



*City of Naples*

City Council Minutes

Workshop Meeting 11/08/89

City Council Chambers  
735 Eighth Street South  
Naples, Florida 33940

-SUBJECT-

Page

NAPLES BAY TRAFFIC

Report by Ad Hoc Advisory Committee

Phase II - Boat Traffic Study

Plans by Collier County for additional public launching facilities  
or boat slips

PENDING ORDINANCES

Administrative approvals for encroachment into setbacks

Administrative approval of certain construction seaward of Coastal  
Construction Setback Line

POLICY REGARDING TRANSFER OF BOAT LEASES AT CITY DOCK

CLOSING OF SOLID WASTE/HORTICULTURAL LANDFILL

REVIEW OF TEMPORARY USE PERMIT FOR NAPLES JAYCEES NEWSPAPER RECYCLING  
FACILITY AT FIRST AVENUE AND 12TH STREET, SOUTH

PARTICIPATION IN 1990 ALL-AMERICA CITY AWARD PROGRAM

RECOMMENDATIONS CONTAINED IN 1989 TRAFFIC STUDY

POTENTIAL PROJECTS FOR FUNDING THROUGH LOCAL OPTION SALES TAX

City Council Chambers  
735 Eighth Street South  
Naples, Florida 33940



CITY COUNCIL MINUTES  
Workshop Minutes

Time 9:05 a.m.

Date 11/08/89

Vice Mayor Barnett called the meeting to order and presided as Chairman:

Present: William E. Barnett,  
Vice Mayor

Kim Anderson-McDonald  
Alden R. Crawford, Jr.  
John T. Graver  
Paul W. Muenzer,  
Councilmen

Absent: Edwin J. Putzell, Jr.,  
Mayor

Lyle S. Richardson,  
Councilman

Also Present:

Franklin C. Jones, City Manager  
Mark W. Wiltsie, Asst. City Manager  
Ann "Missy" McKim, Community Dev. Dir.  
Jon C. Staiger, Ph.D., Natural Res Mgr  
Christopher L. Holley, Com. Svc. Dir.  
James L. Chaffee, Utilities Director  
Robert Walker, Asst. Utilities Director  
Michael Fernandez, Planner II  
Ann Walker, Planner II  
Gerald L. Gronvold, City Engineer  
Frank "Bill" Hanley, Finance Director  
George Henderson, Sergeant-At-Arms  
Jodie O'Driscoll, Recording Secretary

See Supplemental Attendance List - Attachment #1.

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ITEM 2

NAPLES BAY TRAFFIC:

- 2-a. Report by Ad Hoc Advisory Committee and
- 2-b. Phase II - Boat Traffic Study

Natural Resources Manager Staiger reviewed the Committee's recommendations as delineated in their June 16, 1989 memorandum to Council and changes or additions to those recommendations pursuant to the

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Committee's October 16, 1989 memorandum (a copy of those two documents can be reviewed from the meeting packet in the Office of the City Clerk). The Committee has recommended that a speed limit of 30 mph be established for Naples Bay, and a fine of \$100 be suggested to the Circuit Court for reckless operation of a vessel.

Committee Member Penner advised that he represented the boating interest in Naples. He said that he did not believe there was a problem with boat traffic in Naples Bay. Mr. Penner further advised that he had tried to obtain copies of accident reports occurring on Naples Bay and could not find any cases reported in 1988. Referring to police enforcement on the Bay, Mr. Penner said that he believed it to be more than adequate for approximately 400 acres of this waterway.

Discussion then ensued relative to the Committee's recommendation for another unit to be added to the marine patrol. Captain Allen Walburn, Chairman of this Committee, explained that the marine patrol did not have the proper equipment to enforce a speed limit in the Bay, and this recommendation was to add the equipment necessary to monitor the speed.

Mrs. Anderson-McDonald asked if it was reasonable to place a speed limit on the Bay as very few boats would be equipped to meet such a limit. Committee Member Penner noted that many boats throw larger wakes at slower speeds and, further, that this speed limit would enable the smaller vessels to plane the water in a safe manner.

Referring to the proposed State Manatee Program, Councilman Crawford asked how this speed limit would fit in with that program. Natural Resources Manager Staiger advised that the State Department of Natural Resources (DNR) had submitted a proposal which would provide for an idle speed limit in known areas of manatees. Once this proposal has passed the Legislature, he continued, it would probably be effective throughout most of Naples Bay.



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Discussion then ensued relative to the proposed Phase II Naples Bay Study. Councilman Crawford said he believed a smaller scope study would be beneficial to better survey areas where boat slips and marinas could be positioned. Committee Member Penner said it was the Committee's position that a second study was not needed until the "givens" of the Henigar & Ray Naples Bay Study had been completely and thoroughly examined. Natural Resources Manager Staiger added that the Committee further believed if a second study was necessary, it should be done either in-house or locally.

Councilman Muenzer referred to Mr. Penner's previous comments regarding boat traffic and said that he believed there definitely was a safety problem on Naples Bay as he has witnessed several incidents from various sites to confirm this belief.

Captain Allen Walburn, Committee Chairman, said this Committee tried to fairly address all the issues, not just one special interest. He further said that if the Council would enact the Committee's recommendations, he believed that it would address many of the safety problems in Naples Bay. Captain Walburn then suggested a Harbormaster be appointed so that an unbiased, factual report of Bay happenings could be relayed to the City.

Discussion then ensued relative to accessibility of accident reports for Naples Bay and other waterway systems. Captain Walburn said that the Harbormaster could be responsible for contacting the appropriate agencies to obtain these reports.

Councilman Crawford said that he did not believe a second study of Naples Bay to be an extravagant expenditure. It seems reasonable, he said, to spend \$10,000 or \$20,000 for a study that could provide for future planning of the Bay. Captain Walburn, however, reiterated the Committee's recommendation that a second study at this time, prior to implementation of the "givens" from the Henigar & Ray Bay Study, would be premature.



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| Referring to the proposed Phase II study, Councilman Graver said that he, too, believed there was a need for this study to provide future planning. He supported the hiring of an impartial consultant who would be aided by the City's Natural Resources Manager and, if possible, members of the County staff.   |                            |                            |             |        |                            |
| Referring to boat traffic on the weekends and holidays, Mr. Graver said that there could be further restrictions placed on boaters during those periods. Captain Walburn commented that he believed the boaters would concede to those restrictions, but would be concerned that more would follow.  |                            |                            |             |        |                            |
| Committee Member Joseph Freni asked Council to consider implementing their recommendations prior to awarding the contract for another study. In response to Councilman Graver, Mr. Freni said that the Committee believed if a second study was to be commissioned, it should be awarded locally.  |                            |                            |             |        |                            |
| Councilman Crawford said that he believed it would be difficult to find an impartial consultant locally as many work for large corporations with a vested interest in the outcome. He further believed if the scope of work was reduced, an outside firm could provide a master plan for Naples Bay reasonably.  |                            |                            |             |        |                            |
| City Manager Jones advised staff had brought this issue to Council for its discussion and consensus of how to proceed with Phase II of the Naples Bay Study. He said that the suggestions found in Henigar & Ray's study was a "shopping list" of all the issues raised during the public hearing process. These items are not in any particular order, he said, and some could be done in-house or by volunteers. |                            |                            |             |        |                            |
| <u>It was the consensus of Council that staff should review the Naples Bay Ad Hoc Committee's recommendations enumerated in its June 16 and October 16 memorandums to Council, and also, staff should review the suggestions outlined in the Henigar &amp; Ray study and report its findings to Council.</u>   |                            |                            |             |        |                            |

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## CITY OF NAPLES, FLORIDA

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In response to Councilman Anderson-McDonald, Planner II Walker advised that the Planning Advisory Board (PAB) had recommended approval of the proposed setback encroachment ordinance with some minor changes, such as: a building permit must have been issued prior to June 5, 1985; a certificate of occupancy must be in place; and that no special circumstances shall exist.

Mrs. Anderson-McDonald said that she had asked this be placed on the agenda for discussion. It was her belief that if these applications were placed on the Consent Agenda, Council would have the opportunity to review them and not relinquish its responsibility to the administrative approval process.

In response to Councilman Crawford, City Manager Jones explained that the administrative approval for Coastal Construction Setback Line variances would only apply to non-habitable structures. Mr. Graver then asked what ramifications would occur if the structures were demolished during a storm. Natural Resources Manager Staiger noted that most of the requests which require this approval would be located two or three dwellings from the beach since the State's Coastal Construction Control Line has moved landward. The same approval process would be evident for those structures damaged by storms, he said.

It was the consensus of Council that the proposed ordinance for setback encroachments should include a stipulation that Council would review such applications at its second regular meeting on the Consent Agenda prior to administrative approval.

City Manager Jones noted that the existing administrative approval for certain activities seaward of the Coastal Construction Setback Line requires the submission of plans prior to approval, not unlike the building permit process.

It was the consensus of Council that this ordinance should also be subject to the above stipulation that Council would review applications at its second regular meeting on the Consent Agenda prior to administrative approval.

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It was the consensus of Council that the City's policy regarding the leasing of boat slips, private and commercial, would remain the same.

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ITEM 4

CLOSING OF SOLID WASTE/HORTICULTURAL LANDFILL.

City Manager Jones explained that the City has been leasing property off of Goodlette-Frank Road for approximately ten years for its horticultural landfill. The property was acquired because many neighborhoods required pickup of this material more than once per week. In 1984, the City extended use of the landfill to landscaping and lawn maintenance companies certified by the Contractors Examining Board. Staff has compiled a list of proposed alternatives for horticultural clippings to be implemented when the existing landfill has been closed.

Utilities Director Chaffee referred to his memorandum dated November 2, 1989 to the City Manager (Attachment #3) wherein he proposed three alternatives: acquire the existing landfill; relocate the landfill to another site; or use the County landfill and pay tipping charges. The last alternative, he said, has been determined to be the most viable. It would not be cost effective to purchase the existing landfill property as it has been appraised at approximately \$1.9-million. Relocation of the landfill to another site would also be too costly, as the closest site would be the airport property which would require many permits before it could actually be opened.

Staff has recommended that two large roll off units from Waste Management be rented as a temporary measure to provide a transfer operation to lawn maintenance companies for their horticultural clippings. A fee of \$6.00 per load could be imposed to cover the cost of rental and tipping fees for the material, effective January 1, 1990.

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Local landscaping firms, City Manager Jones advised, have agreed to pay a fee for transferring the material so long as it approximates the cost. Those firms do not like to dump the material at the County as it takes too long and would cause them to reduce the number of customers they could serve.

In response to Councilman Crawford, Utilities Director Chaffee noted that the two employees assigned to the existing landfill operation would be relocated within his department.

Referring to the fee to be paid by landscape firms, Mr. Chaffee pointed out that all monies would be collected in the office. He further suggested that if Council so desired, coupon books could be purchased and used by those firms when they dump a load of clippings. In response to Mrs. Anderson-McDonald, Mr. Chaffee advised that he had not established a separate fee for dump truck loads and pick up truck loads.

Discussion then ensued relative to the possibility of the City participating in the purchase of a landfill area with the County. Councilman Muenzer said that he has approached three Commissioners who would be in favor of such a project. City Manager Jones, however, noted that several members of County staff have rejected such a proposal. Mr. Jones advised that he would approach the County again with this proposal to determine its feasibility.

Councilman Muenzer suggested that the Police Department be made aware of those landscaping firms which off-load their trailers on City streets and rights-of-way after the City landfill has closed. He asked staff to notify all policemen about this activity so that appropriate citations can be dispersed.

It was the consensus of Council that staff should prepare an ordinance outlining an appropriate fee schedule for landscape maintenance firms to dump their horticultural clippings at a City transfer site for removal to the County landfill.



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ITEM 5

REVIEW OF TEMPORARY USE PERMIT FOR  
NAPLES JAYCEES NEWSPAPER RECYCLING  
FACILITY AT FIRST AVENUE AND 12TH  
STREET, SOUTH.

City Manager Jones advised that this item was placed on the agenda because a six month temporary use permit had expired. At Council's April 5, 1989 meeting, it decided to approve a permit for this facility for six months, at the end of which time it would review that use. Mr. Jones advised that the Jaycees have not yet requested a continuance of that permit.

In response to Councilman Graver, Assistant City Manager Wiltsie advised that he sent the Jaycees a copy of the agenda notifying them that this item would be discussed by Council.

It was the consensus of Council to ask staff to require that the Jaycees remove their newspaper recycling facility at First Avenue and 12th Street, South.

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ITEM 6

PARTICIPATION IN 1990 ALL-AMERICA CITY  
AWARD PROGRAM.

City Manager Jones advised that the National Civic League has conducted this program to recognize communities which have addressed particular problems by involving all segments of the community. He then cited some examples of such cooperation: R/UDAT (Regional/Urban Development Assistance Team) efforts; Naplescape; Affordable Housing; Recycling; etc. There is a nominal fee of \$300.

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In response to Councilman Graver, Mr. Jones explained that it would require very little manpower to prepare the submission; however, there are two presentations that must be made to a panel of judges during the course of the award process.

Councilman Crawford said that while he was very proud of this community, he was concerned about the benefits outlined to winning cities cited in the brochure. He said that he did not believe national advertisement of Naples appropriate for such a fast growing area.

Mr. Muenzer, however, disagreed and said that he believed such recognition would increase property values in the City. He further said that this would be an appropriate avenue by which to acknowledge the good that such community activities have accomplished.

Referring to the benefits outlined in the brochure, City Manager Jones advised that Council could determine what benefits the City would reap from this program. He believed this to be an appropriate means of communication with the public for a job well done.

Mrs. Anderson-McDonald said that while she liked the general idea of this program, she believed it required further discussion.

It was the consensus of Council that this item should be placed on the next workshop agenda for further consideration.

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ITEM 7

RECOMMENDATIONS CONTAINED IN 1989  
TRAFFIC STUDY.

City Engineer Gronvold reviewed Table 7 from the 1989 Traffic Study conducted by Barr, Dunlop & Associates (Attachment #4).

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| Referring to Project Number 2, Mr. Gronvold explained that this improvement would add an additional westbound through lane, signal heads, street lights, extend the left turn storage lane on the eastbound approach, and close 11th Street. Councilman Crawford suggested that the improvements made at the Four Corners intersection be monitored before the closing of 11th Street is considered since southbound left turns were slim along that portion of U.S. 41.   |                            |                            |             |        |                            |
| Mrs. Anderson-McDonald said that she believed Project Number 9, U.S. 41 and Fleischmann Boulevard, should be completed as soon as possible.  |                            |                            |             |        |                            |
| Citizen Gilbert Weil discussed the existing Park Shore Resort at the corner of West Boulevard and Neapolitan Way. He said that when this hotel was originally constructed, a concrete bulkhead was installed to prevent left hand turns. This structure has since deteriorated and many vehicles are now making illegal left hand turns at that intersection creating a dangerous situation for the neighborhood children. Mr. W. W. Haardt concurred. Staff advised that they would look into the situation and take necessary action to repair the bulkhead where appropriate. |                            |                            |             |        |                            |
| Discussion then ensued relative to the computerized traffic signalization system at the corner of Goodlette Road and 7th Avenue North. Vice Mayor Barnett asked staff to look into the amount of time allocated for cars on 7th Avenue North to be stopped at the light. It seems to be more than is necessary, he said.   |                            |                            |             |        |                            |
| Councilman Muenzer asked for staff to study the Cove Inn area where the flag pole is located in the middle of the street. Many citizens have complained about the traffic flow in this area and have asked that something be done. City Engineer Gronvold advised that staff has recently installed some "stay right" signs, but would review that area once again for further possible improvements.  |                            |                            |             |        |                            |



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Referring to the proposed Gordon River Bridge, Councilman Crawford said that he had spent considerable time with the Traffic Consultant Jack Barr calculating the number of cars which would utilize such a structure. He found that this bridge would only reduce the traffic impact by 1 and 1/2 cars per minute.

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ITEM 8

POTENTIAL PROJECTS FOR FUNDING THROUGH  
LOCAL OPTION SALES TAX.

City Manager Jones advised that he would provide copies of the minutes and agendas from the Citizens' Ad Hoc Advisory Committee for the local option sales tax as soon as he received them. He asked Council to continue providing him with potential projects to be funded from this tax.

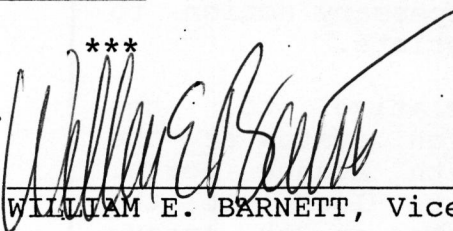
It was the consensus of Council that this item would be scheduled for the next workshop meeting at which time the list of potential projects could be reviewed.


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ADJOURN: 11:33 p.m.

  
WILLIAM E. BARNETT, Vice Mayor

  
JANET CASON  
CITY CLERK

JODIE O'DRISCOLL  
RECORDING SECRETARY

These minutes of the Naples City Council were approved on February 7, 1990.

ATTACHMENT #1

SUPPLEMENTAL ATTENDANCE LIST

Charles Andrews  
Capt. Allen Walburn  
Gilbert Weil  
George Law  
Robert Schroer

W.W. Haardt  
Joseph Freni  
Fred Sullivan  
Carol Lynn Kendall

Lee Layne  
John Penner  
George Batchelder  
Joseph Herms

Other interested citizens and visitors.

NEWS MEDIA

Gina Binole, Naples Daily News  
Dave Bristow, WNOG



Naples City Council

Agenda Item 2cFor The Meeting Of 11-8-89*City of Naples*

## --- MEMO ---

TO: FRANKLIN C. JONES, CITY MANAGER

FROM: JON C. STAIGER, PH.D., NATURAL RESOURCES MANAGER

SUBJECT: DOCKS IN COUNTY TRIBUTARIES TO NAPLES BAY

DATE: NOVEMBER 3, 1989

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The following projects/businesses outside of the City limits have the potential to impact Naples Bay.

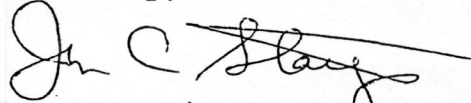
1. River's Edge: Golden Gate Canal at west end of Outrigger Drive; 20 single family docks at buildout.
2. Brookside Marina: Rock Creek, access off Davis Boulevard; 98 existing slips, no plans to expand, but could probably double that number.
3. Woodrich Marina III, Inc. (ex Rose Boat Works): Haldeman Creek, Bayview Drive off Bayshore Drive (Kelly Road); requesting DER permit to place mooring piles to create 11 slips. Prior to 1975 the boatyard had a 15-slip finger pier system in the same area.
4. Bayview Park: Naples Bay at west end of Danford Street; Collier County may add a second boat ramp and additional parking in FY 1990/91, if they can acquire the additional land for parking.



MEMO TO FRANKLIN C. JONES  
CITY MANAGER  
FROM JON C. STAIGER  
DOCKS IN COUNTY TRIBUTARIES TO NAPLES BAY  
NOVEMBER 3, 1989  
Page Two

The County has committed to construction of 10 new launching ramp lanes by FY 1994/95. They are presently negotiating for a suitable site in the Wiggins Pass area, and they expect to complete a new ramp there in FY 1989/90. Bayview Park expansion is a likely candidate for FY 1990/91.

Sincerely,

A handwritten signature in dark ink, appearing to read "Jon C. Staiger", with a horizontal line drawn through the middle of the signature.

Jon C. Staiger, Ph.D.  
Natural Resources Manager

JCS:ljc

TO: FRANKLIN C. JONES, CITY MANAGER  
FROM: JAMES L. CHAFFEE, UTILITIES DIRECTOR  
DATE: NOVEMBER 2, 1989  
SUBJECT: CLOSING OF HORTICULTURAL LANDFILL

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We recently received notice from Mr. Pulling that he was terminating our lease of the site of the horticultural landfill. That notice required us to look at the various alternatives of handling the situation. The various alternatives include:

1. Condemnation of the Site.
2. Relocation to Another Site
3. Cease All Operations of the Landfill Business and Transport to the County's Landfill.

All alternatives have pluses and minuses which have been looked at as part of this recommendation.

1. Condemnation of the Site: An appraisal of the site put an estimated cost of acquisition at \$1,985,000 for the approximate 15 acres. In order to pay for the site, monies would have to be raised from users such as private landscapers and by cost avoidance from the volume of city hauled brush. Based on the volume hauled by private haulers, if the city were to charge them a \$5.00 fee, we could raise approximately \$100,000 per year, and the city's cost avoidance at the county landfill would be \$60,000 based on today's volume. At this rate, if you were to assume a 10% cost of money, it would take 52 years of \$200,000 to pay for the site, a short fall of \$40,000/year. In my opinion, it cannot be justified.

2. Relocate the Landfill to Another Site: This would require finding one close to town that is in a proper zone and getting it permitted, and closing out the existing landfill and operating at a site remote from other operations. The biggest hurdle in this is finding a site

Franklin C. Jones

-2-

September 30, 1989

suitable for a landfill, even a horticultural one. The airport site comes to mind first, as it would not require the city to purchase land as we own the site; however, re-permitting it there would be very difficult because of the airport operation and vermin control. The distance and traffic conditions make it so that by the time you go there, you could go to the county's landfill and not be saddled with all the requirements that would be imposed on the operation and not be faced with the future closing cost.

3. Go the County's Landfill: This alternative will require the City to pay tipping fees and will, in all likelihood increase our volume of material to be picked up in the city, as landscapers will undoubtedly place some of their material adjacent to the street for us to collect. Based on the present volume, our increase tipping fees for horticultural material would be \$60,000/year based on \$5.00/ton. The increased time for travel and the increased volume will require us to have an additional man on the route. This person would come from the present landfill operation as we would not be operating that facility. The county is aware of the increased volume and is prepared to handle it. We will be required to close out the existing landfill and place a liner over the top, which will cost approximately \$300,000. This is something we would be required to do whenever we closed the landfill and it is included in the cost of a transfer station, if we were to build one. There are other cost savings realized if we close the site, such as equipment rental for covering to help defer the tipping fees. This is still the best solution as it is not just the city that has to dispose of this material and it must be addressed on a county basis.

As a temporary measure we are renting two large roll off units from Waste Management to utilize as a transfer operation taking all the present volume of landscapers to the county landfill. We will develop the site adjacent to the present landfill to serve as a temporary transfer site. It is my recommendation that a fee of \$6.00 per load be charged to offset the county tipping fees.

It is my recommendation that we close the landfill on January 1, 1989 and notify all our users as soon as possible of this decision and proceed with the closing.



TABLE 7  
RECOMMENDED TRAFFIC AND ROADWAY IMPROVEMENTS

11/6/89

| PROJECT<br>NUMBER | LOCATION  | IMPROVEMENT<br>TYPE | IMPROVEMENT<br>DESCRIPTION   | LOS<br>IMPROVEMENT | ESTIMATED<br>COST | STATE     | COUNTY   | CITY      | REMARKS                       |
|-------------------|---|---------------------|--|--------------------|-------------------|-----------|----------|-----------|-------------------------------|
| 1                 | FOUR CORNERS AREA<br>(S.R. 45 & S.R. 90)          | L, S                | ELIMINATE ALL LEFT TURN MOVEMENTS<br>EXCEPT SOUTHBOUND APPROACH.<br>REDESIGN MEDIAN ISLANDS. ADD<br>LEFT TURN STORAGE ON U.S. 41 AT<br>10TH ST. S. AND ON 5TH AVE. S.<br>AT 8TH ST. S. | E TO C             | \$105,000         |           |          | \$105,000 | COMPLETED                     |
| 2                 | U.S. 41 &<br>GOODLETTE-FRANK RD.                  | L, A                | ADD NEW WESTBOUND THROUGH LANE.<br>ADD SIGNAL HEADS. ADD STREET<br>LIGHTS. EXTEND LEFT TURN<br>STORAGE ON EASTBOUND APPROACH.  | F TO C             | \$150,000         | \$150,000 |          |           | WILL BE A PART OF FDOT 8 LA   |
| 3                 | GOODLETTE-FRANK RD.<br>& GOLDEN GATE PKWY.        | L, A                | ADD ADDITIONAL NORTHBOUND THROUGH<br>LANE. INSTALL NEW MULTI-DIAL<br>SIGNAL CONTROLLER. ADD ADDITIONAL<br>STREET LIGHTING.   | F TO D             | \$85,000          |           | \$85,000 |           | WILL BE A PART OF COLLIER C   |
| 4                 | U.S. 41 &<br>GOLDEN GATE PKWY.                    | L                   | RESTRIPE FOR ADDITIONAL EXCLUSIVE<br>TURN LANE ON WESTBOUND APPROACH.<br>IMPROVE SIGNALIZATION.  | MAINTAIN D         | \$20,000          |           | \$20,000 |           | SIGNALIZATION HAS BEEN APPROV |
| 5                 | U.S. 41 &<br>OLD TRAIL DR.                        | L                   | CONSTRUCT WESTBOUND LEFT TURN<br>LANE. RESTRIPE EASTBOUND TO<br>MAKE EXCLUSIVE LEFT TURN LANE.<br>RETIME SIGNALS.  | F TO C             | \$19,000          | \$19,000  |          |           | PART OF 6 LANE PROJECT        |
| 6                 | U.S. 41 &<br>PARK SHORE PLAZA/<br>MORNINGSIDE DR. | L, A                | SIX LANES ON U.S. 41 WILL BENEFIT<br>THIS INTERSECTION. ADD ADDITIONAL<br>STREET LIGHTING. ADD BACK PLATES<br>TO SIGNAL HEADS FACING EASTBOUND<br>AND WESTBOUND TRAFFIC                | F TO C             | \$6,000           | \$6,000   |          |           | PART OF 6 LANE PROJECT        |

|    |  |   |   |            |          |   |
|----|--|---|---|------------|----------|---|
| 7  | U.S. 41 &<br>10TH ST. S.                         | A | ADD LEFT TURN PHASE TO SIGNAL FOR<br>SOUTHBOUND. ADD SIGNAL BACK PLATES.<br>STRIPE CROSSWALKS. EXTENDED LEFT<br>TURN STORAGE FOR EASTBOUND AND<br>WESTBOUND IS PART OF FOUR<br>CORNERS PROJECT (NO. 1). | N/A        | \$5,000  | PART OF PROJECT NO. 1<br>8/11/89 LETTER TO FDOT |
| 8  | U.S. 41 &<br>MOORING LINE DRIVE/<br>22ND AVE. N. | A | REVISE WESTBOUND PAVEMENT MARKINGS<br>TO GET EXCLUSIVE LEFT TURN LANE<br>AND SHARED THROUGH-RIGHT MOVEMENT.<br>ADD ADDITIONAL STREET LIGHTS.  | N/A        | \$8,000  | CIP 1991  |
| 9  | U.S. 41 &<br>FLEISCHMANN BLVD.                   | A | IMPROVE SIGNAL VISIBILITY BY<br>RELOCATING SIGNAL HEADS AND STOP<br>BARS.   | N/A        | \$10,000 | CIP 1991  |
| 10 | U.S. 41 &<br>ANCHOR RODE DR.                     | A | REPAVE PAVEMENT IN MIDDLE OF<br>INTERSECTION. ADD BACK PLATES<br>TO SIGNAL HEADS.   | N/A        | \$7,000  | CIP 1991  |
| 11 | NEAPOLITAN WAY &<br>CRAYTON RD.                  | L | INSTALL TRAFFIC SIGNAL.   | F TO C     | \$45,000 | CIP 1993  |
| 12 | NEAPOLITAN WAY &<br>WEST ROAD                    | S | REMOVE EXISTING CHANNELIZATION<br>ISLANDS IN MIDDLE OF INTERSECTION.  | N/A        | \$8,000  | ?   |
| 13 | GULF SHORE BLVD. &<br>PARK SHORE DR.             | L | INSTALL TRAFFIC SIGNAL.   | MAINTAIN C | \$45,000 | CIP 91E01                                       |
| 14 | GULF SHORE BLVD. &<br>7TH AVE. N.                | L | ADD LEFT TURN LANE FOR WESTBOUND.   | E TO B     | \$16,000 | CIP 1991  |
| 15 | GULF SHORE BLVD. &<br>4TH AVE. N.                | L | ADD LEFT TURN LANE FOR WESTBOUND.   | D TO B     | \$16,000 | CIP 1991  |
| 16 | U.S. 41 &<br>3RD AVE. S.                         | L | ADD NEW SIGNAL PHASE FOR<br>EASTBOUND LEFT TURNS.   | N/A        | \$3,000  | 8/11/89 LETTER TO FDOT                          |

|       |   |   |  |        |           |           |                        |
|-------|---|---|--|--------|-----------|-----------|------------------------|
| 17    | U.S. 41 &<br>4TH AVE. N.                          | L | ADD NEW SIGNAL PHASE FOR<br>EASTBOUND LEFT TURNS.                            | C TO B | \$3,000   | \$3,000   | 8/11/89 LETTER TO FDOT |
| 18    | U.S. 41 &<br>7TH AVE. N.                          | L | ADD NEW SIGNAL PHASE FOR<br>EASTBOUND LEFT TURNS.                            | C TO B | \$3,000   | \$3,000   | 8/11/89 LETTER TO FDOT |
| 19    | GOODLETTE-FRANK RD.<br>& 5TH AVE. N.              | L | ADD NEW SIGNAL PHASE FOR<br>EASTBOUND LEFT TURNS.                            | D TO C | \$3,000   | \$3,000   | CIP 1991               |
| 20    | GOODLETTE-FRANK RD.<br>& 7TH AVE. N.              | L | ADD NEW SIGNAL PHASE FOR<br>EASTBOUND LEFT TURNS.                            | C TO B | \$3,000   | \$3,000   | CIP 1991               |
| 21    | GOODLETTE-FRANK RD.<br>& GRAND CENTRAL<br>STATION | L | INCREASE GREEN TIMES ON<br>WESTBOUND APPROACH DURING<br>PEAK TRAFFIC PERIOD. | N/A    | \$3,000   | \$3,000   | CIP 1991               |
| 22    | GORDON DR. &<br>BROAD AVE.                        | L | CHANGE FOUR-WAY STOP TO<br>TWO-WAY STOP.                                     | D TO C | \$500     | \$0       | RECOMMEND NO CHANGE    |
| 23    | 3RD ST. S. AREA                                   | S | ADD LANDSCAPING AT FIVE<br>INTERSECTIONS.                                    | N/A    | \$10,000  | \$10,000  | CIP 1991               |
| TOTAL |   |   |  |        | \$573,500 | \$175,000 | \$105,000              |
|       |   |   |  |        |           | \$293,000 |                        |
|       |   |   |  |        |           | \$110,000 | COMPLETED              |
|       |   |   |  |        |           | \$121,000 | CIP 1991               |
|       |   |   |  |        |           | \$45,000  | CIP 1993               |