

City Council Chambers  
735 Eighth Street South  
Naples, Florida 33940



# City of Naples

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COUNCIL MEMBERS	M O T I O N	S E C O N D	VOTE		A B S E N T
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(Note: A copy of the packet distributed to the Council is filed in the City Clerk's Office.)

Also contained in this packet was another report just prepared for Collier County in conjunction with its request to expand wellfield withdrawal from 5 to 12 million gallons per day (MGD). This report, Mr. Jones explained, was designed to substantiate that there would be no negative impact of this request upon water supplies in the East Golden Gate area. In fact, Mr. Jones pointed out, it was determined that there is more than sufficient capacity.

Mr. Jones then informed the Council that another joint workshop with the County Commission had been scheduled for the purpose of discussing this subject, but because of the holidays, it had to be rescheduled for after the first of the year.

Mr. Jones then called attention to a map presentation which was distributed to the Council (Attachment #1) showing the location of the City's water supply wells. He also displayed a wall map outlining the City's water and sewer districts, one area being the "180 District" from Pine Ridge Road to the lower city limits on the south and extending a mile east of Airport Road. This was established in 1977 under an agreement between the City and County, he said, which has been amended approximately five times since. Prior to 1977, the City generally claimed authority and responsibility to provide water in all of western Collier County and as far north as Immokalee Road. After this agreement, however, the City agreed to limit its service area to south of Pine Ridge Road and the County agreed to provide water north of Pine Ridge Road by 1990. The City would turn these customers over to the County at that time.

Mr. Jones then reviewed other areas of County responsibility. It is his understanding of the County's plan, he said, that one master system will eventually distribute water throughout the County and will tie all the various County plants and facilities together. This will be in place in two to three years.

Mayor Putzell asked for confirmation of release of the City's responsibility in that period of time; Mr. Jones stated that at this time he felt the County would implement its plan in that time frame.

Mr. Jones then pointed out on the map distributed to Council the location of the City's water plant and the wellfield in East Golden Gate. He explained that the interim service request addressed by the Council at the last meeting was at the southwest corner of I-75 and and Pine Ridge Road and that another at the northwest corner, called The Vineyards, had subsequently been discussed by the County, the project developer, and the City staff. This developer, like all others in the County's service area, must eventually connect to the County system.

Mr. Richardson pointed out, however, that the City's water plant was designed to provide for the area delineated as the 180 District, but Mr. Jones said that in his role of business manager of the City's water utility, his objective was to find the best means of providing income from a capital investment. If this is possible through interim service to other customers outside the

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district through allocation of surplus capacity, he said, it will serve to keep down the cost of water service to customers inside the district.

On a flip-chart Mr. Jones reviewed figures from the the CH2M Hill report which indicated raw and treated water demands through 1990 when the County would relieve the City's system of 5 MGD of demand (Attachment #2). In designing its system, he said, the City wanted to assure that its needs could be met as efficiently as possible without building excess capacity to meet a peak demand which would cease when the County provided service. Nineteen eighty-nine was shown as the highest demand year because this represents the last year that the County's north Naples area would be on the City's system, Mr. Jones noted.

Another chart showed projected and actual maximum demands for 1984, 1985, and 1986 with estimates for 1987 and 1988. Mr. Jones indicated that these estimates seem accurate when compared to the actual figures for the previous three years. For this meeting's purposes, however, he pointed out, the 1987 and 1988 maximums were pertinent.

Mayor Putzell asked about an 18 MGD figure which he had been hearing of. Mr. Jones said that this was the computed average for the system's high usage months of February, March and April and quoted individual year's figures on which this average was based. This shows, he also pointed out, that the actual demand has never exceeded the maximum estimated.

Mr. Graver asked if these other new systems, like the Vineyards, were taken into consideration when water system capacity projections were made. Mr. Jones said that because they, in fact, were not, this is the reason the Council should address these requests at this time.

On another flip-chart, Mr. Jones indicated other aspects of the system which his discussion would cover: raw water supply, raw water transmission, water treatment plant, distribution and storage.

The raw water supply is the most unknown of all the elements, he said, because new wells must be "prospected". He showed figures for the coastal ridge and East Golden Gate aquifers with the maximum draw permitted by the South Florida Water Management District (SFWMD); this maximum has not yet been needed, he explained.

In East Golden Gate three additional wells will be in service in February to give the 21 MGD maximum permitted capacity. Three more wells will be proposed to bring capabilities to 24 MGD. This will allow a margin of safety if one well or equipment were to become inoperative.

Mr. Crawford referred to a recent SFWMD report which indicated that the East Golden Gate wellfield has a maximum capacity of 50 MGD, of which the County will take 20 and the City 30. This balances with current treatment capacities, he said. Unless the Council addresses an entire new supply system, he theorized, the maximum, then, which must be considered is this 30 MGD.



COUNCIL MEMBERS	M O T I O N	S E C O N D	VOTE		A B S E N T
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Mr. Jones clarified, however, that all the County's raw water needs would not come from East Golden Gate but from an additional wellfield in the area of Immokalee Road. Mr. Jones said further that he had sought clarification of the SFWMD figure and had learned that taking into consideration agricultural uses, municipal type users may be limited to 50 MGD. The County plans to go to 12 MGD and the City would like to develop additional capabilities over the years so as not to be dependant on the fragile coastal ridge aquifer, he pointed out. The County is permitted now for 5 MGD and this recent report is defense for obtaining the 12 MGD approval. With this and the City's projected use, Mr. Jones said, there should be no adverse impact at all on the East Golden Gate wellfield.

Mr. Bledsoe pointed out, however, that the Southwest Florida Regional Planning Council is concerned about the movement of the citrus industry into the County and the inherent need for large amounts of irrigation water. Mr. Jones said that he had learned from the SFWMD that they know what acreage would be dedicated to agriculture and the types of crops in order to calculate estimated usage.

Mr. Graver mentioned restrictions on water usage recently announced by SFWMD, but Mr. Jones pointed out that a recent newspaper article referred only to possible voluntary restrictions and that at this time each year the water management district talks about voluntary conservation because conservation is their major effort. They propose common sense measures, Mr. Jones said, but the main thrust is to individual users. Mr. Graver then asked if potential existed for the district to curtail use by water utility providers. and Mr. Jones asked for an opinion from City Attorney Rynders. Mr. Rynders said that it was his feeling that these types of restrictions would not apply to utility providers and that restrictions are usually aimed at end users rather than to cause a utility to cut back on its entire system.

Mr. Bledsoe, however, also expressed concern about the water management district telling the City to reduce its usage. Mr. Jones said that while there could be restrictions which come in to play for all users, the City is more often faced with concerns from the public when there is in fact no problem with its raw water supply and the district, on the other hand, is advising individuals to implement conservation. It may be a public education need which the City should address, he added.

Mr. Richardson also pointed out that the City has continued close monitoring of the coastal ridge aquifer to prevent salt water intrusion and Mayor Putzell pointed out that when salt water intrusion does occur, it affects the aquifer for a long time in the future. Mayor Putzell also reminded Council that the City's effluent reuse system will take a great deal of pressure off the coastal ridge aquifer.

Mr. Barnett asked if the Council should set a maximum draw for interim service and Mr. Jones said that this would be a reasonable step, taking into consideration the maximums needed to underwrite the City's current water service responsibilities to determine whether or not interim service could be comfortably provided. In addition, Mr. Jones pointed out, the success of the

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County's program is important so that the areas which it has agreed to serve can eventually be supplied by them.

Mr. Jones further advised that developers of The Vineyards had originally planned to build a water plant, but if transmission lines instead are built which would be ultimately useful to all users, then an economy is realized. For serving the Southerland project the City, for example, received the benefit of a one-mile transmission line east from Airport Road which would have cost the system \$150,000 but is being installed and will be deeded to the City.

The Vineyards, Mr. Jones explained, is a mile east of this line. The lines installed there would benefit the County including a line which the County is requiring be installed from its northern transmission main and will eventually serve other customers along the way. The advantage to the City in the case of The Vineyards would be the revenue received from service to the development during the interim period.

Mr. Barnett posed the question of what would happen if the City refused to serve these areas. Mr. Crawford pointed out that the only good aquifer is the one in East Golden Gate and, therefore, a finite amount of water is available. He said that there is a point in time when this limit is reached and the City would not be able to take on other large developments just because this water is in many cases of better quality than they could provide from their own wells.

Mayor Putzell observed, however, that because of restrictions and monitoring by the water management district, this overdraw would not happen. Mr. Jones then also mentioned that, according to the County's report, there is additional capacity in the aquifer which could conceivably be applied for by some other utility and reiterated that the district indicated that beyond the 50 MGD withdrawal by utility users, they would then be concerned about agricultural uses.

Mr. Jones continued his presentation stating that all the facilities are now in place for the City to obtain its required withdrawal from the coastal ridge aquifer. As soon as the County assumes its responsibility, the City's demand drops below the 20 MGD level. This is another reason that the City should encourage the County to assume service as quickly as possible so that the City won't have to extend its capacity beyond anticipated needs of areas outside its service area, he said. The City's water treatment plant has a 30 MGD design capacity. Some additional capital investments would be necessary to increase this design capacity.

Mr. Jones then addressed storage and the advantage of having adequate holding capacity so that peak demands could be met without additional raw water sources. At the present time, all the City's storage capacities are needed to maintain current service. The City's North Naples tank will be turned over to the County when the County replaces it with another, but no additional capacity will be achieved in this instance, Mr. Jones advised. Property is now available to provide more storage at the East Naples facility as well as an additional 5 MGD of storage either at the plant or in the northern portion of the service area. This accrues to an additional 8 MGD of storage capacity with



CITY OF NAPLES, FLORIDA

City Council Minutes

Date 12/10/86

COUNCIL MEMBERS	M O T I O N	S E C O N D	VOTE		A B S E N T
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approximately 5 MGD added later. This storage capacity is important, Mr. Jones reiterated, in managing peak demands and pressure.

Mr. Jones also said that storage capabilities would provide a "cushion" to take up slack when the coastal ridge aquifer draw might be restricted. The district, he said, considers the City an effective resource manager of the coastal ridge because of its self-imposed restrictions.

Mr. Jones stated that outside requests, such as the Southerland project, would require a maximum of 30,000 gallons per day. The Vineyards will be providing information on projected needs when that request is presented to Council; initially there will be a golf course, club house and model apartments. Mr. Jones said that he has asked this developer to provide information on phased usage and recommended that the Council set criteria for what a petitioner must demonstrate with reference to what capacity would be needed.

Mayor Putzell asked for information on additional development in areas contiguous to the City's service area which might be asking for interim service. Mr. Jones said that this potential would actually be rather limited.

Mr. Crawford said that both immediate and long-term needs must be addressed; he said that he still views the 30 MGD as an upper limit for the City in East Golden Gate and that less and less will be available from the coastal ridge. He said that he is concerned that commitments for interim service would cause problems for the City's system if the County did not implement service on the projected date.

Mr. Jones said that a termination date in these interim agreements is the best strategy, but Mr. Crawford reiterated his concern that the City's well-designed water plant could be stressed by these additional users. Mayor Putzell also observed that if the County were not ready to serve these various projects, the City could not cease service, but Mr. Jones pointed out that if additional facilities were required, the users outside the district would have to underwrite the entire cost; the most powerful incentive is the cost involved for those users because the actual cost to the City would be reflected in the charges for continuing that service.

Mr. Graver asked when the new storage would be on line; Mr. Jones said that the engineering would take approximately one year. Mr. Graver cited adequate storage facilities as being the key to maintaining necessary supply.

Mr. Jones also said that he wanted to reassure the Council that if it is planned for the County to take over service to the agreed upon areas when stated in the agreement, there would be no problem for the City's system. He stated that the second element in consideration of this issue is to meet with the County for this assurance; the third piece is an assurance from the water management district that the anticipated supplies needed by the City are there for it to use. This information will allow the Council to then make a decision on interim service, he concluded.



COUNCIL MEMBERS

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Mr. Jones gave the opinion that the City has the capability to serve the district in the foreseeable future as well as assisting the County in implementing its plan. The City could possibly then provide some interim service.

Mayor Putzell suggested that all applications for interim service be held until all this information has been considered. Council indicated agreement. Mr. Bledsoe asked how the City could legally stop serving a group when service has been extended. Mr. Jones said that after the expiration of the agreement, monetary penalties would encourage the area to develop its own resources. Mayor Putzell said that the key is the ability of the County to go forward with its plans, either financially or other ways.

Mayor Puzell complimented Mr Jones on the completeness of his presentation.

Mr. Richardson mentioned the Geitz Pit, which has 4 to 4 1/2 MGD capacity, is also there for emergency use. Also, many golf courses are using canal water rather than wells which means that the perceived impact on the coastal ridge aquifer could be less. There have been many suggestions in the past for using Golden Gate Canal water for golf courses on Goodlette Road, he added.

Mr. Jones then called Council's attention to an item in the packet from Natural Resources Manager Jon Staiger regarding the amount of fresh water which is draining through the Golden Gate Canal. This is not intended to be a source of water, he pointed out, although it is a potential source and a tool for the water management district to use to recharge the aquifers. The City's wellfields, he said, run along the canal system and the higher the levels of these canals, the more they assist in maintaining the aquifer levels. Mr. Jones also stated that a recharge management study is now underway by the district.

Mr. Bledsoe expressed concern about lack of supervision of various users drawing from canals, the aquifer and other bodies of water. Mayor Putzell assured him, however, that these permits are closely monitored by the water management district.

ITEM #2

DISCUSSION OF AN ORDINANCE AUTHORIZING THE CITY MANAGER TO DIRECT THE POSTING OF CERTAIN TRAFFIC AND PARKING RESTRICTION SIGNS. REQUESTED BY CITY MANAGER.

Mr. Jones advised that this is a matter he wanted to bring to the Council for discussion prior to presenting an ordinance. It involves setting a policy for administration by the City Manager, he said, because it is necessary that traffic signs and control devices be installed or modified constantly and the City Attorney had advised that there is no specific authority in the Code to allow the City Manager to do this. Without some authorization to move ahead with these installations, the City would be hampered if it were necessary to go to the Council for each approval.

An example given by Mr. Jones is the restriction of parking to certain times of day or to certain days of the week. Now there is no clear legal authority to

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place the sign which can be claimed in court by the recipient of a citation. It is felt, he said, that this ordinance will provide the best legal basis for this authority.

There being no further questions, Mr. Jones said that this ordinance would be presented for action by the Council in January.

ITEM #3

PRESENTATION OF PROGRAM BUDGETING CONCEPT FOR THE FIRE DEPARTMENT. REQUESTED BY CITY MANAGER.

Mr. Jones stated that the staff had discussed with the Council providing a budget format which would be more meaningful for the city government and citizens alike. He said he felt that the program budget format being presented achieves this goal.

Departments have been asked to submit an outline of what function each division or unit performs, he explained. The Fire Department was used as a test case to identify what constitutes a unit of effort, what constitutes a program, what programs would be required and which would be discretionary. He called attention to the Fire Department model which, if approved, would be used by other departments (Attachment #3). He said he felt this would meet the needs expressed by the Council in past discussions.

Shown were organizational elements containing functional activities and then programs; each will have a line item budget associated therewith. The members of Council will receive a summary budget and a detailed budget for each program so that they can identify those programs which are discretionary, Mr. Jones explained.

Mr. Crawford noted the public impact which would occur by listing individual programs on which the Council would have to act on funding. Mr. Jones said that what is important is to identify the discretionary from required programs to allow the Council to make these decisions and Mayor Putzell said that this will also allow review of a total of all discretionary programs.

Mr. Jones said that eventually a narrative justification would also be provided and numbers then identified therewith during the budget review process. Required programs will be fully reviewed, Mr. Jones continued, and the Council will be asked to confirm a basic level of service as desirable. The departments will then develop their budgets with this in mind, Mr. Jones said, thereby involving the Council at the initial stages of budget preparation rather than at the final stages only.

Mr. Jones also said that the line between required and discretionary would have to be defended by the administration and the first discussion would be for the Council to confirm which levels of service are required. Mayor Putzell said that there may, in fact, be services that might be eliminated in light of changing needs.

Chief Ijams stated that the presentation provided at this meeting covers the entire perspective of his department. Mr. Graver asked that Council be assured

COUNCIL MEMBERS

MOTION

SECTION

YES

NO

ABSENT

that when programs are shown as required, they are those that the department is currently undertaking. He said he would also like to have differentiation between those discretionary programs underway and those which have not yet been implemented.

Mayor Putzell said this was a step forward the Council would applaud and look forward to reviewing.

Adjourned at 10:40 a.m.

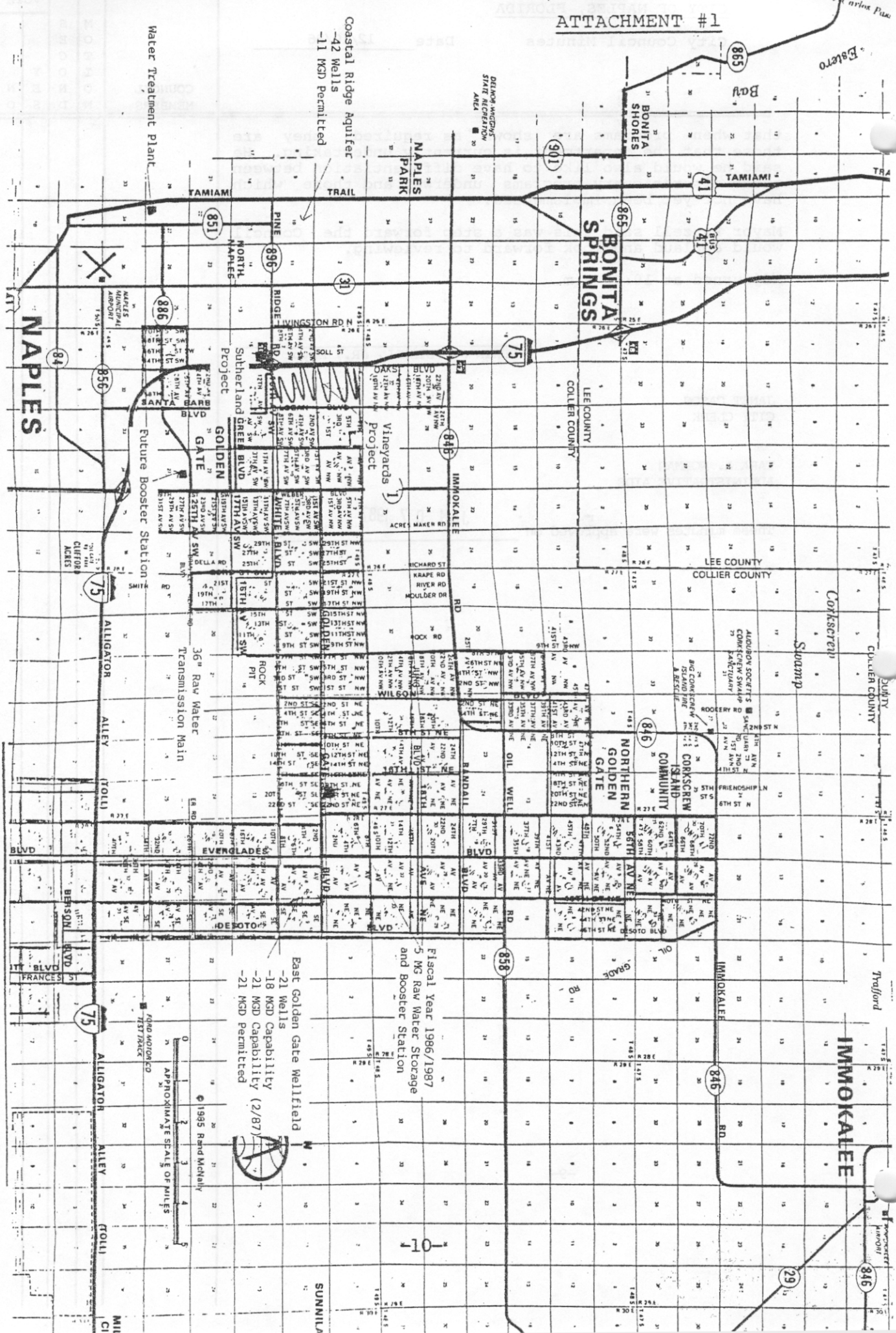
EDWIN J. PUTZELL, JR., Mayor

JANET CASON  
CITY CLERK

TARA A. NORMAN  
ADMINISTRATIVE AIDE

These minutes were approved on JAN 07 1987





Coastal Ridge Aquifer  
-42 Wells  
-11 MGD Permitted

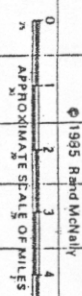
East Golden Gate Wellfield  
-21 Wells  
-18 MGD Capability  
-21 MGD Capability (2/87)  
-21 MGD Permitted

Fiscal Year 1986/1987  
5 MG Raw Water Storage  
and Booster Station

Water Treatment Plant

Future Booster Station

36" Raw Water  
Transmission Main



NAPLES

BONITA SPRINGS

IMMOKALEE

75

858


846

846

29

10





**investment properties corporation**  
CREATORS

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February 7, 1986

Mr. Bill Barnett  
City Councilman  
720 Goodlette Road  
Naples, Florida 33940

Dear Bill,

This letter will confirm our recent conversation with relation to the Gordon River Bridge.

I am conscious of the fact that the State of Florida has this bridge fairly low on its priority list and with the disorientation of the Federal Government to raise taxes and at the same time a continued increase demands for tax funds, it is my feeling that we cannot expect a Gordon River Bridge to be funded by anybody besides those people who would benefit from such a bridge.

I would therefore recommend that the City and County, together, examine the feasibility of the following solution to an additional east-west thoroughfare:

- A) Remove the issue from the political realm and cause there to be created the Naples/Collier County Gordon River Bridge Authority. This would be an independent authority similar to the Airport Authority, which would have the right to issue Municipal Tax Free Bonds;
- B) A logical route would be from the east end of Central Avenue across the Gordon River, down eastbound on North Road, thence turning north over the easterly 200 feet of the Airport Property and thence with a flyover across Airport Road depositing traffic eastbound on Radio Road and with a cloverleaf to permit north and south Airport Road traffic. This would involve a bridge and causeway of approximately 2,800 feet, plus an expressway type road of approximately of 8,000 feet. Assuming 45 miles per hour as the average speed on this high speed expressway, this would place the intersection of Radio Road and Airport Road approximately 2 3/4 minutes from Goodlette and Central Avenue. It would place the entrance to the Airport Terminal approximately 75 seconds from Goodlette and Central. Of course the eastern end of the road could also tie in with Davis Boulevard with



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the road running southbound, west of Airport Road and then flying over the intersection of Airport and Davis Boulevard, and dumping eastbound onto Davis Boulevard with a cloverleaf;

- C) Let us now examine the traffic at three DOT stations:  
 Station 123 which is US 41, east of 10th Street;  
 Station 4, US 41, east of Davis;  
 Station 185, Goodlette Road, south of First Street.

We show the actual traffic counts at these three stations from 1980 through 1985, and have projected future traffic counts using the actual counts of 1980 through 1985 and a Hewlett-Packard Linear Regression Program for the projections of the future traffic. These projections have a regression coefficient ranging between .76 and .89, meaning that between 11% and 24% of the variance in traffic is caused by elements other than the mere passage of one year.

	<u>US41-E.of Davis Station 4</u>	<u>US41 &amp; 10th St. Station 123</u>	<u>Goodlette Rd. Station 185</u>
1980	24,010	29,420	11,080
1981	24,020	29,330	13,700
1982	26,540	30,250	14,830
1983	24,820	28,160	13,070
1984	26,764	28,700	16,069
1985	28,759	25,483	19,029
1986	28,967	25,515	19,108
1987	29,858	25,514	20,410
1988	30,749	24,838	21,711
1989	31,640	24,162	23,012
1990	32,530	23,486	24,314

In analyzing these numbers, several things should be noticed:

- a) Station 123, which is located at 10th Street South, declined from 1984 to 1985; this most likely corresponds to an increase in traffic on Goodlette Road, which increased substantially between '84 and '85.
- b) We noticed that the traffic on Goodlette Road has almost doubled between 1980 and 1985. There does not exist a station that I have access to between Goodlette Road and Davis Boulevard. However we also notice that on Davis Boulevard there is a station, number 178, which ranges in values from 1980 to 1984, between 14,000 and 17,500

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cars per day. Hence to calculate the probable traffic between Goodlette Road and Davis Boulevard, it would appear reasonable to expect that a substantial portion of that traffic on Davis Boulevard, Goodlette Road, and US 41 at 10th Street, should be combined such that the strip in question probably has 40,000 cars per day average;

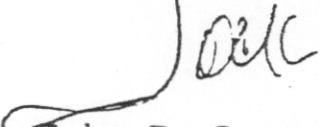
c) If we can assume that approximately 50% of the traffic between Goodlette Road and Davis Boulevard is actually heading for the intersection of Davis and Airport Road or Airport Road and Radio Road, and if we can assume that these people would pay 25¢ for a trip of less than three minutes to avoid the waiting and aggravation of the East Trail, then the following calculations would obtain:

- 1) Assume an 18 million dollar cost of construction;
- 2) Assume an 8% interest rate and thirty (30) year schedule of repayment;
- 3) This would require a debt service per year of \$1,598,894.
- 4) Based on 20,000 cars per day and 25¢ toll per car, income would be generated in the amount of \$1,825,000.
- 5) This would provide \$226,106. per year as being available for operating expenses;
- 6) If we assume a 2% per year increase in traffic over a ten year period and if we assume a 4% inflation rate, then the tenth year cash flow would be as follows:
  - i) toll amount - 35¢ per trip;
  - ii) number of cars per day - 24,400 average;
  - iii) income per year - \$3,117,100.;
  - iv) debt service - \$1,598,894.;
  - v) positive cash flow - \$1,518,206.

You should be able to see from this that under very conservative assumptions, considering inflation and considering the ability of the toll bridge to produce substantial cash surpluses in future years, it would appear that at least the feasibility of such a toll bridge and independent Authority ought to be thoroughly examined.

I hope this analysis will provide you with sufficient information to examine it yourself and if you feel that the City of Naples and Collier County will benefit from such a toll bridge and Authority, you will bring it to the appropriate parties.

Sincerely,

  
 John T. Conroy, Jr., CCIM  
 JTC/mp

XC: Frank Jones



# City of Naples

## MEMO

TO: HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: CITY MANAGER FRANKLIN C. JONES

SUBJECT: INTERLOCAL AGREEMENTS WITH COLLIER COUNTY REGARDING  
MAINTENANCE OF ROADS

DATE: OCTOBER 24, 1986

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The need for interlocal agreements between the City and the County for road maintenance is based upon the fact that along the City's border we share roads with the County. The boundary of some of these roads are such that responsibility for maintenance is not easily defined under Chapter 335.04(2).

I've attached a memo from Jerry Gronvold which gives current status of those roads with which we are concerned. We can discuss this status and further action at our workshop on Wednesday.

FCJ/ca

attach.

SUPPLY

- DEMAND

SURPLUS



# DEMAND

CH<sub>2</sub>MHHL (OCT 1984)  
TABLE 2, PG 2-4

RAW 25.03 MGD  
TRTD 24.78 MGD  
(FOR 1989)



TREATED  
PROJ.

WATER MGD  
ACT.

1984 AVG 15.44 15.1  
MAX 22.50 22.0

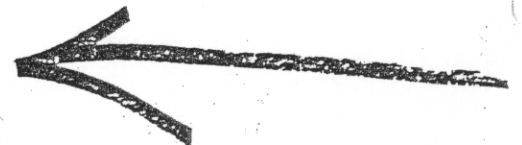
1985 AVG 14.01 15.6  
MAX 21.86 20.8

1986 AVG 14.46 15.4  
MAX 22.56 22.2

1987 MAX 23.27



1988 MAX 24.01



# SUPPLY

1. RAW WATER SUPPLY
2. RAW WATER TRANS
3. TREAT. PLANT
4. DISTRIBUTION
5. STORAGE

# RAW WATER

SUPPLY	CRA.	11.6 MGD
	EGG.	21 MGD
		<u>32.6</u>

<u>TRANS.</u>	CRA	11.6
	EGG	19.0
		<u>30.6</u>

ANES  
MAX

30 MG  
45 MG

FRAMT



# STORAGE

EXISTING

N NAPLES	5 MG
E. NAPLES	2 MG
PORT ROYAL	1 MG
	<hr/>
	8 MG

D  
PLANNED.

REPLACE N NAPLES	
ADD E NAPLES	3 M
ADD <del>RE</del> NAPLES	5 M
PLANT	



F.S. 1985

F.S. 1985

STATE HIGHWAY SYSTEM

Ch. 31

able as to principal and interest from all funds certified by the Comptroller as being due and payable from the Federal Government to the state pursuant to the Federal Highway Act of 1956, as amended, or from the proceeds of such bonds or notes or the investment earnings thereon, provided that at no time shall the aggregate debt service and redemption premium, if any, exceed 75 percent of such funds so certified. In his certification of federal-aid highway funds due to the state, the Comptroller shall include only those funds authorized for apportionment or allocation and shall not include funds, authorized or unauthorized, requiring additional congressional action to establish the timing or basis of distribution to the states. The provisions of ss. 215.57-215.83 apply to the bonds or notes authorized by this subsection. Before the issuance of any bonds or notes in accordance with this subsection, the department shall provide to the satisfaction of the Division of Bond Finance the following:

- (a) An analysis of the public benefits to be derived from the accelerated construction of the interstate project to be financed from the proceeds of such bonds;
- (b) A projection of all costs attributable to the proposed bond sale and the ensuing project;
- (c) A projection of all federal reimbursements for the interstate project and investment earnings from the bond proceeds; and
- (d) A projection of the net public benefits to be realized from acceleration of the project.

*History.*—ss. 1, 2, ch. 73-309; s. 2, ch. 75-283; s. 1, ch. 79-586; s. 1, ch. 84-289; s. 34, ch. 84-309; s. 71, ch. 85-180.

*Note.*—Former s. 337.34.

### 335.04 Functional classification of roads; designation of state and local responsibilities.—

(1)(a) The department has the responsibility of data collection for planning and functional classification purposes and shall evaluate and functionally classify all the public roads in the state. Each road shall be assigned to the appropriate public road system, as defined in s. 334.03, on the basis of its functional classification.

(b)1. Beginning July 1, 1982, the department shall evaluate and classify every public road at least once every 5 years. The functional evaluations shall consider the character of service of the roads in relation to the total public road system, including traffic volume, route length, truck volumes, mobility, land access, and other significant factors. The factors which are used in such evaluations shall include, but not be limited to, quantitative criteria and shall be adopted by rule pursuant to chapter 120. The department shall hold a public hearing in the county affected as an integral part of its evaluation procedures in order to receive public input prior to making any final determination of classification.

2. When the department determines that a public road has changed function, it shall within 30 days notify the affected governmental entities in writing. A transfer of responsibility between governmental entities as the result of functional classification requirements shall be accomplished on a schedule mutually agreed upon by such governmental entities; however, such transfer shall occur no later than 3 years after the date the governmental entities are notified.

3. Any road for which responsibility is being transferred from the department to a county or municipality shall be brought to a physical condition commensurate with contemporary roads of like age and existing functional classification within that county or municipality. Any bridge for which responsibility is being transferred from the department to a county or municipality and which has a projected life expectancy, as determined by the latest department "Structural Inventory and Appraisal Report," of less than 10 years may not be transferred until rehabilitation or reconstruction of that bridge has been performed at the expense of the state to ensure a 10-year life expectancy subsequent to the date of transfer. Prior to the transfer of a road or bridge from the department to the county or municipality, the department shall notify such county or municipality of the pending transfer by certified mail, return receipt requested. The county or municipality shall have 30 days after receipt of such notice to file an objection with the department concerning the physical condition of the road or the life expectancy of the bridge to be transferred. If no objection is received by the department, the road or bridge shall be transferred. If an objection is received and the department and the county or municipality are unable to agree on the physical condition of the road or on the life expectancy of the bridge, either party shall have the right to administrative and judicial review as provided in chapter 120. The requirement relating to the physical condition of roads at the time of transfer may be waived upon mutual consent.

4. After July 1, 1982, the department, if requested by cities or counties, shall, within a reasonable period not to exceed 1 year, perform functional evaluations of specific roads utilizing the criteria referred to in this subsection, and the transfers resulting from such evaluations shall be accomplished as provided in this subsection.

5. Each year the department shall publish a report summarizing all such classification changes in that year and shall deliver such report to the President of the Senate and the Speaker of the House of Representatives by February 1.

(c) Those roads which were to be transferred from the state to the counties under the functional classification plan adopted by the department in 1977 in accordance with chapter 77-165, Laws of Florida, and which were to be resurfaced by the department prior to transfer may not be transferred from the State Highway System until the required resurfacing is completed. Prior to the department's resurfacing such roads, the governing body of the county must certify that it has the financial ability to maintain the road. If the department and county are unable to agree on the financial ability of the county, the county shall have the right to administrative and judicial review as provided in chapter 120. In determining the ability of the county to maintain the road, the hearing officer or court shall consider whether the county has imposed the taxes as provided in ss. 336.021 and 336.025, and the level of ad valorem property taxes imposed by the county for transportation purposes. In the event it is determined that the county does not have the financial ability to maintain the road, the department shall continue the maintenance of the road if it serves a significant

interregional benefit to the State Highway System and the department receives a specific legislative appropriation for maintenance of such road. However, this provision does not apply to any road on the existing secondary system as of July 1, 1977. All obligations of the department, a county, or a city, under any maintenance, utility, or railroad crossing agreement or other such agreement, relating to any specific road to be transferred, shall be transferred at the same time and in the same manner as jurisdictional responsibility.

(2) The department and local governmental entities shall have the responsibility for the operation and maintenance of the roads under their respective jurisdictions, except as otherwise provided by law. The responsibility of a county for the operation and maintenance of any roads under its jurisdiction that extend into and through any incorporated area is limited to the roadbed, curbs, culverts, drains, and other drainage appurtenances and does not include sidewalks and any other ways in existence at the time of transfer that are open to the public within the right-of-way of the road. The department and local governmental entities may enter into such agreements as are deemed necessary and convenient for the proper exercise of their responsibilities provided herein; however, the department shall not maintain any facilities which are located off the State Highway System.

(3) Local governmental entities shall sign an agreement with the department which requires them to maintain in accordance with approved federal guidelines any road or portion thereof under their respective jurisdiction which was constructed with federal assistance and is located on a federal-aid system.

(4) Any toll facility administered by the department shall remain under department administration pursuant to the terms of the trust indenture. Toll facilities administered by cities or counties shall be transferred to another jurisdiction only upon mutual agreement of the concerned parties.

(5) The department shall establish and distribute to local jurisdictions quantitative parameters as may apply to "arterial roads" within the definition established by s. 334.03(1).

(6) If, as a result of the functional classification of a road pursuant to this section, a municipality would otherwise be required to assume the operation and maintenance responsibility of a mechanically operated bridge over the Florida Intracoastal Waterway in addition to the road attendant to such bridge, and if, prior to such functional classification, the bridge had been constructed, operated, and maintained with funds of a governmental entity other than that municipality, then the bridge and roadway shall continue to be operated and maintained by, and be within the jurisdiction of, that governmental entity. Further, the provisions of this subsection shall be applicable to all transfers or attempted transfers of responsibility pursuant to functional classification in accordance with this section which have occurred since January 1, 1978, or which may occur subsequent to the effective date hereof.

**History.**—s. 28, ch. 29965, 1955; s. 1, ch. 57-407, s. 1, ch. 59-165; s. 1, ch. 67-245; s. 29, ch. 69-353, ss. 23, 35, ch. 69-106; s. 1, ch. 70-446; s. 95, ch. 71-355; ss. 1, 2, ch. 72-50; s. 7, ch. 77-165; s. 3, ch. 77-416; s. 1, ch. 78-285; s. 138, ch. 79-400; s. 2, ch. 83-52; s. 1, ch. 84-291; s. 35, ch. 84-309; s. 13, ch. 85-180  
 cf.—s. 349.07 Jacksonville Expressway as part of state road system.

**335.06 Access roads to the state park system.**—Any road which provides access to property within the state park system shall be maintained by the department if the road is a part of the State Highway System or shall be maintained by the appropriate county or municipality if the road is a part of the county road system or the city street system.

**History.**—s. 30, ch. 29965, 1955; ss. 23, 25, 35, ch. 69-106; s. 37, ch. 84-309.

**335.064 Pedestrian walkways and fishing walks or bays; authority to construct.**—Any state, county, or municipal agency or authority charged with the maintenance and construction of public roads and bridges is authorized to construct and maintain pedestrian walkways, fishing walks, or fishing bays on public bridges under its jurisdiction whenever it is deemed necessary to do so in the interest of safety.

**History.**—s. 4, ch. 84-309.

**Note.**—Created from former s. 339.27(5), F.S. '83.

**335.065 Bicycle and pedestrian ways along state roads and transportation facilities.**—

(1)(a) Bicycle and pedestrian ways shall be given full consideration in the planning and development of transportation facilities, including the incorporation of such ways into state, regional, and local transportation plans and programs. Bicycle and pedestrian ways shall be established in conjunction with the construction, reconstruction, or other change of any state transportation facility, and special emphasis shall be given to projects in or within 1 mile of an urban area.

(b) Notwithstanding the provisions of paragraph (a), bicycle and pedestrian ways are not required to be established:

1. Where their establishment would be contrary to public safety;
2. When the cost would be excessively disproportionate to the need or probable use;
3. Where other available means or factors indicate an absence of need.

(2) The department shall establish construction standards and a uniform system of signing for bicycle and pedestrian ways.

(3) The department, in cooperation with the Department of Natural Resources, shall establish a statewide integrated system of bicycle and pedestrian ways in such a manner as to take full advantage of any such ways which are maintained by any governmental entity. For the purposes of this section, bicycle facilities may be established as part of or separate from the actual roadway and may utilize existing road rights-of-way or other rights-of-way or easements acquired for public use.

**History.**—ss. 1, 2, 4, 5, ch. 73-339; s. 5, ch. 84-284; s. 38, ch. 84-309; s. 26, ch. 85-180.

**335.07 Sufficiency rating system for roads on State Highway System.**—

(1) The department shall adopt a sufficiency rating system for roads on the State Highway System.

(2) Such system shall include, but shall not be limited to, the consideration of the following factors:

- (a) Structural adequacy;
- (b) Safety; and

(c)  
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*City of Naples*

--- MEMO ---



ENGINEERING MEMO #86-171

TO: FRANK JONES

FROM: JERRY GRONVOLD *JG*

SUBJECT: INTERLOCAL AGREEMENTS WITH COLLIER COUNTY REGARDING  
IMPROVEMENTS AND MAINTENANCE OF ROADS ALONG THE COLLIER  
COUNTY/CITY BOUNDARY LINES

DATE: OCTOBER 21, 1986

-----  
Last March, 1986, Collier County prepared an interlocal agreement which listed the following roads which needed to be a part of this agreement;

1. West Boulevard
2. Creech Road
3. Sandpiper Street
4. North Road
5. Goodlette-Frank Road
6. Golden Gate Parkway

We eliminated North Road, Goodlette-Frank Road and Golden Gate Parkway from the list since those roads were recently improved and the maintenance could stay as it is now with Collier County except the north-south portion of North Road, which the City maintains.

The remaining three roads which will require improvements in the near future, each have different characteristics, such that it was decided one agreement would fit all three roads. It was decided that each road would require a separate agreement.

West Boulevard (89D13 - \$12,600) This is in our 5 year CIP and is scheduled for 1989. The City's share of this road is about the south 800 feet out of a total length of 3,000 feet. The County is planning to overlay their part of the road in late 87. It was decided that the City should let the County do the whole project and we would reimburse them our share.

Sandpiper Street (88D06 - \$14,400) This project is from Marlin Street to the south end of Sandpiper. This right of way is entirely in the County but serves only a row of City residents along the west side. It is planned to annex the street right of way before reconstruction is started.

Creech Road (91D01 - \$291,000) This road has a narrow right of way. 15 feet in the City and 30 feet in the County. This will take a special agreement between the City and the County and possibly some additional right of way.

GLG:kew



1-2099 - 29 MEMORANDA



CITY OF NAPLES  
735 Eighth Street, South  
NAPLES, FLORIDA 33940

FOLLOW-UP DATE \_\_\_\_\_ 19\_\_\_\_

DATE 3/20/86  
SUBJECT Road Interlocal Agreement

TO Frank

Attached is a <sup>copy</sup> interlocal agreement Collier County has prepared. I think it is a good idea, but my first reaction is they are giving us the roads that need improvements and are keeping the road that was just built recently. It does give us the responsibility for maintenance of the roads. We will discuss this with the council.

PLEASE REPLY       NO REPLY NECESSARY

SIGNED [Signature]

INTERLOCAL AGREEMENT BETWEEN COLLIER COUNTY AND THE CITY OF NAPLES  
REGARDING IMPROVEMENTS AND MAINTENANCE FOR THOSE ROADWAYS LYING  
ALONG THE COLLIER COUNTY/CITY OF NAPLES BOUNDARY LINES

THIS AGREEMENT, made this \_\_\_\_\_ day of \_\_\_\_\_, 198\_\_\_\_, by and between Collier County, a political subdivision of the State of Florida hereinafter referred to as the COUNTY, and the CITY OF NAPLES, a political subdivision of the State of Florida, hereinafter referred to as the CITY.

W I T N E S S E T H

WHEREAS, there is a continuing need to improve and maintain those roadways lying along the Collier County/City of Naples boundary lines; and

WHEREAS, those roadways which are the subject of this agreement are outlined below:

1. West Boulevard
2. Creech Road
3. Sandpiper Street
4. North Road
5. Goodlette-Frank Road
6. Golden Gate Parkway; and

WHEREAS, on August 6, 1985, the Board of County Commissioners enacted Ordinance No. 85-38 providing for the collection of the 5th & 6th Cents of the Local Option Gas Tax in addition to the 4 Cents Local Option Gas Tax levied by Ordinance No. 84-46, thus generating additional revenues to provide increased transportation facilities and services; and

WHEREAS, the City of Naples receives a share of the revenue generated by the Local Option Gas Tax equal to 19.10%, a relatively large share in proportion to the number of road miles maintained by the City (approximately 8% of the total miles of roadway maintained by the City and the County); and

WHEREAS, in order to improve the ability of the respective governmental agencies to provide the required services for improving and maintaining those transportation facilities lying along the County/City boundary lines, it is necessary to clearly define the areas of responsibility affecting said roadways.

NOW, THEREFORE, in consideration of the premises the parties agree that:

1. The CITY shall:
  - a. Assume responsibility for and perform all maintenance and improvements on West Boulevard, Creech Road, and Sandpiper Street since the major source of traffic flows are to and from the City of Naples.
  - b. Assume responsibility for and perform all maintenance and improvements to the traffic signal systems along Goodlette-Frank Road based on the City's ability to respond to service needs in a timely manner.
2. The COUNTY shall:
  - a. Assume responsibility for and perform all maintenance and improvements on North Road which is adjacent to the County's Roadway System.
  - b. Assume responsibility for and perform all maintenance and improvements on Goodlette-Frank Road which is currently maintained by the County.

- c. Assume responsibility for and perform all maintenance and improvements on Golden Gate Parkway which is currently maintained by the County.
- d. Assume responsibility for and perform all maintenance and improvements to the traffic signal systems on Golden Gate Parkway based on the County's ability to respond to service needs in a timely manner.

IN WITNESS WHEREOF, THE PARTIES HERETO have caused these presents to be executed the day and year first written above.

ATTEST:

BOARD OF COUNTY COMMISSIONERS  
COLLIER COUNTY, FLORIDA

BY: \_\_\_\_\_  
JOHN A. PISTOR, Chairman

Approved as to form and legal sufficiency:

\_\_\_\_\_  
Burt L. Saunders  
Collier County Attorney

CITY OF NAPLES

\_\_\_\_\_  
Clerk

BY: \_\_\_\_\_  
STANLEY BILLICK, MAYOR



## FDLF

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Information Sheet On  
 "Crack" Cocaine  
 July, 1986

## 1. What is "crack" cocaine?

"Crack" or "rock" cocaine is a relatively new but increasingly popular form of cocaine. It is characterized by its small "rocklike" shape and high purity. It is particularly noteworthy since it represents the availability of cocaine in its "free-base" form ready for immediate use requiring no further processing.

## 2. Describe "crack." How is it recognized?

"Crack" or "rock" is routinely found in small, hard, irregularly shaped rocks approximately  $\frac{1}{2}$ " in diameter. Depending upon the manner of manufacture, however, "crack" may be encountered in virtually any size or shape. "Crack" may also be ground into an off-white powder.

## 3. Are field test kits, which test for cocaine, sufficient in checking for the "crack" form of cocaine?

Not all commercially available field test kits give a "positive" for "crack" or "rock" cocaine. The FDLE Regional Crime Laboratories are prepared to provide test solutions for "crack" until commercial test kits become available.

## 4. Basically what is the difference between "crack" or "rock" cocaine and cocaine in powder form that we are accustomed to seeing?

"Crack" or "rock" cocaine is a highly purified form (often 90% or above purity) of free-base cocaine, whereas the previously encountered powdered cocaine typically consumed is usually cocaine hydrochloride (often less than 20% pure) in the form of a white crystalline powder. Evidence continues to mount indicating use of "crack" or "rock" cocaine carries substantially increased risk of addiction and other medical problems.

## 5. Why is "crack" so dangerous?

It is highly addictive, readily available and relatively inexpensive, thus enabling individuals from all social or age groups to become users. It chemically alters the brain, elevates body temperature and drastically increases the blood pressure. It can lead to a heart attack, brain hemorrhage and death.

## 6. How is "crack" consumed?

"Crack" is a smokeable form of cocaine. It can be easily smoked in a variety of ways, including the use of glass or metal pipes or something as simple as a crushed beer can. It can also be crushed and smoked in cigarette form.

7. What behaviors might an officer expect to encounter from someone using "crack" cocaine?

Health officials report psychological disorders exhibited by some "crack" users have included acute depression, irritability, memory loss and extreme paranoia. Heavy and extended "crack" use can result in a state of psychosis that experts say is virtually indistinguishable from schizophrenia.

8. How is "crack" packaged and sold?

"Crack" cocaine is typically wrapped in cellophane or any small container, including match boxes or film cannisters. Single doses of "crack" are often sold loose and unpackage. A single dose ("rock" or "nit") sells for \$10 to \$25 and can be as small as a thumbnail or pea.

Marketing is accomplished by street dealers or at established "crack houses". Lookouts have on occasion been recruited from neighborhood children.

9. Can "crack" be produced locally?

Because of its simple production process, "crack" is typically produced locally. No elaborate laboratory is needed; a home kitchen is sufficient. The production process basically includes the mixing of cocaine in powder form with baking soda and water, then heating in an oven and cooling -- a simple process that virtually any dealer can perform.

10. Have any major distribution organizations been identified in Florida?

Yes. A highly organized group of black males dubbed "The Miami Boys" have virtually taken over distribution in several Florida cities, as well as Alabama and Georgia. The typical group member has been profiled as a black male in his late teens or early twenties, neat in appearance with close-cut haircut. Recent reports from one central Florida police agency have indicated that a group of individuals of Haitian extraction represent yet another distribution organization. Additional independent groups will likely proliferate as the "crack" market demands increase.

11. What are the current applicable laws concerning "crack" cocaine?

Currently Florida law does not address "crack" or free-base particularly, but includes cocaine generally as a Schedule II substance as described in Chapter 893.13, F.S. For example, possession of less than 28 grams of cocaine is punishable as a third-degree felony. The production, manufacture and sale is punishable as a second degree-felony, but delivery to a person under 18 years of age is a first-degree felony. However, penalties are greatly mitigated by sentencing guidelines. Under current sentencing guidelines a predictable sentence for the first offense is probation or, at most, county jail time. A second offense calls for 30 months maximum jail time or community control.

Minimum mandatory provisions included in the drug trafficking statute 893.135 do not apply until the amount possessed, produced or sold reaches 28 grams. (Twenty-eight grams of cocaine could produce in excess of 250 doses of "crack.")

12. Is effective treatment available for someone who has already become addicted to "crack" cocaine?

Yes, but the recovery program is significantly different for the "crack" addict than the cocaine snorters. "Crack" addicts can only be treated on an inpatient basis.

13. Is there any indication that crime has increased as a result of the advent of "crack" cocaine?

Yes. Several law enforcement agencies have already indicated a significant increase in criminal activity directly related to "crack" cocaine.

14. What are some other useful facts regarding "crack" cocaine that may be of interest to law enforcement or the public?

"Crack" is so addictive that a user can begin stages of dependency over a weekend. With this easily prepared, readily available, low-cost drug, there is no limit to the number of potential users.

Health officials stress that law enforcement officers should be aware that many cocaine addicts may possibly carry weapons due to the paranoia which the drug evokes.

Health officials estimate that 1.7 million interviews have been held in the last 3 years over national hot lines regarding cocaine use. It was reported that 33% of all calls received from cocaine users deal with "crack" cocaine.

Mental health authorities advised that the number of calls received regarding "crack" addiction has risen dramatically.

Area crime labs are reporting a significant increase in submission of "crack" cocaine for analysis.



NAPLES POLICE DEPARTMENT

OFFENSE DATA

*9%*

<u>Year</u>	<u>POPULATION</u>	<u>TOTAL CRIMES</u>	<u>CRIMES CLEARED</u>	<u>CHANGE</u>
1981	17,972	1,713	19.4	-13.5
1982	18,103	1,529	28.1	-10.7
1983	18,415	1,400	27.0	- 8.4
1984	18,556	1,307	29.2	- 6.6
1985	18,678	1,605	28.5	+22.8

COLLIER COUNTY

OFFENSE DATA

*9%*

<u>Year</u>	<u>POPULATION</u>	<u>TOTAL CRIMES</u>	<u>CRIMES CLEARED</u>	<u>CHANGE</u>
1981	73,118	4,295	19.5	- 8.1
1982	79,991	4,279	19.0	- 0.4
1983	84,105	4,099	18.1	- 4.2
1984	90,663	4,327	17.3	+ 5.6
1985	96,543	4,892	16.0	+13.1

<u>ARRESTS</u>	<u>C.C.S.O.</u>	<u>N.P.D.</u>	<u>AUTHORIZED OFFICERS</u>	<u>C.C.S.O.</u>	<u>N.P.D.</u>
1981	2,780	1,024	1981	208	52
1982	2,913	1,266	1982	177	58
1983	3,100	1,216	1983	188	58
1984	3,567	1,192	1984	193	58
1985	3,690	1,426	1985	218	59
				+5%	+13%