASPHALT

Send this to Impe!

ITEM NO.	DESCRIPTION	EST. QUANTITY	UNITS	UNIT PRICE	TOTAL
IV.47	MOBILIZATION	1.00	LS	\$1,500.00	\$1,500.00
IV.12	TYPE S-3 ASPHALT	1,500.00	TON	\$53.00	\$79,500.00
IV.11	TYPE S-1 ASPHALT	2,400.00	TON	\$55.25	\$132,600.00
IV.15	SWEEP, TACK, SPREAD & COMP. 100#/SY +	2,400.00	TON	\$14.00	\$33,600.00
IV.16	SWEEP, TACK, SPREAD & COMP. 50#/SY TO 99#/SY	1,500.00	TON	\$15.00	\$22,500.00
IV.33	2" PAVEMENT MILLING	34,000.00	SY	\$1.50	\$51,000.00
III.22	DUMP TRUCK RENTAL FOR MILLING HAUL	300.00	HR	\$80.00	\$24,000.00
XXX	AC ADJUSTMENT	3,900.00	TON	\$2.95	\$11,505.00
IV.49	MAINTENANCE OF TRAFFIC CREW	15.00	DAYS	\$1,000.00	\$15,000.00
IV.36	6" SKIP TRAFFIC STRIPE - PAINT	6.60	GM	\$350.00	\$2,310.00
	6" SOLID TRAFFIC STRIPE - PAINT	15.00	NM	\$1,050.00	\$15,750.00
	6" SOLID TRAFFIC STRIPE - PAINT	5,000.00	LF	\$0.25	\$1,250.00
	STOP BARS - 24" WIDTH - PAINTED	400.00	LF	\$2.50	\$1,000.00
	CROSSWALK - 12" WIDTH - PAINTED	1,400.00	LF	\$1.50	\$2,100.00
IV.37	SCHOOL SYMBOL - PAINTED	12.00	EA	\$55.00	\$660.00
	DIRECTIONAL ARROWS - PAINTED	96.00	EA	\$45.00	\$4,320.00
IV.38	6" SKIP TRAFFIC STRIPE - THERMO	2.20	GM	\$950.00	\$2,090.00
	6" SOLID TRAFFIC STRIPE - THERMO	27,000.00	LF	\$0.80	\$21,600.00
	STOP BARS - 24" WIDTH - THERMO	15.00	LF	\$3.75	\$56.25
	CROSSWALK - 12" WIDTH - THERMO	360.00	LF	\$2.00	\$720.00
IV.39	SCHOOL SYMBOL - THERMO	4.00	EA	\$120.00	\$480.00
	DIRECTIONAL ARROWS - THERMO	32.00	EA	\$70.00	\$2,240.00
IV.40	REFLECTIVE PAVEMENT MARKERS	380.00	EA	\$5.00	\$1,900.00
IV.41	REMOVAL OF EXISTING PAVEMENT MARKERS	380.00	EA	\$5.00	\$1,900.00
IV.48	INDUCTIVE LOOP DETECTORS - TYPE F	6.00	EA	\$1,000.00	\$6,000.00
	TOTAL				\$435,581.25

Send to C.R.A.

CITY-WIDE TRAFFIC ANALYSIS

Point Paper

CITY WIDE TRAFFIC STUDY COP Job # 05- 495

TRAFFIC ANALYSIS PRESENTATION

Background:

On October 16, 2006, City Commission approved Renaissance Planning Group to conduct an analysis of the City's mobility challenges and opportunities, and develop a series of recommendations to improve traffic circulation, accessibility, safety and overall mobility in the City. The objective of the project was to examine specific traffic circulation and mobility strategies, and develop recommendations that are feasible from a financial, operational and community perspective. The project study area encompassed the full city limits, although the analysis will account for growth and transportation influences from surrounding areas.

Renaissance Planning Group has prepared a presentation for the City Commission to present the analysis findings for potential traffic circulation strategies.

2012 Improvements Haben Round About Simulation



Palmetto City Commission
October 15, 2007 4:00 p.m.

Elected Officials Present:

Larry Bustle, Mayor
Eric Ball, Vice Mayor
Tamara Cornwell, Commissioner
Mary Lancaster, Commissioner
Tambra Varnadore, Commissioner
Brian Williams, Commissioner

Staff and Others Present:

James R. Freeman, City Clerk
Chris Lukowiak, Public Works Director
Deputy Chief Mike Mayer
Tanya Lukowiak, CRA Executive Director
Bob Schmitt, Interim City Planner
Michele Hall, City Attorney
Diane Ponder, Deputy Clerk-Administration

Mayor Bustle called the meeting to order at 4:05 pm. A moment of silence was observed for our military men and women serving all over the world, followed by the Pledge of Allegiance.

1. AGENDA APPROVAL

MOTION: Mr. Ball moved, Mrs. Lancaster seconded and motion carried 4-0 to approve the October 15, 2007 4:00 pm agenda.

2. MANATEE SCHOOL FOR THE ARTS

Kerry Ward, Wachovia Bank, informed Commission Manatee School for the Arts is seeking a bank qualified bond issue of \$6.5 million. The school currently has a \$5 million outstanding balance, approved by Commission in three different issues. Of the City's \$10 million per calendar year allotment, \$5.8 million has been used. Mr. Ward further explained his bond counsel is trying to confirm if the three prior issues totaling \$5 million can be grandfathered, and then the school will request only \$1.5 million. Mr. Ward stated the school's request at this point is approval from the City for two separate issues, \$3.5 million before the end of the year and \$3 million in January of 2008. The challenge is that the City would have to commit now to the future \$3 million 2008 issue.

Mr. Freeman confirmed that if Commission approves the \$3 million request for 2008, that amount would be removed from the City's \$10 million allotment in 2008. Mr. Lukowiak reviewed the potential 2008 projects that could be funded from loan proceeds. Several Commissioners voiced concern with having to commit to a future bond when the City's decisions for 2008 funding needs have not been finalized. A workshop will be scheduled for the near future to review proposed City and CRA projects for 2008 and their proposed finance options.

Mayor Bustle stated the City has in the past and will continue to support MSA, but at this particular time the Commission must keep the City's needs in the forefront of their considerations. Commission declined participation in the request from Manatee School for the Arts.

2. SCHOOL FACILITY INTERLOCAL DRAFT AGREEMENT

Attorney Hall informed Commission that staff had met with School Board representatives concerning language amendments the City proposes to the School Facility Interlocal Agreement. Attorney Hall reviewed the draft language she had prepared, briefly reviewing the "shall" and

"may" terms contained throughout the document. She concentrated her discussion on sections 9.1 School Site Selection, 9.2 Planning of Educational Facilities and 9.3 Site Improvements of the agreement. After thoroughly discussing the proposed language and the negotiated points between staff and the School Board representatives that remain in the document and language that was removed, Commission accepted the draft agreement as proposed. The final document will be presented to Commission for formal approval on November 5, 2007.

3. TRAFFIC ANALYSIS PRESENTATION

Nick Lett, Renaissance Planning, reviewed a presentation of the traffic mobility study that was performed. Key considerations used during the study were:

- Approved and pending development projects
- Committed capital projects
- Capacity constrained facilities
- Peak hour commuting patterns


Components of the findings discussed with Commission included:

- Existing and 2012 projected levels of service
- 2012 recommended improvements and projected capital improvement costs
- Stop sign and signalized intersections
- Recommended traffic circulation of stop/signalized intersections
- On-street parking strategy
- 2030 future traffic circulation map

Discussion ensued on how the study can be used as a development review tool when considering large scale developments and their impacts to City traffic and how it will benefit the City in developing long range plans. Mr. Lukowiak discussed the projects that are already underway and their funding. He also stated a plan for stop signs will be presented at the November 5, 2007 Commission meeting and staff will begin preparing a plan for addressing on-street parking.

Meeting adjourned at 6:05 pm.

Minutes approved: November 5, 2007


James R. Freeman
City Clerk