

### **Summarize the rationale for re-scoping the Park Street / Starkey Road – Tyrone to Bryan Dairy project, to only the key intersection at Starkey Road and Bryan Dairy Road.**

- The County Road 1 (Park Street / Starkey Road) corridor from Tyrone Boulevard to East Bay Drive was planned for widening from four lanes to six lanes, based on anticipated traffic growth identified in the 1990s. However, from a review of the past several years of count data along the corridor, traffic volumes have remained relatively constant with minimal growth. These counts and their rate of growth in this area is less than the planning numbers that were the basis for initially recommending the project.
- The 2009 MPO Level Of Service (LOS) Map (2008 Base data) shows the section of Starkey Road from Park Blvd to Bryan Dairy as LOS “D” while the other three segments of Park Street/Starkey Road (from Tyrone Blvd to Park Blvd, from Bryan Dairy to Ulmerton, and from Ulmerton to East Bay) are shown as LOS “C” (please see [Appendix A](#)). The County’s adopted standard is LOS “C”.
- The major intersections along Starkey Road are operating at a lower LOS than the arterial itself (from the Preliminary Engineering Report for the corridor), as intersections are typically the capacity constraint for a corridor.
- The Bryan Dairy Road project will be starting construction in FY11; this project does not improve the intersection of Starkey Road at Bryan Dairy Road, which has the poorest LOS along the corridor. Just constructing the planned improvements at this intersection would improve the LOS for both Starkey Road and Bryan Dairy Road. The cost of constructing the intersection of Starkey Road at Bryan Dairy Road is projected to be \$4,000,000.
- The cost projection of the complete reconstruction of Starkey Road from 84th Lane to Bryan Dairy Road is \$ 15.8 million, and from Tyrone to 84<sup>th</sup> Lane is an additional \$ 18.8 million. Projects to the north of Bryan Dairy Road were deferred last year due to funding reductions.
- Staff recommends the deferment of the corridor widening projects until funding is available later this decade, as the capacity demands are not immediate. However, to protect the structural integrity of the roadway until that time, resurfacing would be required. Potential projects for the milling and resurfacing of the Park Street / Starkey Road segments are presented in the appendix.
- Staff also recommends planning for the reconstruction of the Bryan Dairy Road intersection, with a letting date approximately six months after the initiation of the Bryan Dairy Road corridor widening project.

### **Provide the top 20 list of pavement projects from the Pavement Management System.**

- The 15 highest priority arterial road projects and collector road projects are shown in [Appendix B](#). These are prioritized based primarily on traffic volumes and existing pavement conditions.

## **Follow Up From CIP Budget Information Session on June 10, 2010**

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### **Consider the elimination of truck traffic on Forest Lakes Boulevard in order to preserve payment.**

- The elimination of truck traffic will be introduced at the MPO meeting on July 14<sup>th</sup> and the taken up fully at the September 8<sup>th</sup> meeting.

### **Restore allocation for Gulf Boulevard from current \$26M to original \$35M and develop an inter-local agreement to allow the cities to bond the money.**

- The allocation for Gulf Boulevard has been increased to \$35M in the Proposed CIP with \$3.5M budgeted from FY13-16 and \$7M budgeted from FY17-19. A draft inter-local agreement is currently being prepared by the County Attorney's office.

### **Explore having Hillsborough County return the \$2M we contributed for Friendship Trail Bridge improvements (with interest).**

- Public Works will be in contact with Hillsborough County regarding returning the money which may depend on the plan for demolishing the bridge.

### **Can the permit process for the Curlew Creek Channel A project be accelerated?**

- Currently, the plans are around 60% complete and are being revised based on permit review comments. The plans were originally submitted to SWFWMD to initiate the permitting process, and an updated submittal package (including the above design adjustments) will be submitted by early September. The Army Corps of Engineers is also in the process of reviewing the project for issuance of their permit, but the Corps does not have a defined schedule, and therefore their permit is the big unknown in getting this project to the bidding phase. Our current target is to advertise the project for construction in Nov/Dec of 2010. We contacted the Corps to ask about our Bee Branch project and the reply was that they were working on the Curlew Creek "A" review first. County staff has been, and will continue to be, in communication with the residents of Doral Mobile Home Park to explain the situation and, although there is disappointment with continued delays, there is recognition of the process to get this project to construction.

### **Provide background regarding request for Tara Cay navigational dredging project.**

- Please see [Appendix C](#) for documentation regarding this project request.

## **Follow Up From CIP Budget Information Session on June 10, 2010**

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### **Are transportation impact fees being used for the Progress Energy Trail project?**

- This project is funded by Penny for Pinellas funds. No TIF dollars are planned for this project as it is not eligible because it is not a capacity enhancing facility as required by ordinance. The Progress Energy Trail is not eligible for Federal funds.

### **How much is being spent on the two phases for the St. Petersburg Judicial Tower Renovation project?**

- The project consists of two separate projects/phases, the First Floor Renovation & Fifth Floor Renovation.
- Last year, revenue flow for first floor renovation did not allow for enough funds to be allocated in FY10 to move forward uninterrupted. The project had to be temporarily put on hold and continued later in FY10 to roll over into FY11 where sufficient funds are to be allocated to complete the project. Right now, the First Floor Renovation documents are complete, a building permit has been obtained, bids have been received, and the Construction Manager (CM) is putting together a Guaranteed Maximum Price (GMP) package for Board approval so the project can begin construction in October, 2010. The construction budget is roughly \$4,700,000. Construction should take about 9 months.
- The Fifth Floor Renovation design is complete and construction documents are in progress by the Design Professional. Authorization to issue a Request For Qualifications (RFQ) for a CM has not been given yet by Administration. Once a CM has been selected, a GMP package will be developed for Board approval and construction. Staff would like to complete the project during FY11, but that depends upon the timing of authorization to proceed in selecting a CM. The construction budget is roughly \$2, 300,000.

### **Clarify the scope of the 501 Building Renovations project and how it is impacted by the Tax Collector's decision to move out.**

- The total cost of the project is \$523,000 for FY11. The scope of the project is for replacing windows. The existing windows are not original to the building and are not adequate for a modern office building. Several windows are severely deteriorated (glazing, sealing and fastening). The new windows are specified for office building compliance and will reduce energy and noise.
- The Tax Collector does plan to shut down operations in this building. This operational decision has no bearing on the project (cost or schedule). In fact, the Tax Collector's space will be used as temporary space to accommodate the St. Petersburg Judicial Tower construction project. The long term plan for the space will be to lease it out to generate revenue.

## **Follow Up From CIP Budget Information Session on June 10, 2010**

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### **Provide additional information for the Public Safety Facilities & Centralized Communications Center project and discuss how FF&E will be addressed in the project budget.**

- As previously presented to the Board, project delivery was changed from design-build to CM at Risk following County reassessment and exposure of the complexity & multiple phasing required in the project. A campus master plan was established, programming was completed, & a detailed design development document package was completed and delivered to the County. Selection issues during Design Professional (DP) & CM selection caused the project to be delayed. The issues were resolved, and CM selection was approved by the Board. Contract negotiations are presently being completed with the CM and the contract will soon be brought to the Board for approval. An ad is being prepared to begin selection of the DP of record. The selected DP will begin where the design development documents left off and complete construction documents for the CM to develop a GMP. Staff completed a review of the original program and determined the changes in County staffing due to the drop in revenue were not significant enough to warrant reprogramming or redesign. In fact, several changes in Sheriff's department sections have caused new space to become available for sections previously in leased space to occupy and save the County considerable dollars. The project budget remains unchanged at a total of \$81,400,000 and includes FF&E. Funds are proposed for FY11 to allow the project to progress without stoppage or delay. Depending upon the length of time required by the County to complete selection of the DP and to execute a contract, the project could realistically be completed in FY13.

### **Research the priority of constructing sidewalk next to a school on 22<sup>nd</sup> Avenue.**

- The construction of sidewalk along portions of 22<sup>nd</sup> Avenue South is ranked #50 in the southeast area of the County. It does not rank higher due to the continuous sidewalk network on the south side of the road and ample, flat and walkable shoulder area on the north side.

### **Explain what happened to the Penny reserve amounts when the 2010-2020 Penny Program revenue was updated last year.**

- The original Penny allocations included a reserve of 6.2%. During the FY10 budget process, the 2010-2020 Penny Program allocations were reduced by an average of 25% to match updated projections of Penny revenue from the recession. The reserve amount in the original Penny allocations was used to help minimize the reductions made in the Penny Program allocations to match the updated Penny revenue stream. There is no reserve amount in the revised Penny Program allocations.

## **Follow Up From CIP Budget Information Session on June 10, 2010**

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### **Provide a report sorting CIP projects by funding source.**

- The current CIP report format in the adopted CIP document does show the funding sources for each capital project. OMB will work with BTS to create a new Oracle Report that sorts CIP projects by funding source. The new report will be included in the adopted CIP document that will be distributed in late September or early October.

### **Provide additional information summary of changes information for Pop Stansell Park, Joe's Creek Greenway, and North County Recreation Fields. Also provide a detailed accounting of the funds spent over the years for the North County Recreation Fields. (Slides 169 and 176)**

- Pop Stansell Park Improvements (PID#539): The project will enhance stormwater treatment, provide erosion reduction and habitat restoration for an estimated \$405k, which includes SWFWMD grants of \$285k.
- Joe's Creek Greenway Park (PID#881): Phased development of the park on both sides of Joe's Creek has included habitat restoration, bank stabilization, stormwater treatment facilities, paved walkways, pedestrian bridge, fencing, restroom, covered observation platforms and signage for \$1.6M funded by CDBG, grants and penny. FY10 and FY11 funds will provide an open play area, a second pedestrian bridge to complete the trail loop around the lake, and pedestrian access to the north side of the park. The originally planned playground and second restroom have been delayed as a result of reduced funding and operational constraints.
- North County Recreation Fields (PID#1456): This project provides FY11 funding of \$321K for construction of multi purpose practice fields and related facilities at the active recreation portion of the Eldridge-Wilde property. Staff anticipates the facilities will be licensed to the East Lake Youth Sports Association for operation and maintenance.
- Unincorporated Recreation Fields Development (PID 1825): This project provides FY12 and FY13 funding of \$3M for design and installation of updated athletic field lighting for existing athletic fields and/or expanding and developing existing or new athletic fields within the Palm Harbor recreation district. This is a compilation of the original Palm Harbor penny allocation that totaled \$12M and included the community center expansion and a gymnasium.
- A detailed accounting of the East Lake Sports Association can be found in Appendix D.

## Follow Up From CIP Budget Information Session on June 10, 2010

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### Provide more information regarding the proposed inter-fund loan/bond issue in the Capital Projects Fund.

- As mentioned in the Proposed Budget presentation on July 13<sup>th</sup>, an inter-fund loan from the Solid Waste fund is planned in FY10 and FY11 to provide necessary liquidity in the Capital Projects Fund from the acceleration of several key projects. Staff estimates the need for \$15M in FY10 and \$5M in FY11. Benefits of an inter-fund loan versus conventional bonding are lower borrowing costs, interest accrues to a County entity, more flexibility in the terms, and there is no reserve requirement. The Solid Waste fund will be made whole as the loan would be at prevailing market interest rates.

### Describe the plan to reduce potholes through resurfacing.

- Public Works has proposed increasing the allocation toward the resurfacing program, from \$ 3.5 million to \$ 8.5 million in FY 11, and from \$ 3.5 million to \$ 5.255 million in FY 12.

	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16
Current	\$3,000,000	\$3,500,000	\$3,500,000	\$6,600,000	\$6,600,000	\$6,600,000	
Proposed		\$8,500,000	\$5,255,000	\$6,600,000	\$6,600,000	\$6,600,000	\$6,600,000

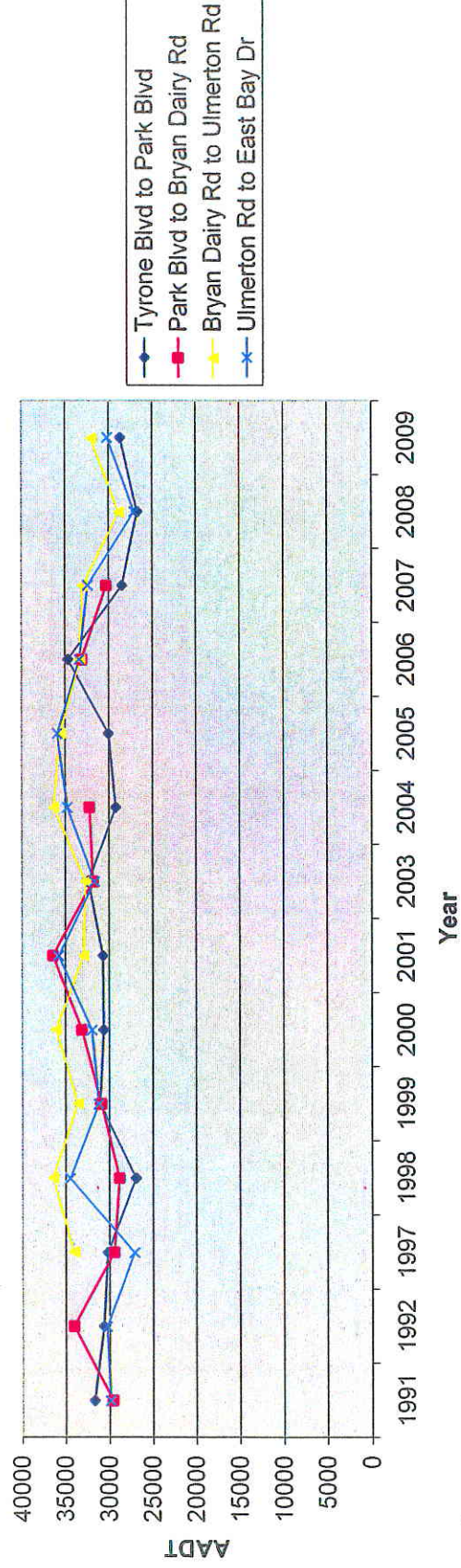
- At the current spending levels, it was projected that the Pavement Condition Index would be an average of 78.5, whereas an index of at least 82.0 is desirable. To accomplish the 82.0 index, an investment of approximately \$ 8 million per year is required.
- The roadways with the poorest pavement conditions are those that were planned for reconstruction. The current or upcoming projects on Keystone Road, Bryan Dairy Road, Forest Lakes Boulevard, and McMullen-Booth Road will resolve much of the public's concerns about current conditions.
- The deferment of the Starkey Road projects requires that these road segments be resurfaced within the next couple of years. The increase in spending will allow the improvement of these most critical roadways.
- As subsequent year capital project funding is developed, the immediate resurfacing needs will be re-evaluated.

# **APPENDIX A**

**Park Street / Starkey Road AADT**

Segment	1991	1992	1997	1998	1999	2000	2001	2003	2004	2005	2006	2007	2008	2009
Tyrone Blvd to Park Blvd	31723	30682	30217	26963	31037	30645	30698	32322	29235	30020	34647	28437	26691	28638
Park Blvd to Bryan Dairy Rd	29627	34087	29475	28867	30906	33099	36452	31825	32198		33076	30242		
Bryan Dairy Rd to Ulmerton Rd			34021	36415	33498	36063	32845	32627	36284	35529	33246	32898	28781	31946
Ulmerton Rd to East Bay Dr	29890	30314	27114	34483	31183	31968	35769	31667	34749	35917	33333	32366	27025	30123

**Park St/Starkey Rd AADT**

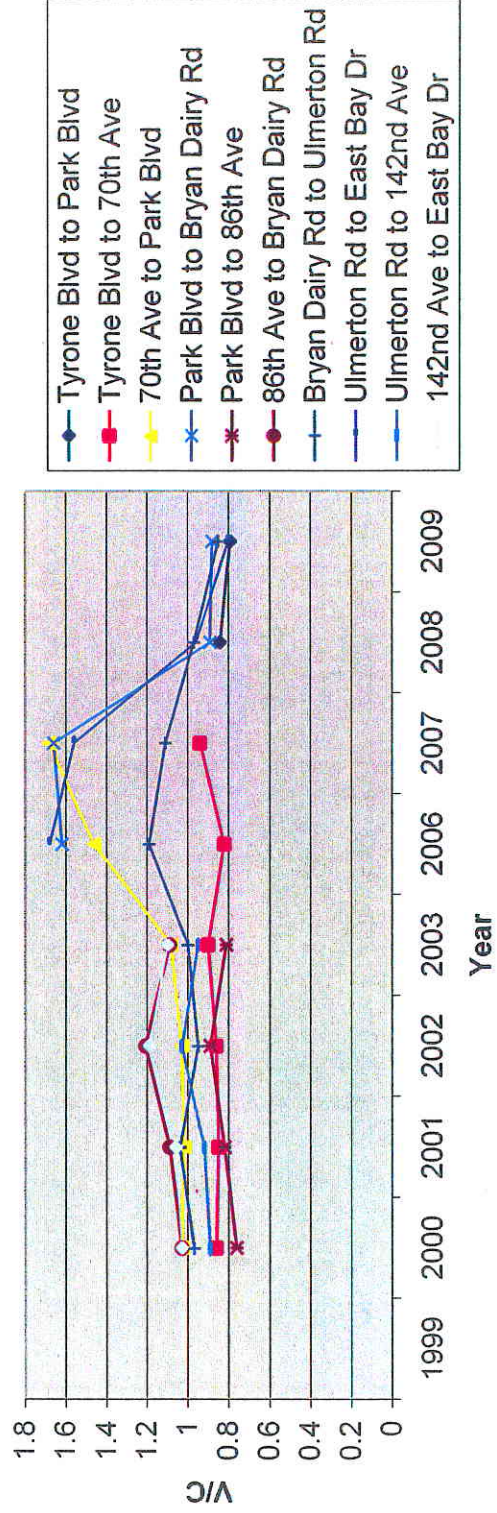






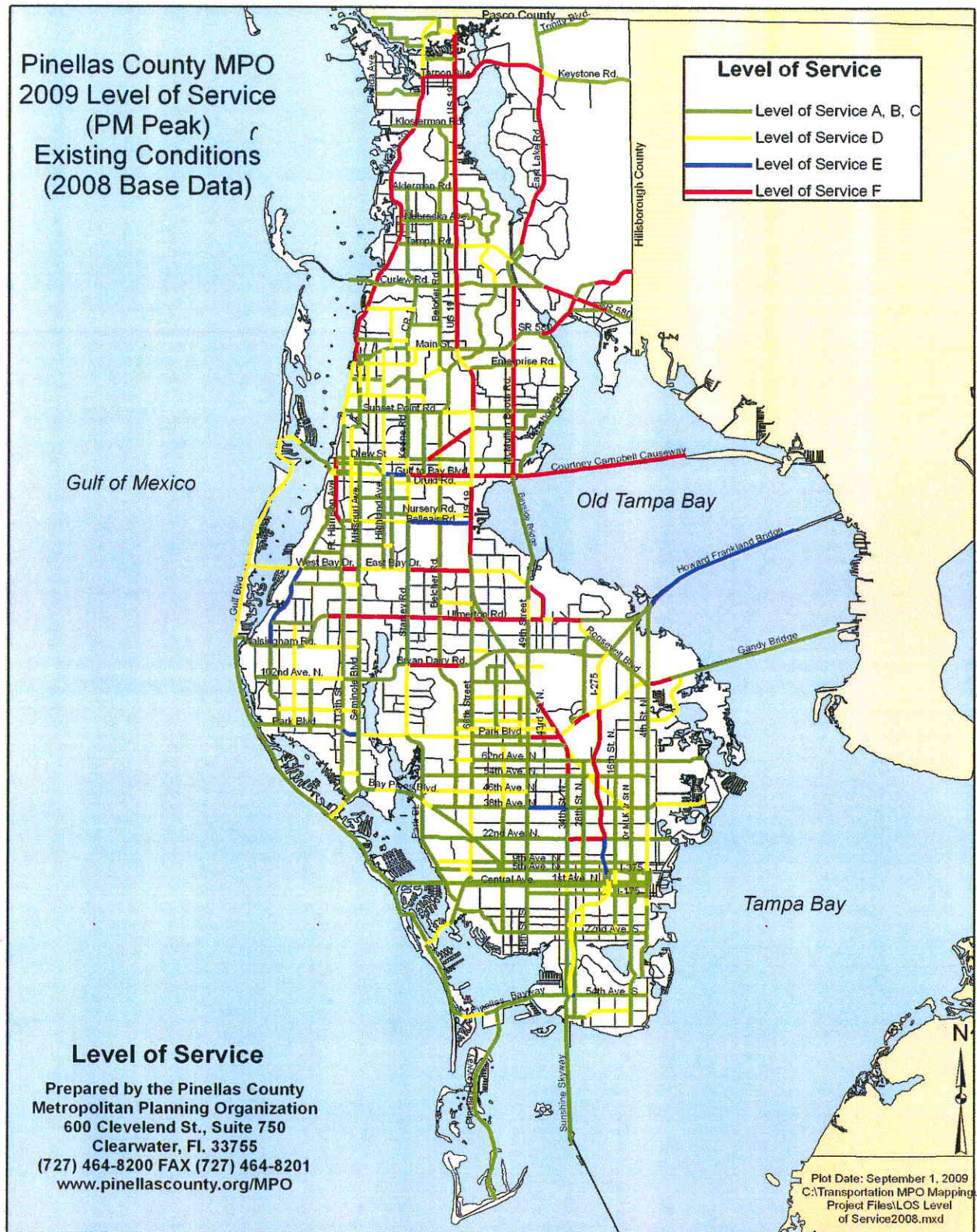
Park Street / Starkey Road V/C Ratios										
Segment	1999	2000	2001	2002	2003	2006	2007	2008	2009	
Tyrone Blvd to Park Blvd								0.84	0.79	
Tyrone Blvd to 70th Ave		0.86	0.85	0.86	0.9	0.82	0.94			
70th Ave to Park Blvd		1.03	1.02	1.03	1.08	1.46	1.68			
Park Blvd to Bryan Dairy Rd						1.62	1.66	0.89	0.88	
Park Blvd to 86th Ave		0.76	0.82	0.89	0.81					
86th Ave to Bryan Dairy Rd		1.03	1.09	1.21	1.09					
Bryan Dairy Rd to Ulmerton Rd		0.97	1.04	0.95	1	1.19	1.11	0.97	0.85	
Ulmerton Rd to East Bay Dr						1.68	1.56	0.96	0.8	
Ulmerton Rd to 142nd Ave/16th Ave		0.89	0.92	1.03	0.95					
142nd Ave/16th Ave to East Bay Dr		1.03	1.06	1.19	1.1					

Park St / Starkey Rd V/C Ratios



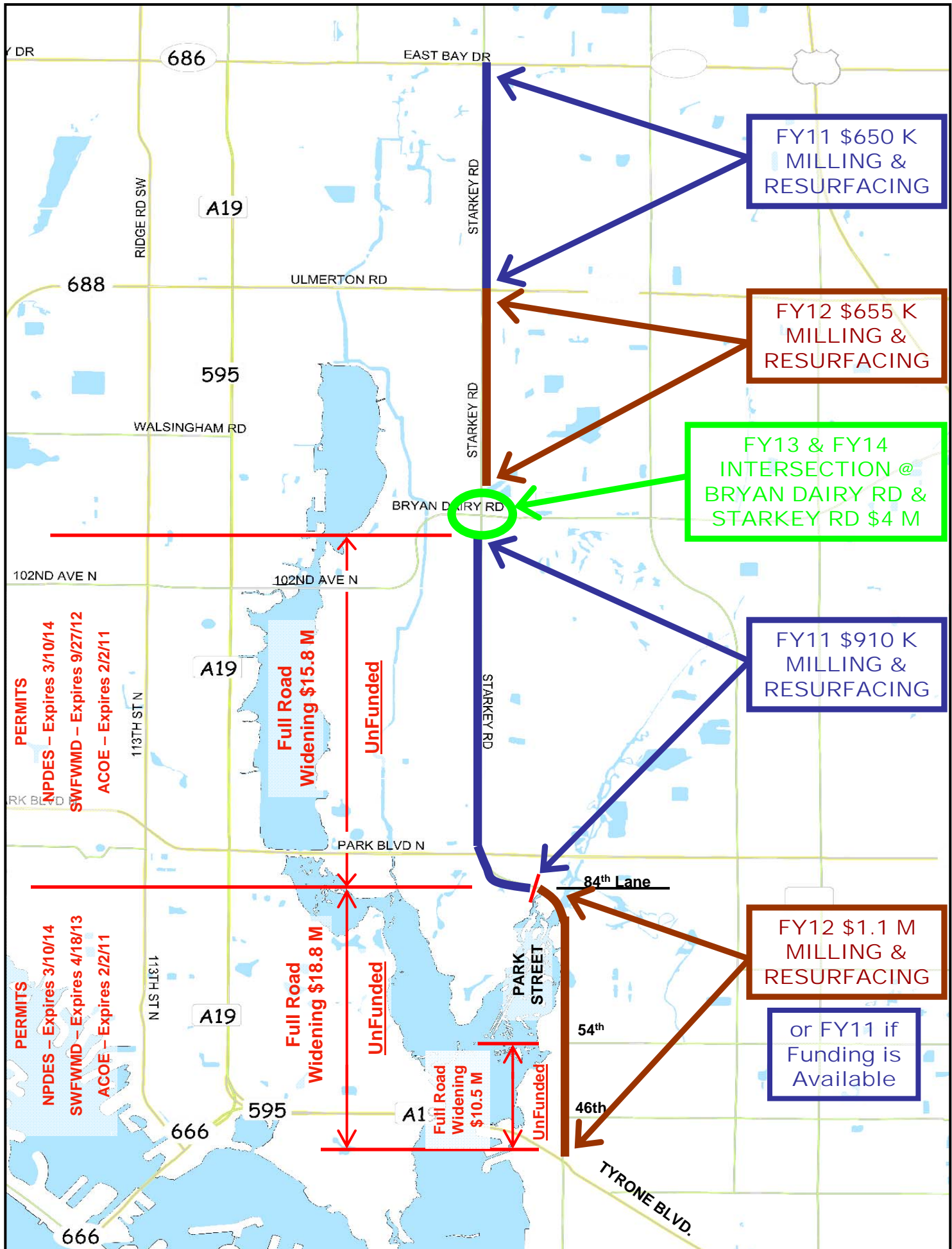


# Pinellas County Metropolitan Planning Organization





# PARK / STARKEY



# **APPENDIX B**

#2 - Slide 14

**Arterial Roads / Top 15**

Priority	Name	From	To	Estimated Cost	PCI Wt Avg
1	MCMULLEN BOOTH RD	END BAYSIDE BRIDGE	DREW ST	\$273,127	54
2	MCMULLEN BOOTH RD	SUNSET POINT RD	SR 580	\$1,458,304	70
3	STARKEY RD	PARK BLVD	BRYAN DAIRY BLVD	\$956,530	70
4	PARK ST N	BAY PINES BLVD	PARK BLVD	\$1,053,165	70
5	STARKEY RD	ULMERTON RD	E BAY BLVD	\$624,267	77
6	WEST BAY DR	014TH ST NW	CLEARWATER LARGO RD N	\$176,784	54
7	062ND AVE N	016TH ST N	004TH ST N	\$50,000	76
8	049TH ST N	110TH AVE N	118TH AVE N	\$323,454	68
9	054TH AVE N	034TH ST N	HAINES RD	\$213,970	54
10	049TH ST N	END BRIDGE (SMALL BRIDGE)	BEGIN BAYSIDE BRIDGE	\$546,190	82
11	TAMPA RD	W LAKE RD	LAKE ST GEORGE DR	\$455,180	76
12	BELCHER RD	078TH AVE N	BRYAN DAIRY RD	\$734,338	56
13	BELCHER RD	E BAY DR	DREW ST	\$1,447,467	64
14	EAST LAKE RD	CURLEW RD	BEGIN BRIDGE	\$415,459	66
15	MCMULLEN BOOTH RD	SR 580	CURLEW RD	\$1,179,084	75

Total = \$9,907,319

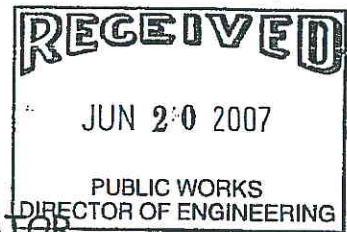
**Collector Roads / Top 15**

Priority	Name	From	To	Estimated Cost	PCI Wt Avg
1	HERCULES AVE N	DREW ST	SUNSET POINT RD	\$700,210	69
2	UNION ST	JENNIFER CT	KEENE RD	\$116,897	57
3	HERCULES AVE N	HEALY DR	VIRGINIA AVE	\$73,366	35
4	VONN RD	WALSINGHAM RD	WILCOX RD	\$131,896	36
5	KLOSTERMAN RD	CARLTON RD	US HWY ALT 19	\$116,764	53
6	CURLEW PL	FLORIDA AVE	CARLTON RD	\$88,446	50
7	FLORIDA AVE	CURLEW PL	SUNSET DR	\$249,188	61
8	CARLTON RD	KLOSTERMAN RD	CURLEW PL	\$83,817	62
9	086TH AVE N	098TH ST N	STARKEY RD	\$120,181	56
10	MEHLENBACHER RD	DOLPHIN DR	CLEARWATER LARGO RD	\$114,451	64
11	BETTY LN N	WOODBINE ST	OVERBROOK AVE	\$17,578	51
12	WILCOX RD	INDIAN ROCKS RD	JACKSON ST	\$210,529	65
13	LAKEVIEW RD	KEENE RD	HERCULES AVE	\$81,117	61
14	BETTY LN	SUNSET POINT RD	UNION ST	\$72,182	60
15	ALDERMAN RD	525' S OF BENTLEY DR (MEDIAN END)	LAKEPOINT RD	\$21,135	48

Total = \$2,197,757

# **APPENDIX C**






OFFICE OF THE COUNTY ADMINISTRATOR

M E M O R A N D U M

TO: The Honorable Chairman and  
Members of the Board of County Commissioners

FROM:   
Stephen M. Spratt, County Administrator  
PSY

DATE: June 13, 2007

SUBJECT: Navigational Dredging

DISTR.: Peter J. Yauch, P.E., Assistant County Administrator

Historically, the County has been involved with two types of dredging projects: "drainage dredging" and "navigational dredging". The County has a "Drainage Channel Dredging Program" that is funded yearly in the Capital Improvement Program (CIP). This program was established for the removal of siltation and other obstructions which impede the proper flow of water through drainage channels, to prevent or correct flooding situations. Navigational dredging to restore sufficient depth of water for boat access has been performed in accordance with County Code 2-296, which allows an assessment to be levied "against the properties specially benefited by such improvements. Such assessments shall be directly proportionate to the benefits of the property."

The process for requesting a navigational dredging assessment begins with a formal written request from adjacent property owners or a homeowners' association. Once the formal request is received, staff must develop a cost estimate that can be used to issue a petition. Once a petition is issued, 60% of the "benefited" property owners must sign in agreement to the assessment. In order for staff to prepare a reasonable cost estimate, certain information must be obtained, such as a survey and soil borings. The survey is necessary to determine the amount of sediment that is to be dredged and the soil borings are required to detect any contaminants that will require special handling of the spoil material.

The last two dredging requests received by the County were from Baywood Village and Tara Cay. The soil investigations indicated high levels of arsenic in the sediment at both locations. When meeting with the Florida Department of Environmental Protection (FDEP), staff was informed that arsenic is considered a hazardous material, and FDEP will only permit the dredging activity in these locations if the spoil material is disposed of by certain methods. Unfortunately, utilizing these methods can increase the cost of the project by up to three times that of a regular dredge project. The current cost estimates for the Baywood Village and Tara Cay requests are \$2.9 million and \$1.5 million, respectively.



While the County code requires the benefited property owners to pay, by assessment, the entire project cost, the Board has the authority to assess only a portion of the total cost. Whether the property owners pay 100% or only a portion of the project costs, the County must establish a fully funded project. Currently, there are no available funds to apply to these projects. Therefore, to fund these projects would require other higher priority project to be delayed (i.e., flooding projects).

This is not the only concern regarding these particular projects. Based upon the direction that FDEP had provided, staff thought it prudent to consult with the Department of Risk Management and the County Attorney's office to evaluate the potential risks involved with proceeding with this project. After reviewing the information provided, Risk Management evaluated the potential liability and subsequently recommended the County not proceed with the project. (See attached memos).

A key factor in their recommendation was that the navigational dredging project would provide no benefit to Pinellas County Government or the general public. Historically, drainage maintenance dredging has been performed in creeks or canals when the sediment was found to reduce the capacity of the system and cause flooding if not properly maintained. In the case of Baywood Village and Tara Cay, the water levels are tidally influenced and, therefore, are not subject to increased flood stages as a result of siltation.

Taking into consideration Risk Management's and the County Attorney's recommendation along with the estimated costs that could cause other high priority projects to be delayed, staff recommended that the County decline the request for these navigational dredging projects. Staff sent a letter to the Baywood Village Association president on April 3, 2007 denying the request for a petition for a navigational dredge assessment. A similar letter will be sent to the Tara Cay Homeowner's Association.

# Department of Risk Management

Beth Wininger  
Director

Tel. No. (727) 464-3664  
Fax. No. (727) 464-4060

## MEMORANDUM

To: Kimberly Tracy, Division Engineer  
Surface Water, PW

From: Beth Wininger, Director *Beth Wininger*

Dist: Greg D'Amario, Claims Adjuster  
Thomas Spencer, Managing Assistant County Attorney  
Jewel Cole, Managing Assistant County Attorney

Subject: Baywood Village subdivision canal dredging project

Date: July 14, 2006

The information provided by you demonstrates the following facts:

- The dredging of these canals would provide no benefit to Pinellas County Government or the general public.
- The majority of the submerged land within the canal system is owned by the adjacent homeowners, the remainder having been dedicated to the general public.
- The submerged land is contaminated with arsenic and the contamination exceeds the level allowed within residential areas.
- According to the EPA, if no dredging occurs, the contamination will not be exposed to the environment. Therefore, if left in place, it poses no current hazard.
- The dredging would expose the contamination to the environment thus requiring a special/protected site for disposal of the spoil.
- The cost of spoil handling and disposal will most likely substantially increase the cost of dredging the canals.

Because there is no benefit to the public, the County cannot pay for any portion of this dredging project without violating the statutory provision preventing the use of public money for private purposes.

It is my recommendation that if, after being informed of the presence of the arsenic contamination and the probable additional costs associated with disposal of the spoil, the homeowners wish to proceed with the dredging operation, that the County not provide or perform the services of a general contractor for the operation. Being contractually associated with the removal and disposal of the contaminated spoil could expose the County to unwanted and unnecessary liability.

From a Risk Management perspective, it would be best if the homeowners obtained their own contractor to dredge the canals and handle the contaminated soil. I realize this might be prohibitive for the homeowners since the costs would have to be paid immediately instead of spread out over several years through a tax assessment, but it would be the safest course for the County.

If you have any other relevant information that might affect my recommendation or if you wish to discuss this further, please feel free to contact me.

# **APPENDIX D**

**Pinellas County Recreational Grant Program  
East Lake Youth Sports Association (ELYSA)  
6/29/2010**

		Funded	Disbursed	Balance
<b>2003 Grant - MSTU</b>		443,000		
Lighting, drainage, & topographical survey	FY03 FY04		10,000 433,000	
Total Funds Disbursed			<u>443,000</u>	-
<b>2004 Grant - CIP</b>		220,000		
Planning, permitting, entry	FY05		20,100	
construction & drainage	FY06		36,500	
	FY07		13,063	
	FY08		6,100	
	FY09		120,134	
	FY10 YTD		<u>15,210</u>	
Total Funds Disbursed			<u>211,107</u>	8,893
Balance Remaining				
<b>2005 Grant - MSTU</b>		237,500		
Civil engineering, site clearance,	FY08		43,000	
excavation, fill, turf, lighted batting	FY09		159,386	
cages, shade structures, bleachers,				
goal posts, safety net & fence	FY10 YTD		<u>21,874</u>	
Total Funds Disbursed			<u>224,260</u>	13,240
<b>2006 Grant - MSTU</b>		250,000		
Upgrade irrigation, construct baseball	FY09		95,743	
infield, multi purpose practice area &				
expand soccer concession	FY10 YTD		<u>4,745</u>	
Total Funds Disbursed			<u>100,488</u>	149,512
<b>Total Grant Funds Awarded to ELSYA</b>		<b>1,150,500</b>		
<b>Total Grant Funds Disbursed to ELSYA</b>			<b>978,855</b>	
<b>Total Grant Funds Remaining</b>				<b>171,645</b>