

## Chapter 25

### TRANSPORTATION\*

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## ARTICLE I. ADMINISTRATIVE PROVISIONS\*

### DIVISION 1. GENERAL PROVISIONS; ADMINISTRATIVE AUTHORITY; DEFINITIONS

#### Sec. 25-1. Title.

This chapter shall be known and may be cited as the "City of Tampa Transportation Ordinance." (Ord. No. 89-258, § 2(57-1), 10-5-89)

#### Sec. 25-2. Purpose.

(a) The city recognizes that the transportation system is vital to the city. This community has a substantial investment in this infrastructure from the standpoint of fiscal interests, quality of life standards and necessary continuity for the motorists. Therefore, it is necessary in the interest of the public health, safety and welfare to regulate the use, construction and maintenance of the transportation network.

(b) The purpose of this chapter is to regulate the use and development of land so as to ensure that new development bears its proportionate share of the cost of the capital expenditures necessary to provide transportation required to mitigate the impacts of new growth in the city as contemplated by the city's comprehensive plan. (Ord. No. 89-258, § 2(57-2), 10-5-89)

#### Sec. 25-3. Applicability.

The provisions of this chapter shall apply to all buildings, improvements and land within the corporate city limits of the city, unless they are expressly exempted by law. (Ord. No. 89-258, § 2(57-3), 10-5-89)

#### Sec. 25-4. Definitions.

For the purpose of this chapter, certain abbreviations, terms, phrases, words and their derivatives shall have the following meanings:

*Alley* or *alleyway* means every street or way within a block set apart for public use, vehicular travel and local convenience, except footpaths.

\***Cross reference**—Administration, Ch. 2.

*Authorized emergency vehicle* means vehicles of the fire department, police vehicles and such ambulances and emergency vehicles of municipal departments or public service corporations as are designated or authorized by the chief of police in this city.

*Bicycle* means every device propelled by human power upon which any person may ride, having two (2) tandem wheels, either of which is over twenty (20) inches in diameter, and including any device generally recognized as a bicycle, though equipped with two (2) front or two (2) rear wheels.

*Block party* means an organized neighborhood or public social gathering on a public street and sidewalk and alleys connected thereto of persons on a specified date at a specific time and place when such is confined to a specified designated area and when such is to occur only at a time between the hours permitted by this Code. The director of public works may close more than two (2) blocks per street and more than one (1) street within a designated area when such block parties are requested by the city for special events, subject to approval by the city council. All other block parties are restricted to two (2) adjacent blocks. All block parties not requested by the city are subject to the provisions of this chapter, as are logically applicable to block parties.

*Building permit*, for purposes other than transportation impact fees, means an official document authorizing performance of a specific activity regulated by Chapter 5 of this Code.

*Building permit*, for purposes of transportation impact fees, means a building or foundation permit, whichever is applied for first.

*Bus* means every motor vehicle designed for carrying more than ten (10) passengers and used for the transportation of persons and every motor vehicle, other than a taxicab, designed and used for the transportation of persons for compensation.

*Business district* means the territory contiguous to and including a highway or street when fifty (50) percent or more of the frontage thereon, for a distance of three hundred (300) feet or more, is occupied by buildings in use for business.

*Bus stand* means a fixed area in the roadway parallel and adjacent to the curb to be occupied exclusively by buses for layover in operating schedules or waiting for passengers.

*Capital improvement* includes preliminary engineering design studies, land surveys, right-of-way acquisition, engineering, permitting and construction of all the necessary features for transportation projects including, but not limited to:

- (1) Construction of new through lanes;
- (2) Construction of new turn lanes;
- (3) Construction of new bridges;
- (4) Construction of new drainage facilities in conjunction with new roadway construction;
- (5) Purchase and installation of traffic signalization (including new and upgrading signalization);
- (6) Construction of curbs, medians and shoulders;
- (7) Relocating utilities to accommodate new roadway construction;
- (8) Transit facilities, including fixed guideway circulation systems.

*Center* or *centerline* means a continuous or broken line marked upon the surface of a roadway allocated to traffic proceeding in the two (2) opposite directions, and if the line is not so painted or otherwise marked, it is an imaginary line in the roadway equally distant from the edges or curbs of the roadway.

*Change of use* shall have the same meaning as provided for in Chapter 27, City of Tampa Code of Ordinances.

*Chief of the fire department* is the chief of the fire department of the city.

*Chief of police* is the chief of police of the city.

*City transportation manager* is the chief of the transportation division of the city.

*Commercial building* means any building, structure or improvement other than a one- or two-family dwelling.

*Commercial vehicle* means every vehicle designed, maintained or used primarily for the transportation of property.

*Common carrier.* The term "regular common carrier of passengers" shall mean all common carriers of passengers operating between fixed termini, over regular routes and on fixed schedules.

*Commuter vehicle* means a motor vehicle parked in a residential area by a person who is not a resident of any such residential area and who has not obtained a residential parking permit for the particular motor vehicle that is so parked.

*Controlled-access highway* means every highway, street or roadway in respect to which owners or occupants of abutting lands and other persons have no legal right of access to or from the same, except at such points and only in such manner as may be determined by the public authority having jurisdiction over such highway, street or roadway.

*Controlled parking residential area* means no less than all unrestricted curb space in an area of not less than two (2) connecting street blocks or of not less than twenty (20) contiguous dwelling units.

*Crosswalk* means:

- (1) The part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway.
- (2) Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface.

*Curb loading zone* means a space adjacent to a curb reserved for the exclusive use of vehicles during the loading or unloading of passengers or materials.

*Department* means the city's department of public works.

*Development* means: (a) in the case of a development of regional impact ("DRI"), any phase of the DRI having specific approval; (b) in the case of

a site planned controlled ("PD") zoning district, all portions of a site subject to the PD zoning site plan; or (c) in the case of any other commercial or residential development, all portions of a site subject to an approved commercial or residential site plan.

*Development order* means an order approved by city council in connection with a development of regional impact ("DRI") or Florida Quality Development.

*Director* means the director of the department of public works who shall be responsible for the management of the affairs of such department.

*Double parking or double standing or double stopping* means the parking, standing or stopping of a vehicle upon the roadway side of another vehicle parking, standing or stopping, but not legally within or adjacent to an open parking space.

*Driver* means every person who drives or is in actual physical control of a vehicle. Specifically applied to the provisions of this chapter relating to nonmotorized vehicles, a driver is any person who drives or operates a horse-drawn vehicle upon the public streets of the city.

*Driver's permit* means the written authority granted by the city under this article to any person to drive or operate a nonmotorized vehicle for hire upon the public streets or waterways of the city.

*Driveway* means the improved area between a public street and private property intended to provide ingress and egress of vehicular traffic from the public street or thoroughfare to a definite area of property. Two (2) one-way driveways or one (1) two-way driveway shall constitute one (1) driveway.

*Expansion of the capacity of a road* means all road and intersection capacity enhancements and includes, but is not limited to, extensions, widening, intersection improvements and upgrading signalization.

*Farm tractor* means every motor vehicle designed and used primarily as a farm implement for drawing plows, mowing machines and other implements of husbandry.

*Feepayer* means a person commencing a land development activity which generates traffic and which requires the issuance of a building permit.

*Fiscal year* means the period beginning October first and ending September thirtieth of the following year.

*Freight curb loading zone* means a space adjacent to a curb for the exclusive use of vehicles during the loading or unloading of freight or passengers.

*Governmental or public facilities* means capital improvements and/or buildings or structures owned by or leased by and directly related to the operation of city, county, state and federal governments, agencies, authorities or departments, including, but not limited to, governmental offices, police and fire stations, airports, waterports, parking facilities, offices, equipment yards, sanitation facilities, schools, parks and similar facilities in or through which general government operations are conducted.

*Highway or street* means the entire width between the boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel.

*Horse-drawn vehicle* means any vehicle which is operated or pulled by a horse, mule or any other beast of burden which may be hired for the transportation of passengers and which is operated within the corporate limits of the city.

*Independent fee calculation study* means the traffic engineering documentation prepared by a feepayer to allow the determination of the impact fee other than by the use of the table in this chapter.

*Insurance* means the insurance as required in this chapter.

*Intersection* means:

- (1) The area embraced within the prolongation or connection of the lateral curblines or, if none, then the lateral boundary lines of the roadways of two (2) highways which join one another at or approximately at right angles or the area within which

vehicles traveling upon different highways joining at any other angle may come in conflict.

- (2) Where a highway includes two (2) roadways thirty (30) feet or more apart, then every crossing of each roadway of such divided highway by an intersecting highway shall be regarded as a separate intersection. If such intersecting highway also includes two (2) roadways thirty (30) feet or more apart, then every crossing of two (2) roadways of such highways shall be regarded as a separate intersection.

*Land development activity generating traffic* means any change in use of land or any construction of or addition to buildings or structures or any change in the use of any structure that attracts or produces additional vehicular trips.

*Laned roadway* means a roadway which is divided into two (2) or more clearly marked lanes for vehicular traffic.

*Level of service (LOS)* means a qualitative measure that represents the collective factors of speed, travel time, traffic interruption, freedom to maneuver, safety, driving comfort and convenience and vehicle operating costs provided by a highway facility under a particular volume condition. Levels of service vary from A to F. Level of service D describes a roadway condition of stable flow, but where volume and density levels place restriction on drivers' speed, lane-changing and passing.

*License* means a city occupational license tax receipt.

*Motor vehicle* means every vehicle which is self-propelled and every vehicle which is propelled by electric power obtained from overhead trolley wires, but not operated upon rails.

*Motorcycle* means every motor vehicle having a seat or saddle for the use of the rider and designed to travel on not more than three (3) wheels in contact with the ground, but excluding a tractor.

*Motor-driven cycle* means every motorcycle, including every motor scooter, with a motor which produces not to exceed five (5) horsepower, and every bicycle with motor attached.

*Nonmotorized vehicle* means any vehicle which is operated, pulled or pushed by a horse, mule, any beast of burden or human which may be hired for the transportation of passengers and which is operated within the corporate limits of the city. This term includes horse-drawn vehicle as defined and used herein.

*Official time standard.* Whenever certain hours are named herein they shall mean standard time or daylight saving time as may be in current use in this city.

*Official traffic-control devices* means all signs, signals, markings and devices not inconsistent with this chapter placed or erected by authority of a public body or official having jurisdiction for the purpose of regulating, warning or guiding traffic.

*Official traffic-control signal* means any device, whether manually, electrically or mechanically operated, by which traffic is alternately directed to stop and proceed.

*Operate or operation* includes operation by the owner or any agent of the owner or by any person with the owner's knowledge, consent or permission, expressed or implied.

*Operator* means every person who is in actual physical control of a motor vehicle upon the highway or who is exercising control over or steering a vehicle being towed by a motor vehicle.

*Owner* means a person who holds the legal title of a vehicle or if a vehicle is the subject of an agreement for the conditional sale or lease thereof with the right of purchase upon performance of the conditions stated in the agreement and with an immediate right of possession vested in the conditional vendee or lessee or if a mortgagor of a vehicle is entitled to possession, then such conditional vendee or lessee or mortgagor shall be deemed the owner for the purpose of this chapter.

*Owner*, as applied to the provisions of this chapter relating to nonmotorized vehicles, means the holder of a permit to operate a nonmotorized

vehicle business under the provisions of this article, whether a person, firm, partnership, corporation, company or any association of joint stock.

*Parade* is any parade, march, demonstration, protest rally, ceremony, show, carnival, exhibition, festival, race, derby, block party, celebration, public gathering, pageant or procession of any kind or any similar activity on or upon any street, alley or other public way.

*Parcel* means a contiguous area of land with its appurtenances and buildings which, because of its unity of use or commonality of ownership, may be regarded as the smallest conveyable unit of real estate.

*Park* or *parking* means the standing of a vehicle, whether occupied or not, otherwise than temporarily for the purpose of and while actually engaged in loading or unloading merchandise or passengers.

*Parking meter* means a mechanical timing device authorized by ordinance of this municipality to be used for the purpose of regulating parking and which is actuated by the insertion of a coin and the operation of a lever or cranking device.

*Passenger curb loading zone* means a place adjacent to a curb reserved for the exclusive use of vehicles during the loading or unloading of passengers.

*Pedestrian* means any person afoot.

*Permit* means an official document authorizing performance of a specific activity regulated by this chapter.

*Permit fee* means charges which are assessed to any person in payment for services rendered by the various city departments which are required in support of any parade or construction activity.

*Permittee* means any person authorized to perform construction or maintenance work or conduct a parade by the issuance of a permit by the department of public works.

*Police officer* means every officer of the city police department or any officer authorized to direct or regulate traffic or to make arrests for violations of traffic regulations.

*Private road or drive or driveway* means every way or place in private ownership and used for vehicular travel by the owner and those having express or implied permission from the owner, but not by other persons.

*Public events* means events held in celebration of official city or national holidays as well as parades, stadium events and other occurrences of a like nature.

*Railroad* means a carrier of persons or property upon cars, other than streetcars, operated upon stationary rails.

*Railroad sign or signal* means any sign, signal or device erected by authority of a public body or official or by a railroad company and intended to give notice of the presence of railroad tracks or the approach of a railroad train.

*Railroad train* means a steam engine, electric or other motor, with or without cars coupled thereto, operated upon rails, except streetcars.

*Regulated truck* means every vehicle meeting one (1) or more of the following criteria:

- (1) A vehicle with six (6) or more tires, except step-vans, and pickup trucks with a capacity of one (1) ton or less; or
- (2) A vehicle required by law to display a DOT number or gross vehicle weight (GVW) rating.

(The addition of a trailer to a vehicle that is not otherwise a regulated truck does not make that vehicle a regulated truck.)

*Residence district* means the territory contiguous to and including a highway not comprising a business district when the property of such highway for a distance of three hundred (300) feet or more is in the main improved with residences or residences and buildings in use for business.

*Residential parking permit* means a special permit issued hereunder for the privilege of parking on a street designated as a controlled parking residential area.

*Right-of-way* means the right of one (1) vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian approaching under such circumstances of direction,

speed and proximity as to give rise to danger of collision unless one (1) grants precedence to the other.

*Road* includes streets, sidewalks, alleys, highways and other ways open to travel by the public, including the roadbed, right-of-way and all culverts, drains, sluices, ditches, water storage areas, waterways, embankments, slopes, retaining walls, bridges, tunnels and viaducts necessary for the maintenance of travel and all ferries used in connection therewith. Any road right-of-way used to define transportation impact fee district boundaries may be considered to be within any district it bounds for purposes of using impact fee funds.

*Road festival* is any organized parade, block party, festival or public event which is authorized by city council to temporarily close and enclose roads, as defined by this chapter, pursuant to the provisions of this chapter.

*Roadway* means that portion of a highway improved, designed or ordinarily used for vehicular travel, exclusive of the berm or shoulder. If a highway includes two (2) or more separate roadways the definition of "roadway" applies separately but not to all such roadways collectively.

*Safety zone* means the area or space officially set apart within a roadway for the exclusive use of pedestrians and which is protected or is so marked or indicated by adequate signs as to be plainly visible at all times while set apart as a safety zone.

*School bus* means every motor vehicle owned by a public or governmental agency and operated for the transportation of children to or from any school or privately owned and while being operated primarily for the transportation of children to or from any school.

*Semi-trailer* means a tractor and trailer combination.

*Sidewalk* means that portion of a street adjacent to the curblines or the lateral lines of a roadway and the adjacent property lines, intended for use of pedestrians.

*Site-related improvements* means capital improvements and right-of-way dedications for di-

rect access improvements to the development in question. Direct access improvements include, but are not limited to, the following:

- (1) Site driveways;
- (2) Right and left turn lanes leading to those driveways;
- (3) Traffic-control measures for those driveways;
- (4) Internal roads;
- (5) Median cuts; and
- (6) Other improvements in the public right-of-way necessitated by the development to facilitate direct access to the development.

*Square feet (s.f.)* means gross square feet, the sum of enclosed areas of all floors of a building measured from the outside faces of the exterior walls, including halls, lobbies, arcades, stairways, elevator shafts, enclosed porches and balconies, and any belowgrade floor areas used for access and storage. Not countable as floor area are open terraces, patios, atriums, balconies, breezeways and parking garages.

*Stand or standing* means the halting of a vehicle, whether occupied or not, otherwise than for the purpose of and while actually engaged in receiving or discharging passengers.

*Stop, when required,* means complete cessation from movement.

*Stop or stopping, when prohibited,* means any halting even momentarily of a vehicle, whether occupied or not, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or traffic-control sign or signal.

*Taxi or taxicab* means a licensed public motor vehicle for hire designated and constructed to seat not more than seven (7) persons and operating as a common carrier on call or demand.

*Taxi stand or taxicab stand* means a fixed area in the roadway parallel and adjacent to the curb set aside for taxicabs to stand or wait for passengers.

*Through highway* means every highway or portion thereof on which vehicular traffic is given preferential right-of-way and at the entrances to which vehicular traffic from intersecting highways is required by law to yield right-of-way to vehicles on such through highway in obedience to either a stop sign or a yield sign, when such signs are erected as provided in this chapter.

*Traffic* means pedestrians, ridden or herded animals, vehicles, streetcars and other conveyances either singly or together while using any highway for purposes of travel.

*Traffic-control signal* means any device, whether manually, electrically or mechanically operated, by which traffic is alternately directed to stop and to proceed.

*Trailer* means every vehicle without motive power, designed to carry property or passengers wholly on its own structure and to be drawn by a motor vehicle.

*Transportation impact fee credit agreement* means any written agreement between the city and another person or entity regarding credits against transportation impact fees to be granted for approved roadway improvements and/or approved right-of-way dedications which has been approved pursuant to the procedure and in accordance with the criteria in section 25-74(c) of this chapter or such other agreement that predates the enactment of section 25-74(c) of this chapter which is deemed by the city attorney as meeting the requirements of section 25-74(c) of this chapter.

*Truck* means every motor vehicle designed or operated for the transportation of materials or property and the rated capacity of which is over one (1) ton.

*Truck carrying hazardous materials* means every vehicle that has a cargo regulated by Title 49, Code of Federal Regulations, Part 172, as it may be periodically amended which includes but is not limited to flammable or radioactive material or poisonous gas, which in its transportable state would be injurious to humans, animals or plants. Vehicle means every device in, upon or by which any person or property is or may be transported

or drawn upon a highway, street or pathway, excepting devices moved by human power or used exclusively upon stationary rails or tracks.

(Ord. No. 89-258, § 2(57-4), 10-5-89; Ord. No. 93-100, § 1, 7-22-93; Ord. No. 99-227, § 1, 10-14-99; Ord. No. 2000-92, § 1, 4-6-00; Ord. No. 2011-25, § 2, 3-3-2011; Ord. No. 2011-41, § 2, 3-17-2011)

**Cross reference**—Definitions and rules of construction generally, § 1-2.

#### **Sec. 25-5. Administrative authority.**

The provisions of this chapter shall be administered and enforced by the official. The official may designate his authorized representative to hold the title transportation manager of transportation division. For the purpose of this chapter, the official's designee shall be the transportation manager.

(Ord. No. 89-258, § 2(57-5), 10-5-89)

**Cross references**—Administrative authority of the official, § 1-13; delegation of administrative authority, § 1-14.

#### **Sec. 25-6. Alternate materials and methods of construction.**

The provisions of this chapter are not intended to prevent the use of any material or method of construction not specifically prescribed by this chapter, provided any such alternate has been approved by the official. Any request to use alternative materials or methods of construction shall be processed as an alternative design exception pursuant to section 22-319 of the City of Tampa Code of Ordinances.

(Ord. No. 89-258, § 2(57-6), 10-5-89; Ord. No. 2011-41, § 3, 3-17-2011)

#### **Sec. 25-7. Protection of department's equipment and property.**

No person shall maliciously, willfully or negligently break, damage, destroy, deface, tamper with or remove any department equipment or property.

(Ord. No. 89-258, § 2(57-7), 10-5-89)

**Cross reference**—Damage to city property, § 1-21.

#### **Sec. 25-8. Emergency traffic-control power.**

The official shall have emergency power to direct the installation of traffic-control devices or regulatory signs and markings and shall immedi-

ately notify the police and fire departments of any such proposed emergency installation, provided that the installation shall be valid only for such length of time as the emergency or special activity exists.

(Ord. No. 89-258, § 2(57-8), 10-5-89)

**Sec. 25-9. Authority of official to promulgate traffic and parking regulations and erect control devices.**

The official is authorized to determine and designate the locations of stop signs, yield signs, traffic-control signals, through streets, lane-use and turn restrictions, on-street parking restrictions and time-limit parking, weight limits, school zones and all other matters related to the regulation of traffic and parking. Determination of these regulations shall be based on recognized traffic engineering principles and practices consistent with national standards of application.

(Ord. No. 89-258, § 2(57-9), 10-5-89)

**Cross reference**—Requirements not covered by Code may be required by the official, § 1-17.

**Sec. 25-10. Regulation of parking on parade routes.**

The official shall have the authority, when reasonably necessary, to prohibit or restrict the parking of vehicles along a highway or part thereof constituting a part of the route for a parade and such other streets as may require that parking be prohibited to provide for fire lanes or additional traffic lanes. The official shall post signs to such effect, and it shall be unlawful for any person to park or leave unattended any vehicle in violation of this section.

(Ord. No. 89-258, § 2(57-15), 10-5-89)

**Sec. 25-11. Application.**

As provided herein, this chapter shall apply to all new developments on previously undeveloped property, to new construction on previously developed property or property undergoing a change of use, as defined in Chapter 27.

(Ord. No. 89-258, § 2(57-16), 10-5-89; Ord. No. 2011-41, § 4, 3-17-2011)

**Sec. 25-12. Review of fee structure.**

The transportation impact fee structure shall be reviewed by the city council in conjunction with the evaluation and appraisal report of the Tampa Comprehensive Plan as required by Florida Statutes, Chapter 163, and may also be reviewed if legislation is passed which provides new or increased revenue sources for transportation facilities in the city.

(Ord. No. 89-258, § 2(57-17), 10-5-89; Ord. No. 95-232, § 1, 11-2-95)

**Secs. 25-13—25-30. Reserved.**

DIVISION 2. CERTIFICATES; DOCUMENTS; REQUIREMENTS; ETC.

**Sec. 25-31. Applications, documentation.**

(a) Any person legally entitled to apply for and receive a permit under the provisions of this chapter shall make such application in writing to the city on forms provided for that purpose. Every applicant for a permit shall give a description of the character of the work proposed to be done and the location, ownership, occupancy and use of the premises in connection therewith. The city may require plans, specifications or drawings and such other information as it may deem necessary and pertinent, prior to the granting of a permit. If the city determines that the plans, specifications, drawings, descriptions or other information furnished by the applicant is in compliance with this chapter, the rules and regulations of any other department having jurisdiction and any other laws, rules and regulations pertaining to work to be done, it shall issue the permit applied for upon payment of the required fee.

(b) The order, sequence and prerequisites for making applications for service shall be as designated by the official.

(Ord. No. 89-258, § 2(57-51), 10-5-89)

**Secs. 25-32—25-45. Reserved.**

DIVISION 3. FEE AUTHORITY AND TYPES;  
PERMITS; INSPECTIONS

**Sec. 25-46. Fees—City council to establish.**

The city council shall have the authority to set fees by resolution.

(Ord. No. 89-258, § 2(57-61), 10-5-89)

**Sec. 25-47. Same—Types enumerated.**

Fees may be charged for the following:

- (1) Transportation impact fees;
- (2) Permit issuance;
- (3) Reinspection fee;
- (4) Traffic-control services.

(Ord. No. 89-258, § 2(57-62), 10-5-89)

**Sec. 25-48. Permit types.**

(a) *Temporary street closures.*

- (1) *Required.* When a planned event will cause or require one (1) or more of the following:
  - a. Temporary obstruction of or redirection of normal traffic flow on public right-of-way or traffic control during abnormally high traffic caused by an event;
  - b. City staff involvement before, during or after the event, such as, but not limited to:
    - 1. Planning or consultation;
    - 2. Police officers;
    - 3. Traffic control technicians.

(2) *May be issued to.* Any person.

(3) *Scope of work.* The desired event is permitted after city review and approval of street closures, traffic-control plan approval and payment of all costs anticipated to be incurred by the city.

(b) *Parade permit.*

- (1) *Required.* When a planned event will cause or require one (1) or more of the following:
  - a. Temporary obstruction of or redirection of normal traffic flow on public

right-of-way or traffic control during abnormally high traffic caused by an event;

- b. City staff involvement before, during or after the event, such as, but not limited to:
  - 1. Planning or consultation;
  - 2. Police officers;
  - 3. Traffic control technicians.

(2) *May be issued to.* Any person.

(3) *Scope of work.* The desired event is permitted after city review and approval of street closures, traffic-control plan approval and payment of all costs anticipated to be incurred by the city.

(c) *Nonmotorized vehicle permit.*

- (1) *Required.* When a nonmotorized vehicle operates upon the public streets of the city, city staff involvement is required before or after the event, such as, but not limited to:
  - a. Planning or consultation;
  - b. Police officers;
  - c. Zoning.

(2) *May be issued to.* Any person with an occupational license.

(3) *Scope of work.* The nonmotorized vehicle is permitted after city review and approval of the proposed route.

(d) *Queuing on sidewalk permit in Ybor City Historic District.*

(1) *Required.* When an event on abutting private property in the Ybor City Historic District will require the use and management of queuing lines on public right-of-way, provided, however, that the public right-of-way where the queuing line will be operated is no less than eight (8) feet in width.

(2) *Eligible permittee.* May be issued to any person or organization in the Ybor City Historic District in good standing with the State of Florida that satisfies the requirements below.

- (3) *Duration of permit.* Each permit shall be valid for one (1) year, unless a shorter period of time is requested by the applicant. Any permit issued hereunder may be revoked or suspended as provided herein.
- (4) *Application requirements.* Each applicant shall present:
  - a) evidence of commercial general liability insurance in the amount of one million dollars (\$1,000,000.00) combined single limit each occurrence. All insurance shall remain in effect during the term of the permit, be from companies duly authorized to do business in the State of Florida, provide that the city is an additional named insured as to the operation of the queuing line, permittee shall be responsible for payment of any and all deductibles and shall contain a severability of interest provision. Thirty (30) days' written notice must be given the city of any cancellation or reduction in the policy coverages.
  - b) A queuing line plan that identifies:
    - a. A graphic depiction of the permittees property in relation to the adjacent right-of-way that shows the permittee's property boundary, points of entry and exit, and location of all existing public improvements, including, but not limited to, benches, fire hydrants, and landscaping. The depiction shall include the distance (in feet) between objects and property boundary; and,
    - b. Removable queuing line stanchion materials approved by the city; and,
    - c. The proposed queuing line plan and pedestrian circulation pattern reserving and depicting a minimum 1.2 meter (4.0 feet) unobstructed pedestrian path and clearance over the right-of-way, excluding the curb and queuing line area, for non-queuing pedestrian traffic traveling over the right-of-way; and,
    - d. Compliance with applicable fire code clearance requirement at building entry and exit points for the safe and unobstructed ingress and egress from the building; and,
  - e. If applicable, that the queuing line plan preserves an uninterrupted flow of pedestrian traffic with any other queuing line on adjacent rights-of-way areas; and,
  - f. The hours of operation, provided that the queuing line may not be in use for more than eight (8) hours in any twenty-four-hour period.
- (5) *Queuing line equipment.* All queuing line equipment and stanchions must be removable, not cause an obstruction in the right-of-way when removed and stored off the right-of-way when not in use.
- (6) *Permit.* The official shall issue a queuing line permit to each applicant that satisfies the application standards and operation requirements herein.
- (7) *Permit renewal.* Any person or organization to whom a queuing line permit has been issued under the provisions of this article shall be entitled to renew such permit from year to year; provided, however, that such person or organization be and remain in compliance with the provisions of this article and such other applicable ordinances, rules and regulations as shall be enacted or adopted from time to time by the city and shall pay the appropriate renewal fee and apply for the renewal no later than thirty (30) days prior to the expiration of the permit for which renewal is sought.
- (8) *Permit suspension; revocation.* Each permit shall be subject to the following conditions:
  - a) all permits shall be automatically temporarily suspended and the queuing line removed by the permittee upon declaration of a state of emergency, upon the issuance of a tropical storm or hurricane warning or warning of severe inclement weather by the county and shall stay in effect until the state of emergency is lifted or the severe weather event is over;
  - b) subject to reasonable notice, a

permit may be temporarily suspended by the city for a permitted special event that will include the right-of-way permitted for the queuing line. Said notice shall, at minimum, identify the date, time and location of the special event as well as the period of temporary suspension of the permit, which shall not exceed the period of the special event.

The official may revoke a permit if: the permit was issued by mistake of law or fact; the permit was issued upon a false statement or misrepresentation by the applicant; the queuing line is not operated in accordance with the approved queuing line plan or requirements of this chapter; or, payment of the permit fee or renewal fee was not effected due to insufficient funds or similar reason.

(Ord. No. 89-258, § 2(57-63), 10-5-89; Ord. No. 2006-287, § 2, 11-16-06)

#### **Sec. 25-49. Inspections, other approvals.**

All installations, work, maintenance and improvements regulated by this chapter shall be subject at all times to inspection by the city. The official may require whatever documents, drawings or certificates necessary to effect approval of such work.

(Ord. No. 89-258, § 2(57-64), 10-5-89)

**Cross reference**—Inspections generally, § 1-27.

#### **Sec. 25-50. Temporary street closures—Authorization and powers of official.**

(a) The official is authorized and empowered to issue a permit for the closure and for the use temporarily of any portion of any public street, alley, sidewalk, way or any other public way to vehicular or pedestrian traffic, parking or other public use for the following purposes and upon any of the following conditions:

- (1) Whenever it is necessary, expedient or desirable, in the determination of the director;
- (2) The construction, reconstruction, installation, repair, replacement, relocation or removal of any public works improvements, tracks, pipeline or utilities therein,

thereon or thereunder, whether such work be done or performed by the city, the state, the county or other governmental body, board or authority or any utility, or any contractor employed by any of them or any contractor employed by any private individual or by any person to do or perform the same;

- (3) The building, altering, repairing, equipping, moving or demolishing of any building or buildings, in which work any part of the city streets, sidewalks, alleys or public ways shall be used in piling of materials, equipment or such other activities which restrict the use of the streets, alleys, sidewalks or public ways;
- (4) The holding or conducting of a parade, as provided for hereunder.

(b) The official is authorized and empowered to develop a manual of guidelines for the placement of uniform traffic-control devices consistent with state and federal law to provide for the safe and efficient movement of pedestrians and vehicles through and around areas described in subsections (a)(1) through (a)(4).

(c) Each permit shall contain the information in connection therewith and shall require the permittee to:

- (1) Hold the city harmless from all claims, suits or actions of any kind whatsoever arising out of or resulting from the closure, the issuance of the permit or the operations or activities of the permittee; final responsibility for all activities and the installation and maintenance of traffic-control devices shall rest with the permittee.
- (2) Effect and maintain, during the period of the permit and closure, under all conditions described in subsections (a)(1) through (a)(4) above, public liability insurance protecting the city with bodily injury limits of not less than one hundred thousand dollars (\$100,000.00) each person and subject to such limit per person, five hundred thousand dollars (\$500,000.00) each accident, and property damage limits of not

less than ten thousand dollars (\$10,000.00) each accident and twenty-five thousand dollars (\$25,000.00) aggregate; provided, however, that this requirement for all activities described in subsections (a), (b) and (c) above shall be waived for the owner of a personal dwelling and those city-franchised utilities or the city, the state, the county or other governmental body, board or authority which are self-insured in limits exceeding those set forth herein; provided further, however, that this waiver shall not be applicable to any contractor employed by any of them.

(Ord. No. 89-258, § 2(57-65), 10-5-89)

**Sec. 25-51. Same—Duty of permit holders; correction of deficiencies.**

(a) A permittee for a temporary street closure under this article shall comply with all permit directions and conditions and with all applicable laws, provisions of this Code and other city ordinances.

(b) A permittee shall suitably and effectively place, in accordance with federal, state and city guidelines, proper signs, barricades and other traffic-control devices at all times during the period of closure.

(c) A permittee shall provide off-duty police officers for vehicular and/or pedestrian traffic control as required by the official.

(d) Upon notification to the official of a deficiency in the placement of traffic-control warning devices and if an investigation confirms the deficiency, the director shall give written notification of the deficiency in the placement of traffic-control warning devices to the permittee. The permittee shall make the required corrections within the time period specified by the official. If the required corrections are not made within this time period, the official may take action to place the required traffic-control devices. The rate of charge for the traffic-control devices placed by the city shall consist of fees and allied costs as determined by the official.

(e) Violation due to failure or neglect on the part of the permittee to conform to all provisions as described in this chapter and such other conditions of the permit shall be reason for stopping the activity and/or revocation of the permit by the official.

(Ord. No. 89-258, § 2(57-66), 10-5-89)

**Sec. 25-52. Same—Construction permits.**

(a) Each such permit for street closures for activities described in this chapter shall be requested in advance of the proposed street closure. Advance notification is waived when it is documented that the proposed work is of an emergency nature involving the public health, safety or welfare and such documentation is submitted to the official.

(b) Each order for such closure shall accurately describe the part or parts of the street, alley, sidewalk or other public way to be closed, the period of such closure by the time and date of beginning and end thereof and the purpose therefor, and a copy of each such permit shall be promptly delivered to the city clerk, the chief of police and the chief of the fire department.

(c) The official may waive the required permit for closure under the following conditions:

- (1) All conditions excepted from the permit requirements in this chapter, subject to the limits described in subsections (c)(2) and (c)(3);
- (2) For all proposed work conditions on local or residential streets, as defined by the director in the functionally classified street system, which is for less than eight (8) hours' duration and does not require more than one (1) consecutive eight-hour period; provided, however, appropriate traffic-control devices for the maintenance of vehicular and pedestrian traffic in accordance with city, state and federal guidelines shall be required; and, further provided, that persons performing work shall assume all responsibility and all liability for any and all damages, death or injuries resulting in any way from such work; and

the performance of any work without a permit shall be deemed assumption of such responsibility and liability;

- (3) For all proposed work on collectors, minor arterials and principal arterials, as defined by the director in the functionally classified street system, which is for less than four (4) hours' duration; provided, however, that the transportation division shall be notified twenty-four (24) hours in advance of the commencement of the work, and further provided that all traffic lanes shall be open from 7:00 a.m. to 8:30 a.m. and 4:00 p.m. to 6:00 p.m. or as directed by the transportation division, and appropriate traffic-control devices for the maintenance of vehicular and pedestrian traffic in accordance with city, state and federal guidelines shall be required, and further provided that persons performing work assume all responsibility and liability for any and all damages, death or injuries resulting in any way from such work; and the performance of any work without a permit shall be deemed assumption of such responsibility and liability.

(Ord. No. 89-258, § 2(57-67), 10-5-89)

#### **Sec. 25-53. Reserved.**

**Editor's note**—Ord. No. 2009-126, § 2, adopted Aug. 20, 2009, repealed § 25-53, which pertained to parade permit required; exception, and derived from Ord. No. 89-258, § 2(57-68), 10-5-89; Ord. No. 92-208, § 1, 12-31-92.

#### **Sec. 25-54. Reserved.**

**Editor's note**—Ord. No. 2009-126, § 2, adopted Aug. 20, 2009, repealed § 25-54, which pertained to parade permit application; filing period; contents, and derived from Ord. No. 89-258, § 2(57-69), 10-5-89; Ord. No. 99-221, § 1, 9-30-99.

#### **Sec. 25-55. Reserved.**

**Editor's note**—Ord. No. 2009-126, § 2, adopted Aug. 20, 2009, repealed § 25-55, which pertained to parade permit standards for issuance; notice to city officials, and derived from Ord. No. 89-258, § 2(57-70), 10-5-89.

#### **Sec. 25-56. Reserved.**

**Editor's note**—Ord. No. 2009-126, § 2, adopted Aug. 20, 2009, repealed § 25-56, which pertained to costs for parade services, and derived from Ord. No. 89-258, § 2(57-71), 10-5-89.

#### **Sec. 25-57. Reserved.**

**Editor's note**—Ord. No. 2009-126, § 2, adopted Aug. 20, 2009, repealed § 25-57, which pertained to late application for parade permits, and derived from Ord. No. 89-258, § 2(57-72), 10-5-89.

#### **Sec. 25-58. Reserved.**

**Editor's note**—Ord. No. 2009-126, § 2, adopted Aug. 20, 2009, repealed § 25-58, which pertained to signing of application for parade permits, and derived from Ord. No. 89-258, § 2(57-73), 10-5-89.

#### **Sec. 25-59. Reserved.**

**Editor's note**—Ord. No. 2009-126, § 2, adopted Aug. 20, 2009, repealed § 25-59, which pertained to alternative parade permits, and derived from Ord. No. 89-258, § 2(57-74), 10-5-89.

#### **Sec. 25-60. Reserved.**

**Editor's note**—Ord. No. 2009-126, § 2, adopted Aug. 20, 2009, repealed § 25-60, which pertained to duties of parade permittee, and derived from Ord. No. 89-258, § 2(57-75), 10-5-89.

#### **Sec. 25-60.5. Reserved.**

**Editor's note**—Ord. No. 2009-126, § 2, adopted Aug. 20, 2009, repealed § 25-60.5, which pertained to road festival events requiring enclosure, and derived from Ord. No. 93-100, § 2, 7-22-93; Ord. No. 99-221, §§ 2, 3, 9-30-99.

#### **Sec. 25-61. Nonmotorized vehicle—Permit required; one permit for each business or operation; permit to be attached to each vehicle.**

(a) It is unlawful to operate or cause to be operated any nonmotorized vehicle upon the public streets or waterways of the city without first having obtained a permit for each such vehicle.

(b) It is the intent of this section to require only one (1) permit for each nonmotorized vehicle business or operation.

(c) Every vehicle of any nonmotorized vehicle business or operation shall have attached the permit issued to the business or operation. Such permit shall be conspicuously displayed at the rear of the vehicle or carriage at all times.  
(Ord. No. 89-258, § 2(57-80), 10-5-89)

**Sec. 25-62. Same—Application for permit; approval, denial of application; appeal; permit fee.**

(a) Any person desiring to obtain a permit to operate a nonmotorized vehicle in the city shall submit to the city transportation manager a written application which shall contain the following information:

- (1) The name, address, telephone number and form of business of the applicant. If the applicant is a corporation it shall also state the names, addresses and occupations of its officers, directors and major stockholders and the names and addresses of any parent or subsidiary companies, the date and place of incorporation and, if incorporated outside of the state, whether or not it is qualified to do business within the state. If the applicant is a corporation controlled by another corporation, the names, addresses and occupations of the officers, directors and major stockholders of the controlling corporation shall also be stated. If the applicant is a partnership or other unincorporated association, the names and addresses of each member, whether active or inactive, shall be set forth, and if one (1) or more partners or members are corporations, the names and addresses and occupations of such corporations' officers, directors and major stockholders shall also be stated.
- (2) Evidence of registration of a fictitious name or trade name, if any, under which the applicant proposes to do business.
- (3) A thorough description, including photographs of the proposed nonmotorized vehicle or carriage, including the kind, make and model of the vehicle or carriage; the number of nonmotorized vehicles to be

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- operated under the proposed business; the means of propulsion of the vehicle and the type of animal or beast of burden to be used to draw the vehicle if any; the proposed hours of operation.
- (4) The proposed location of the business office for the nonmotorized vehicle operation, the proposed location for storage of the carriages or vehicles and the proposed location of sheltering or stabling of the horses or beasts of burden, including a legal description for each of the aforementioned locations.
- (5) A thorough description, including maps, of the proposed route or specified boundaries to be served or utilized in transporting passengers, including a schedule of proposed rates and charges for each route or trip offered to passengers; a thorough description, including maps, of the proposed route to be utilized in transporting the nonmotorized vehicles or carriages from the storage location to the passenger load/unload stations; the proposed location of passenger load/unload stations, along with written permission from the property owner or his agent allowing the property to be used as a nonmotorized vehicle passenger load/unload station.
- (6) The name and address of every driver to be operating any nonmotorized vehicle or carriage.
- (7) A certificate of soundness shall be required for each animal that will be pulling a permitted vehicle. The certificate shall be issued by a veterinarian licensed in the state. The certificate of soundness shall state that the animal is free from infectious disease, in good health and fit for hack and carriage service under this article. Each animal shall thereafter be reinspected at intervals of no more than six (6) months, and a certificate of soundness shall be issued by a veterinarian and filed with the city in order for such animal to remain in service. No animal shall be used to draw a permitted vehicle without such certificate of soundness certified and dated within any preceding six-month period.
- (8) An insurance certificate providing that the applicant has met the insurance requirements of this article.
- (9) A sworn statement acknowledging the applicant's familiarity with and eligibility under the provisions of this section and any rules and regulations promulgated hereunder and the applicant's intention to abide by the same.
- (10) Any such supplementary information the city shall at any time demand in order to make a reasonable determination whether the request for a permit should be granted.
- (b) Upon receipt and acceptance of a complete application for a permit, the city transportation manager shall forward copies of the application to the chief of police and the chief zoning official. Each official shall evaluate the application for public health, safety and welfare concerns as may pertain to his or her department. If the applicant's plan for service meets with the official's approval, he shall report the approval in writing to the city transportation manager. If the plan or application does not meet with the approval of the reviewing official, he shall report disapproval to the city transportation manager with reasons for disapproval listed in writing. Should the application be disapproved by either the city transportation manager, the chief of police or the zoning official, the application for a permit shall be denied, and no permit to operate nonmotorized vehicles shall be issued to the applicant.
- (c) The city transportation manager or his or her designee can modify the approved route or boundaries for operation of nonmotorized vehicles when he or she finds it necessary due to public health, safety and welfare concerns.
- (d) The proposed routes or boundaries for nonmotorized vehicles shall not include functionally classified streets.
- (e) Any applicant whose application for a permit has been denied may, within thirty (30) days after the denial, appeal in writing to the city council which shall schedule a hearing thereon within two (2) weeks after receipt of the appeal.

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(f) Once the application is approved by the city transportation manager, the chief of police and the zoning official, the transportation manager shall issue a permit to the applicant upon payment of the applicable fee. The permit shall be valid for one (1) year from the date of issuance. (Ord. No. 89-258, § 2(57-81), 10-5-89; Ord. No. 2002-51, § 1, 2-7-02)

**Sec. 25-63. Same—Adherence to plan submitted in application required; amendments to plan; modifications to plan by transportation manager.**

(a) Nonmotorized vehicle permittees must adhere to the routes, rates and vehicle number and design as specified in their approved application for a permit. Any deviance from the application without the approval of the city transportation manager shall be a violation of this article.

(b) The permittee or owner may submit amendments to his application or plan; however, all such amendments shall undergo the same review and approval process as required for the initial application.

(c) The city transportation manager reserves the right to modify the permitted routes in the application whenever necessity dictates. (Ord. No. 89-258, § 2(57-82), 10-5-89)

**Sec. 25-64. Same—Renewal of permits; lost, destroyed permits; permits non-transferable; replacements and substitutions; dormant permits.**

(a) Any person to whom a nonmotorized vehicle permit has been issued under the provisions of this article shall be entitled to renew such permit from year to year; provided, however, that such person shall fully comply with the provisions of this article and such other ordinances, rules and regulations as shall be enacted or adopted from time to time by the city and shall apply for the renewal no later than thirty (30) days prior to the expiration of the permit for which renewal is sought. Applications for renewal must be approved by the city transportation manager, the chief of police and the zoning official prior to

renewal of the permit. Renewal of the permit shall be issued by the city transportation manager upon payment of the applicable permit fee.

(b) If a permit issued under this section is lost or destroyed, the permit holder may obtain a duplicate upon payment of a ten-dollar service charge.

(c) Permits to operate a nonmotorized vehicle business shall not be transferable without the consent of the city transportation manager; however, the owner of a nonmotorized vehicle business or operation may make replacements and substitutions of such nonmotorized vehicles or carriages, if the total number of nonmotorized vehicles or carriages does not exceed the total number provided for in the permit already issued to such owner, and provided that the substituted nonmotorized vehicles or carriages are of the same make and model of the carriages or vehicles approved in the initial application.

(d) All persons holding city nonmotorized vehicle permits must maintain in active operation the vehicles for which the permits were issued. Any permit for any vehicle which remains dormant for more than sixty (60) consecutive days may be declared void by the city transportation manager. (Ord. No. 89-258, § 2(57-83), 10-5-89)

**Sec. 25-65. Same—Driver's permit required; application; qualifications; issuance or denial of permit; duration and renewal; revocation; display of permit.**

(a) No person shall operate a nonmotorized vehicle upon the streets or waterways of the city, and no person who owns or operates a nonmotorized vehicle business shall permit a nonmotorized vehicle to be driven upon the streets or waterways of the city unless the driver shall have first obtained a driver's permit from the chief of police.

(b) Any person desiring to obtain a driver's permit to drive or operate a nonmotorized vehicle upon the streets or waterways of the city shall submit to the chief of police a written application which shall contain the following information:

- (1) His name, address, telephone number and age;

- (2) Any disease or infirmity which might make him an unsafe or unsatisfactory driver;
- (3) A photocopy of a valid Florida driver's license;
- (4) A sworn statement as to whether he has been convicted of a violation of any laws of the state or of this Code or other ordinances of the city, including any traffic infractions, and if so, when, of what offense and the sentence of the court;
- (5) A two-inch by two-inch photograph of the applicant.

(c) An applicant for a driver's permit under this section must not be less than eighteen (18) years of age, with no physical infirmities which might make the applicant an unsafe or unsatisfactory driver; provided further, no permit shall be issued to any person who has been convicted of operating a motor vehicle while under the influence of intoxicating beverages or drugs within one (1) year prior to the date of application for such permit or who has been convicted of a moving traffic violation three (3) or more times within one (1) year prior to the date of application for such permit. Any person applying for a driver's permit under this section must show evidence of a valid driver's license issued by the State of Florida.

(d) Upon receipt and acceptance of a complete application, the chief of police shall evaluate the application as to the qualifications required under this section. If the applicant meets those qualifications, the chief of police shall approve the application. If the applicant does not meet the qualifications required under this section, the chief of police shall disapprove the application with reasons for disapproval listed in writing. Should the application be disapproved by the chief of police, the application for a driver's permit shall be denied, and no driver's permit shall be issued to the applicant. Any applicant whose application for a driver's permit has been denied may, within thirty (30) days after the denial, appeal in writing to the city council which shall schedule a hearing thereon two (2) weeks after receipt of the appeal.

(e) Once the application is approved by the chief of police, he shall issue a driver's permit to the applicant upon payment of a ten-dollar fee. The driver's permit shall have attached a two-inch by two-inch photograph of the driver.

(f) Drivers' permits issued by the chief of police shall be valid for two (2) years from the date of issuance. Any person to whom a driver's permit has been issued under the provisions of this section shall be entitled to renew such permit for another two-year period; provided, however, that such person still meets the qualifications required under this section and that the renewal application is approved by the chief of police; provided further, renewal of the driver's permit shall be issued by the chief of police upon payment of the ten-dollar driver's permit fee.

(g) If any driver holding a driver's permit issued under the provisions of this section at any time ceases to meet the qualifications described in subsection (c) above or fails to satisfactorily correct any false statement made in the application for the driver's permit, or fails to operate a nonmotorized vehicle in accordance with the provisions of this article, the chief of police shall be empowered to suspend the driver's permit until such time as the violations are corrected. If the violations are not or cannot be corrected within a period of thirty (30) days, the driver's permit will be automatically revoked. Any person whose driver's permit has been revoked under this subsection may, within thirty (30) days after the revocation, appeal in writing to the city council which shall schedule a hearing thereon within two (2) weeks of receipt of the appeal.

(h) Every driver of any nonmotorized vehicle shall visibly display his driver's permit on his person at all times when on duty and shall produce it for inspection upon demand of any passenger or law enforcement officer.  
(Ord. No. 89-258, § 2(57-84), 10-5-89)

**Sec. 25-66. Same—Business tax.**

All persons to whom nonmotorized vehicle permits are issued under the provisions of this article shall pay a business tax.  
(Ord. No. 89-258, § 2(57-85), 10-5-89; Ord. No. 2007-200, § 4, 10-4-07)

**Cross reference**—Business taxes, § 24-101 et seq.

**Sec. 25-67. Same—Liability insurance required; form, amount and coverage; approval.**

(a) Prior to issuance or renewal of a nonmotorized vehicle permit under the provisions of this article, the applicant or owner shall procure and file with the city transportation manager a public liability insurance policy.

(b) Such policy may be in the form of a separate policy for each vehicle or may be in the form of a fleet policy covering all vehicles operated by such owner, operator, agent, lessee or driver, in which latter event the policy shall provide insurance on each vehicle in amounts of not less than one hundred thousand dollars (\$100,000.00) for bodily injury or death to any one (1) person and five hundred thousand dollars (\$500,000.00) for bodily injury or death arising out of the same incident or occurrence and fifty thousand dollars (\$50,000.00) for property damage resulting from any one (1) accident or occurrence. Such policy shall cover:

- (1) Bodily injuries, including death at any time resulting therefrom, sustained by any person caused by or arising out of the ownership, maintenance, use or operation of such vehicles or animals; and
- (2) Injuries to and destruction of property so sustained by any person caused by or arising out of the ownership, maintenance, use or operation of such vehicles or animals.

(c) The insurance policies obtained by an applicant or owner in compliance with this section shall be issued by a company acceptable to the city, and a current certificate of insurance, along with written evidence of payment of all required premiums, shall be filed and maintained with the city during the term of the permit. The policies shall name the city as an additional insured and shall contain a provision that written notice of cancellation or reduction in coverage of the policy shall be delivered by registered mail to the city at least thirty (30) days in advance of the effective date thereof.

(Ord. No. 89-258, § 2(57-86), 10-5-89)

**Sec. 25-68. Imposition of transportation impact fee.**

(a) Any person who, after the effective date of the ordinance from which this chapter was derived, seeks to develop land by submitting a complete application and paying the plans examination fee for the issuance of a building permit to make an improvement to land or change the use of land which will generate additional traffic shall

be required to pay a transportation impact fee in the manner and amount set forth in this chapter.

(b) Unless otherwise provided in this chapter, no certificate of occupancy for any activity requiring payment of an impact fee shall be issued unless and until the transportation impact fee hereby required has been paid.

(Ord. No. 89-258, § 2(57-87), 10-5-89; Ord. No. 99-227, § 2, 10-14-99)

**Sec. 25-69. Computation of amount of transportation impact fee.**

(a) The amount of the fee shall be determined by the following fee schedules for each of the six (6) impact fee districts:

- (1) Fee schedule. Effective January 1, 1989, the impact fee shall be as shown on Exhibit I at the end of this chapter.
- (2) If a building permit is requested for a building with mixed uses, then the fee shall be determined through using the schedule referred to in subsection (a)(1) by apportioning the space committed to uses specified on the schedule.

An example of the use of this fee schedule for a mixed use development in the Central East Tampa District is as follows:

*Impact Fee Calculation*

50 units multifamily × \$860.00/	\$43,000.00
unit =	
5,000 sq. ft. retail × \$2.823.00/	\$14,115.00
sq. ft. =	
10,000 sq. ft. general office ×	\$36,010.00
\$3.601.00/sq. ft. =	
TOTAL FEE	\$93,125.00

The total transportation impact fee for this mixed use development would be ninety-three thousand one hundred twenty-five dollars (\$93,125.00).

- (3) If the type of development activity for which a building permit is applied is not specified on the fee schedule referred to in subsection (a)(1), the official shall use the fee applicable to the most clearly comparable type of land use on the above fee schedule. The official shall be guided in

the selection of a comparable type by the Institute of Transportation Engineers Trip Generation, An Information Report (third edition). The official shall apply the formula set forth in this chapter.

- (4) In the case of a change of use, redevelopment or modification of an existing use on a parcel which requires the issuance of a building permit, the impact fee shall be based upon the net increase in the impact fee for the new use as compared to the previous use on that parcel. The official shall be guided in this determination by the Institute of Transportation Engineers Trip Generation, An Information Report (third edition). If the parcel for which the fee is being calculated has a vacant building and is located in a local or National Historic District or is an individually designated landmark, the previous use to be used in the calculation shall be the last known most intensive use of the property.
- (5) Once the transportation impact fee is paid for those land use types for which the fee is calculated based on acreage, no further impact fee shall be assessed for additional site improvements of the same land use type on that acreage for which the fee was initially assessed.

(b) If a feepayer shall opt not to have the impact fee determined according to this chapter, then the feepayer shall prepare and submit to the official an independent fee calculation study for the land development activity for which a building permit is sought. The independent fee calculation study shall follow the prescribed methodologies and formats for the study established by the official. The traffic engineering documentation submitted, which will require a preapplication meeting with the director, shall show the basis upon which the independent fee calculation was made.

Traffic engineering studies:

- (1) Documentation of trip generation rates appropriate for the proposed land development activity.

- (2) Documentation of trip length appropriate for the proposed land development activity.
- (3) Documentation of trip data appropriate for the proposed land development activity.

This documentation shall be prepared and certified by a registered professional engineer. The official shall review the data presented and accept the data if he determines that it meets sound engineering principles. The following formula shall be used by the official to determine the impact fee of the development:

- (1)  $\text{New lane miles} = \frac{[(\text{generation rate of external trips} \times \text{average trip length} \times \% \text{ new trips}) / 2]}{(\text{lane service volume at level of service D})}$
- (2)  $\text{Gross impact fee} = \text{new lane miles} \times (\text{district cost of construction} + \text{district cost of right-of-way})$ .
- (3) Impact fee districts capacity and costs capacities; R-O-W and construction costs:

	<i>Central Business</i>	<i>Central East</i>	<i>Inter-bay</i>	<i>North Central</i>	<i>University North</i>	<i>Westshore</i>
Capacity LOS D service volumes	7,702	8,250	8,406	8,444	9,147	10,604
Construction cost \$/lane miles	541,173	604,050	628,319	656,924	828,799	1,520,964
Right-of-way costs \$/lane miles	1,335,301	517,993	572,591	183,498	442,699	828,822

- (4)  $\text{Net impact fee} = \text{gross impact fee} - (\text{gas tax credit} + \text{license credit})$ .

The feepayer shall, at the time the independent fee calculation study is submitted, pay to the city three (3) percent of the amount of the impact fee identified on the fee schedule for the most nearly comparable type of land use up to a maximum of four thousand dollars (\$4,000.00). These funds shall be used for review and processing the study. This amount shall not be credited against the impact fee payment.

(c) In order to obtain the fee rate or to do an independent fee calculation study which applies to more than the structure for which the building

permit is requested, the project or development must be controlled by a development of regional impact development order or site plan-controlled zoning district.

(d) An impact fee rate which is based on an independent fee calculation study shall not be applied to the same or similar use on any parcel other than the specific parcel for which the independent fee calculation study was performed except:

- (1) As provided in subsection (c) above, or
- (2) In the event the independent fee calculation study is not based on any site specific information or the fee schedule attached to this ordinance as Exhibit I does not address the use for which the independent fee calculation study was performed.

(Ord. No. 89-258, § 2(57-88), 10-5-89; Ord. No. 99-227, § 2, 10-14-99; Ord. No. 2002-91, § 1, 4-25-02)

**Editor's note**—For complete fee schedule see the end of this chapter.

**Sec. 25-70. Payment of transportation impact fee.**

(a) Any person applying for the issuance of a building permit for a commercial or residential addition, remodeling or change of use shall pay the transportation impact fee prior to obtaining the building permit. Any person applying for the issuance of a building permit for any other type of development-related activity shall pay the transportation impact fee to the city prior to the issuance of the certificate of occupancy; however, the fee payer may elect to pay the entire transportation impact fee prior to the issuance of a certificate of occupancy.

(b) All funds collected shall be properly identified by transportation impact fee district and promptly transferred for deposit into the appropriate transportation impact fee trust fund to be held in separate accounts as determined in this chapter and used solely for the purposes specified in this chapter.

(c) In lieu of paying a lump sum transportation impact fee, a qualified owner-occupant of a single-family dwelling shall have the option of entering

into a written agreement with the city to be recorded in the public records of the county to pay the fee in forty (40) equal monthly installments, plus the then-current recording fee. When the installment agreement has been satisfied in full, the city shall prepare and deliver to the owner a receipt of full payment of the fee, and the owner shall be responsible for filing same with the clerk of the circuit court for recordation in the public records of the county.

- (1) The applicant must meet the standard evaluation of economic hardship based on federal criteria for economic hardship.
- (2) Any impact fee installment not paid thirty (30) days after the same shall be due and payable shall be delinquent; a ten (10) percent penalty shall be added to cover the additional administrative cost.

(Ord. No. 89-258, § 2(57-89), 10-5-89; Ord. No. 99-227, § 2, 10-14-99)

**Sec. 25-71. Transportation impact fee districts' trust funds established.**

(a) There are hereby established six (6) separate transportation impact fee districts, as shown in Map 1, Exhibit II, at the end of this chapter. The districts are Interbay, Westshore, Central Business District, Central/East, North Central and University North, all as are more particularly shown in Maps 2—6, Exhibit II. Separate impact fee trust funds shall be established for each district.

(b) Funds withdrawn from these accounts must be used in accordance with the provisions of this chapter.

(Ord. No. 89-258, § 2(57-90), 10-5-89; Ord. No. 99-227, § 2, 10-14-99)

**Sec. 25-72. Use of funds.**

(a) Funds collected from transportation impact fees shall be used for the purpose of capital improvements to and expansion of the city, county and state roadway network and transportation facilities within the city or for the construction, improvement, expansion or operation of transit facilities or equipment, to the extent permitted by applicable law. Roadway construction must be associated with the principal arterial, minor ar-

terial and collector road network in the city. Such improvements shall be of the type as are made necessary by the new development.

(b) No funds shall be used for periodic or routine maintenance as defined in F.S. § 334.03(13) and (18); however, the city may retain a maximum of two (2) percent of the funds collected from transportation impact fees on an annual basis to offset the city's reasonable administrative costs associated with the collection and administration of said funds. The amount of the city's reasonable administrative costs in connection with the collection and administration of these funds shall be documented as part of the city's annual budget process. Any funds retained by the city to offset the city's reasonable administrative costs in connection with the collection and administration of said funds shall be placed in a separate city account which account shall be used solely for administrative expenses incurred by the city in the collection and administration of funds collected from transportation impact fees.

(c) Funds shall be used for capital improvements or expansion within the traffic impact district from which funds were collected or for projects in other traffic impact districts which are of direct benefit to the traffic impact district from which the funds were collected as shown on the following schedule. Funds shall not be used for projects more than one (1) mile from the boundary of the district in which the funds were collected, unless approved by the city council at a public hearing noticed in a newspaper of general circulation in the city at least ten (10) days prior to the hearing. Funds shall be expended in the order in which they are collected. In the case of transit facilities or transit operations, funds may be used in any impact fee district only so long as it can be shown that the use of the funds provide a direct benefit to the impact fee district of origin, to the extent permitted by applicable law.

(d) The city shall enter into agreements with the county and the state department of transportation prior to the expenditures of transportation impact fee funds on county and state facilities. The agreements shall ensure that the funds shall be used as provided in this chapter.

(e) The official shall, on an annual basis or as necessary, establish a prioritized list of capital improvements by transportation impact fee districts. In compiling this list, the director shall utilize all available traffic and transportation-related data including, but not limited to, the following:

- (1) Traffic studies and/or development orders related to specific developments;
- (2) A list and schedule of any county, state or private projects that would change, modify or increase substantially the current traffic or transportation loadings on existing facilities, including transit facilities; and
- (3) The most current "PM Peak Needs Plan" which is included in the "Transportation Element" of the city's comprehensive plan as adopted by the metropolitan planning organization.

The five-year transportation capital improvements program (CIP) will be developed from the above-described list. The CIP will identify the specific projects upon which impact fees may be spent to mitigate the impacts associated with new development. Each fiscal period the official shall present to the city council a proposed capital improvement program for transportation, assigning funds, including any accrued interest, from the several transportation impact fee trust funds to specific transportation improvement projects and related expenses. Transportation impact fee funds shall be used when sufficient funds are accumulated within the district to initiate a priority improvement, identified in the CIP, made necessary by new growth. Monies, including any accrued interest, not assigned in any fiscal period shall be retained in the same transportation impact fee trust funds, except as provided by the refund provisions of this chapter.

(f) To the extent permitted by applicable law, funds may be used to support the Hillsborough Area Regional Transit Authority (HART) as provided for herein. The city, at the city's option, may distribute to HART up to fifty (50) percent of impact fee funds collected in each district for use within each district as provided for herein. These funds shall be used to support HART for expen-

ditures which are made necessary by new development in each district. Prior to the transfer of any funds, HART shall enter into an agreement or amend any existing agreements with the city to ensure that funds will be used as provided in this section. HART shall submit to the city a list of all expenditures on which impact fee funds shall be expended. Further, HART will provide an annual report to the official which will detail by district the expenditures of impact fee funds received from the city. If funds are used for the purposes of transit operations, then HART shall specifically demonstrate that those funds are designated for use in a manner which has a direct benefit to the impact fee district of origin.

(Ord. No. 89-258, § 2(57-91), 10-5-89; Ord. No. 99-227, § 2, 10-14-99; Ord. No. 2008-69, § 2, 5-1-08; Ord. No. 2008-119, § 1, 7-31-08)

**Sec. 25-73. Refund of transportation impact fee paid.**

Any funds not expended or encumbered by the end of the calendar quarter immediately following six (6) years from the date the roads impact fee was paid shall be returned to the owner with interest at the rate of six (6) percent per annum. The director shall establish a procedure for notifying owners entitled to a refund. Funds shall be considered encumbered when a contract obligating the payment of the funds has been executed. (Ord. No. 89-258, § 2(57-92), 10-5-89; Ord. No. 99-227, § 2, 10-14-99)

**Sec. 25-74. Exemptions from and credits for transportation impact fee.**

(a) *Exemptions.* The following shall be exempted from payment of the transportation impact fee:

- (1) Alterations to an existing building where no additional units are created, the use is not changed and where no additional vehicular trips will be produced over and above that produced by the existing use;
- (2) The construction of accessory buildings or structures or the expansion of an existing building or structure, except a single-family detached house, where the expansion

is less than five hundred (500) square feet or five (5) percent of the existing building or structure, whichever is less;

The expansion of or addition to a single-family detached house, where the expansion or addition is less than five hundred (500) square feet;

- (3) The replacement of a building or structure with a new building or structure, provided that no transportation impacts will be created over and above those created by the use of the land on the effective date of the ordinance from which this chapter was derived;
- (4) Governmental and public facilities;
- (5) Independent nonprofit institutions of post-secondary education which are accredited by the Southern Association of Colleges and Schools; or
- (6) "No transportation impact fee zones," which are specified geographic areas of the city in which no transportation impact fees are charged for land development or redevelopment activities for a certain period of time, and in which no transportation impact fees are spent for the same certain period of time. "No transportation impact fee zones" shall be created only by an ordinance enacted by city council upon a finding that the following conditions exist:
  - i. The proposed "no transportation impact fee zone" is an area which suffers from chronically unacceptable levels of poverty, unemployment, physical deterioration, and/or economic disinvestments; and
  - ii. The proposed "no transportation impact fee zone" contains sufficient excess transportation infrastructure capacity to accommodate anticipated new development for the term of the proposed exemption from the payment and collection of transportation impact fees or the proposed no transportation impact fee zone is lo-

cated in the transportation concurrency exception area (TCEA) as defined in Chapter 17.5 of the Code.

The maximum duration of any "no transportation impact fee zone" shall be five (5) years; provided, however, city council may extend the term of the exemption by ordinance if city council finds that the two (2) conditions described above still exist at the end of the original exemption period.

The ordinance creating one (1) or more "no transportation impact fee zone(s)" shall specifically provide:

- i. The two (2) conditions described above exist as of the date of the ordinance creating the "no transportation impact fee zone(s);
- ii. A description of the boundaries of the proposed "no transportation impact fee zone" by street names and intersections or by a metes and bounds legal description;
- iii. A graphic depiction of the boundaries of the proposed "no transportation impact fee zone," which will be included as part of Exhibit IV to Chapter 25 of the Code;
- iv. The date on which the "No Transportation Impact Fee Zone" commences; and
- v. The date on which the "No Transportation Impact Fee Zone" expires.

The following geographic areas are hereby designated by city council as "no transportation impact fee zones" for the time period set forth below, because these areas have been found: (i) to suffer from chronically unacceptable levels of poverty, unemployment, physical deterioration and/or economic disinvestment; and (ii) to contain sufficient excess transportation infrastructure capacity to accommodate anticipated new development for the period of the exemption or to be located in the

transportation concurrency exception area (TCEA) as defined in Chapter 17.5 of the Code:

#### **West Tampa.**

That Part of Sections 10, 11, 14 and 15, Township 29 South, Range 18 East, all lying within the City of Tampa, Hillsborough County, Florida, lying within the following described boundaries to wit:

Beginning at the intersection of the centerline of Columbus Drive and Rome Avenue; thence Easterly along said intersection of Columbus Drive and its Easterly projection, to its intersection with the centerline of the Hillsborough River; thence Southerly along said centerline of the Hillsborough River, to its intersection with the Northeasterly projection of the Southerly boundary of Lot 3, Block 18 of BENJAMIN'S 6<sup>TH</sup> ADDITION TO TAMPA, a subdivision of record as recorded in Plat Book 27, Page 96, of the public records of Hillsborough County, Florida; thence Southwesterly along said projection, boundary and its Southwesterly projection, to its intersection with the centerline of Oregon Avenue; thence Northerly and Westerly along said centerline of Oregon Avenue, to its intersection with the centerline of Rome Avenue; thence Southerly along said centerline of Rome Avenue, to its intersection with the Westerly projection of the Northerly boundary of the South 15.00 feet of Lot 3, Block 8 of said BENJAMIN'S 6<sup>TH</sup> ADDITION TO TAMPA; thence Easterly along said projection, boundary and its Easterly projection, to a point of intersection with the Westerly projection of the Northerly boundary of the South 15.00 feet of Lot 8, Block 8 of said of BENJAMIN'S 6<sup>TH</sup> ADDITION TO TAMPA; thence Easterly along said projection, boundary and its Easterly projection, across the vacated street right-of-way of Lettie Avenue, to a point of intersection with the Westerly projection of a line, said line lying 10.00 feet Southerly of and parallel to the Northerly boundary of Lot 3 and Lots 5 thru 10, Block 10,

of said BENJAMIN'S 6<sup>TH</sup> ADDITION TO TAMPA; thence Easterly along said projection, line and its Easterly projection, to its intersection with the centerline of Oregon Avenue; thence Southerly along said centerline of Oregon Avenue, to its intersection with the centerline of Spruce Street; thence Westerly along said centerline of Spruce Street, to its intersection with the centerline of Rome Avenue; thence Southerly along said centerline of Rome Avenue, to its intersection with the centerline of Green Street; thence Westerly along said centerline of Green Street, to its intersection with the Southerly projection of the centerline of a vacated North/South alley lying in Block 50 of MAP OF MACFARLANE PARK SUBDIVISION, as recorded in Plat Book 2, Page 82, of the public records of Hillsborough County, Florida; thence Northerly along said centerline of vacated alley and its Northerly projection, to its intersection with the centerline of Main Street; thence Easterly along said centerline of Main Street, to its intersection with the centerline of MacDill Avenue; thence Northerly along said centerline of MacDill Avenue, to its intersection with the centerline of Spruce Street; thence Westerly along said centerline of Spruce Street, to its intersection with the Southerly projection of the Westerly boundary of Lot 13, Block 49 of said MAP OF MACFARLANE PARK; thence Northerly along said projection, boundary and its Northerly projection, to its intersection with the centerline of a East/West alley lying in said Block 49; thence Westerly along said centerline to its intersection with the centerline of a North/South alley lying in said Block 49; thence Northerly along said centerline, to its intersection with the centerline of Pine Street; thence Easterly along said centerline to its intersection with the Southerly projection of the Westerly boundary of Lot 3, Block 48 of said MAP OF MACFARLANE PARK; thence Northerly along said projection, boundary and its Northerly projection, to its intersection with the centerline of

Cherry Street; thence Easterly along said centerline of Cherry Street, to its intersection with the Southerly projection of the Westerly boundary of Lot 35, Block 47 of said MAP OF MACFARLANE PARK SUBDIVISION; thence Northerly along said projection, boundary and its Northerly projection, to its intersection with the centerline of a East/West alley lying in said Block 47; thence Westerly along said centerline, to its intersection with the Southerly projection of the Westerly boundary of Lot 4 of said Block 47; thence Northerly along said projection, boundary and its Northerly projection, to its intersection with the centerline of Palmetto Street; thence Easterly along said centerline, to its intersection with the Southerly projection of the Westerly boundary of Lot 35, Block 46 of said MAP OF MACFARLANE PARK SUBDIVISION; thence Northerly along said projection, boundary and its Northerly projection, to its intersection with the centerline of a vacated East/West alley lying in said Block 46; thence Westerly along said centerline, to its intersection with the Southerly projection of the Westerly boundary of the Easterly 6.00 feet of Lot 5 of said Block 46; thence Northerly along said projection, boundary and its Northerly projection, to its intersection with the centerline of Beach Street; thence Westerly along said centerline, to its intersection with the Southerly projection of the Westerly boundary of Lot 11, Block 21 of GHIRA, a subdivision of record as recorded in Plat Book 4, Page 13, of the public records of Hillsborough County, Florida; thence Northerly along said projection and boundary to the Northwest corner of said Lot 11; thence Easterly along the Northerly boundary of Lots 11 and 12 of said Block 21, to the Northeast corner of said Lot 12, said Northeast corner also being the Southwest corner of Lot 2 of said Block 21; thence Northerly along the Westerly boundary of said Lot 2 and its Northerly projection, to its intersection with the centerline of Saint Conrad Street; thence Easterly

along said centerline to its intersection with the Southerly projection of the Westerly boundary of the East 14.00 feet of Lot 13, Block 16 of said GHIRA; thence Northerly along said projection and boundary to its intersection with the Northerly boundary of the South 95.00 feet of said Lot 13; thence Westerly along said boundary to and along the Northerly boundary of the South 95.00 feet of Lots 12 and 11, to its intersection with the Westerly boundary of the East 38.00 feet of said Lot 11, Block 16; thence Northerly along said boundary to and along the Westerly boundary of the East 38.00 feet of Lot 4 of said Block 16, to the Northeast corner of the West 12.00 feet of the North 50.00 feet of the South 115.00 feet of said Lot 4; thence Westerly along the Northerly boundary of the North 50.00 feet of the South 115.00 feet of Lots 4, 5, 6 and 7, to its intersection with the Westerly boundary of said Lot 7, said boundary also being the Easterly boundary of Matanzas Avenue; thence Northerly along said boundary and its Northerly projection, to its intersection with the centerline of Saint John Street, said Saint John Street being vacated lying between Blocks 9 and 16 of said GHIRA; thence Easterly along said centerline of vacated Saint John Street, to a point lying 309.55 feet Northerly of and 208.00 feet Westerly of the Southeast corner of said Block 16, said point being the Southeast corner of Marti/Colon Cemetery; thence Northerly along the Easterly boundary of said Marti/Colon Cemetery and its Northerly projection, to the centerline of Columbus Drive; thence Easterly along said centerline of Columbus Drive, to its intersection with the Westerly boundary of the South 208.00 feet of the East 208.00 feet of the Southwest  $\frac{1}{4}$  of said Section 10; thence Northerly along said Westerly boundary to its intersection with the Northerly boundary of the South 208.00 feet of the East 208.00 feet of said Southwest  $\frac{1}{4}$ ; thence Easterly along said Northerly boundary to its intersection with the centerline of MacDill Avenue; thence Northerly along said

centerline of MacDill Avenue to its intersection with the centerline of Kathleen Street; thence Westerly along said centerline of Kathleen Street, to its intersection with the centerline of Gomez Avenue; thence Southerly along said centerline of Gomez Avenue, to its intersection with the centerline of a vacated East/West alley, lying in Block 23 of JOHN H. DREW'S SUBDIVISION OF NORTH-WEST TAMPA, a subdivision of record as recorded in Plat Book 4, Page 73, of the public records of Hillsborough County, Florida; thence Easterly along said centerline of vacated alley, to and along the centerline of a East/West alley lying in Blocks 6 and 5 of said JOHN H. DREW'S SUBDIVISION OF NORTH-WEST TAMPA, and its Easterly projection to and along the centerline of a vacated East/West alley, lying in Block 14 of WEST TAMPA HEIGHTS, a subdivision of record as recorded in Plat Book 4, Page 100, of the public records of Hillsborough County, Florida, to its intersection with the centerline of Howard Avenue; thence Northerly along said centerline of Howard Avenue, to its intersection with the centerline of Kathleen Street; thence Easterly along said centerline of Kathleen Street, to its intersection with the Northerly projection of the Easterly boundary of Lot 9, Block 15 of said WEST TAMPA HEIGHTS; thence Southerly along said projection, boundary and its Southerly projection, to its intersection with the centerline of a East/West alley lying in said Block 15; thence Easterly along said centerline, to its intersection with the centerline of Albany Avenue; thence Southerly along said centerline of Albany Avenue, to its intersection with the Westerly projection of the centerline of a East/West alley lying North of and abutting Lots 1 thru 27 of REVISED PLAT OF MICHIGAN PARK, a subdivision of record as recorded in Plat Book 22, Page 26, of the public records of Hillsborough County, Florida; thence Easterly along said projection and centerline to its intersection with

the centerline of Rome Avenue; thence Southerly along said centerline of Rome Avenue, to its intersection with the centerline of Columbus Drive, said intersection being the Point of Beginning.

The status of "West Tampa" as a "No Transportation Impact Fee Zone" commencing on October 21, 2010, and expiring five (5) years thereafter, on October 20, 2015. For reference purposes, an illustration of the zone is available in Appendix IV of this chapter.

#### **Ybor City.**

That part of Sections 17 and 18, Township 29 South, Range 19 East, Hillsborough County, Florida, lying within the following described boundaries to wit:

Beginning at the intersection of the centerline of Avenida Republica De Cuba (14<sup>th</sup> Street) and Adamo Drive (1<sup>st</sup> Avenue) (State Road 60); thence run Westerly along said centerline of Adamo Drive to its intersection with the Southeasterly projection of the Southerly boundary of Lot 7, Block 8, of LESLEY'S SUBDIVISION, as recorded in Plat Book 1, Page 8, of the public records of Hillsborough County, Florida; thence Northwesterly along said Southeasterly projection, Southerly boundary and its Northwesterly projection across the CSX Railroad, to its intersection with the centerline of Nick Nuccio Parkway; thence Easterly and Northerly along said centerline of Nick Nuccio Parkway to its intersection with the centerline of 15<sup>th</sup> Street; thence Northerly along said centerline of 15<sup>th</sup> Street to its intersection with the centerline of Interstate Highway 4 (State Road 400); thence Easterly along said centerline of Interstate Highway 4 to its intersection with the mid-section line of said Section 17, Township 29 South, Range 19 East, said mid-section line lying within the CSX Railroad/30<sup>th</sup> Street Right-of-Way; thence Southerly along said mid-section line to its intersection with the Northwesterly projection of the centerline of the CSX Railroad, said portion of railroad being

described in Deed Book 707, Page 588, as recorded in the public records of Hillsborough County, Florida; thence Southeasterly along said projection, centerline and its Southeasterly projection to its intersection with, the centerline of 1<sup>st</sup> Avenue and the Northeasterly projection of the centerline of the CSX Railroad, said portion of railroad being described in Deed Book 1118, Page 269, as recorded in the public records of Hillsborough County, Florida, said intersection of 1<sup>st</sup> Avenue and CSX Railroad lying within that portion of 1<sup>st</sup> Avenue being under the control of CSX Transportation, INC., as described in Deed Book KK, Page 491, as recorded in the public records of Hillsborough County, Florida; thence Southwesterly along said projection, centerline and its Southwesterly projection to its intersection with the centerline of said Adamo Drive; thence Westerly along said centerline of Adamo Drive, to its intersection with the centerline of Avenida Republica De Cuba (14<sup>th</sup> Street), said intersection being the Point of Beginning.

The status of "Ybor City" as a "no transportation impact fee zone" is for a period commencing on the effective date of this ordinance and expiring on October 20, 2015. For reference, an illustration of the zone is available in Appendix IV of this chapter.

#### **East Tampa.**

That Part of Sections 1, 12 and 13, Township 29 South, Range 18 East, AND Sections 31, 32 and 33, Township 28 South, Range 19 East AND Sections 4, 5, 6, 7, 8, 9, 10, 16, 17 and 18, Township 29 South, Range 19 East AND Section 36, Township 28 South, Range 18 East, all lying within the City of Tampa, Hillsborough County, Florida, lying within the following described boundaries to wit:

Beginning at the intersection of the centerline of Hillsborough Avenue (State Road 600) and the centerline of 50<sup>th</sup> Street, said intersection also being a point on the

Easterly boundary of the corporate limits of the City of Tampa, as established by House Bill 734, approved by the Governor of Florida on, April 28, 1953, filed in the office of the Secretary of the State on, April 29, 1953; thence Southerly along said Easterly boundary of the corporate limits of the City of Tampa, to its intersection with the centerline of Dr. Martin Luther King, Jr. Boulevard (State Road 574); thence Easterly along said centerline of Dr. Martin Luther King, Jr. Boulevard and corporate limits of the City of Tampa, to its intersection with the centerline of 56<sup>th</sup> Street; thence Southerly along said centerline of 56<sup>th</sup> Street and corporate limits of the City of Tampa, to its intersection with the centerline of Interstate Highway 4 (State Road 400); thence Southwesterly and Westerly along said centerline of Interstate Highway 4, to its intersection with the centerline of 15<sup>th</sup> Street; thence Southerly along said centerline of 15<sup>th</sup> Street to its intersection with the centerline of Nick Nuccio Parkway; thence Southerly and Westerly along said centerline of Nick Nuccio Parkway and its Westerly projection across the Street right-of-way of Nebraska Avenue, to its intersection with the centerline of Cass Street; thence Westerly along said centerline of Cass Street, to its intersection with the centerline of Orange Street; thence Northerly along said centerline of Orange Street to its intersection with the centerline of Interstate Highway 275 (State Road 93); thence Northeasterly and Northerly along said centerline of Interstate Highway 275 (State Road 93) to its intersection with the centerline of Interstate Highway 4 (State Road 400), said point of intersection being within the Downtown Distributor; thence continue Northerly along said centerline of Interstate Highway 275, to its intersection with the Westerly projection of the centerline of Mohawk Avenue; thence Easterly along said Westerly projection and centerline of Mohawk Avenue, to its intersection with the centerline of Nebraska Avenue; thence Southerly along

said centerline of Nebraska Avenue, to its intersection with the Westerly projection of the Northerly boundary of the Southerly 34.00 feet of the Westerly 150.00 feet of Lot 5, Block 2 of PRESTON'S SUBDIVISION, as recorded in Plat Book 2, Page 80, of the public records of Hillsborough County, Florida; thence Easterly along said Westerly projection and Northerly boundary of the Southerly 34.00 feet, to its intersection with the Westerly boundary of the Easterly 130.00 feet of said Lot 5; thence Northerly along said Westerly boundary, a distance of 50.00 feet, to its intersection with the Northerly boundary of the Easterly 130.00 feet of the Southerly 84.00 feet of said Lot 5; thence Easterly along said Northerly boundary of the Southerly 84.00 feet, and its Easterly projection, to its intersection with the centerline of 9<sup>th</sup> Street; thence Southerly along said centerline of 9<sup>th</sup> Street, to its intersection with the centerline of Mohawk Avenue; thence Easterly along said centerline of Mohawk Avenue, to its intersection with the centerline of 15<sup>th</sup> Street; thence Northerly along said centerline of 15<sup>th</sup> Street, to its intersection with the centerline of Comanche Avenue; thence Easterly along said centerline of Comanche Avenue, to its intersection with the centerline of 22<sup>nd</sup> Street; thence Northerly along said centerline of 22<sup>nd</sup> Street, to its intersection with the centerline of Henry Avenue; thence Easterly along said centerline of Henry Avenue, to its intersection with the centerline of 30<sup>th</sup> Street; thence Southerly along said centerline of 30<sup>th</sup> Street, to its intersection with centerline of Comanche Avenue; thence Easterly along said centerline of Comanche Avenue, to its intersection with the centerline of 34<sup>th</sup> Street; thence Northerly along said centerline of 34<sup>th</sup> Street, to its intersection with the centerline of Comanche Avenue; thence Easterly along said centerline of Comanche Avenue, to its intersection with the centerline of 37<sup>th</sup> Street; thence Northerly along said centerline of 37<sup>th</sup> Street, to its intersec-

tion with the centerline of Deleuil Avenue; thence Easterly along said centerline of Deleuil Avenue, to its intersection with the Westerly boundary of the Southerly 291.00 feet of the Northerly 700.00 feet of the Easterly 500.00 feet of the Southeast  $\frac{1}{4}$  of the Southwest  $\frac{1}{4}$  of said Section 33, Township 28 South, Range 19 East; thence Northerly along said Westerly boundary, to its intersection with the Westerly projection of the Southerly boundary of, Lot 8 of POWHATAN HILLS, a subdivision of record as recorded in Plat Book 40, Page 98, of the public records of Hillsborough County, Florida; thence Easterly along said Westerly projection and Southerly boundary of Lot 8, to and along the Southerly boundary of Lots 7, 6, 5, 4, 3, 2 and 1 of said POWHATAN HILLS, and its Easterly projection, to its intersection with the centerline of 43<sup>rd</sup> Street; thence Southerly along said centerline of 43<sup>rd</sup> Street, to its intersection with the centerline of Deleuil Avenue; thence Easterly along said centerline of Deleuil Avenue, to its intersection with the Easterly boundary of NORTHVIEW TERRACE SUB., a subdivision as recorded in Plat Book 41, Page 12, of the public records of Hillsborough County, Florida, said intersection also being, the Northerly projection of the Westerly boundary of Lot 19, of said NORTHVIEW TERRACE SUB.; thence Southerly along said Northerly projection and Easterly boundary, to and along the Easterly boundary of said Lot 19, to the Southeast corner of said Lot 19, said Southeast corner, also being a point on the Northerly boundary of the following described parcel: Beginning at the intersection of the West boundary of Lot 60 of PLAT OF FUNK'S HOME PARK SUBDIVISION, as recorded in Plat Book 19, Page 9 of the public records of Hillsborough County, Florida, and the North Right-of-Way line of Hillsborough Avenue, said point lying 17.00 feet North of the Southwest corner of said Lot 60, thence Northerly along Easterly boundary of vacated alley abutting on the East of Block 2 of

REVISED MAP OF RUBENSTEINS SUBDIVISION, as recorded in Plat Book 8, Page 38 of the public records of Hillsborough County, Florida, and the Northerly projection of said boundary, a distance of 532.70 feet, to a point lying 66.00 feet, more or less, Southerly of the Northerly boundary of the Southwest  $\frac{1}{4}$  of the Southwest  $\frac{1}{4}$  of the Southeast  $\frac{1}{4}$  of said Section 33, Township 28 South, Range 19 East, thence Westerly 632.00 feet, thence Southerly to the North Right-of-Way line of Hillsborough Avenue, thence Easterly 632.00 feet, to the Point of Beginning, of said parcel; thence Easterly along said Northerly boundary, of the above described parcel, to a point on the Westerly boundary of Lot 50 of said, PLAT OF FUNK'S HOME PARK SUBDIVISION; thence Northerly along said Westerly boundary of Lot 50, to and along the Westerly boundary of Lot 49, of said PLAT OF FUNK'S HOME PARK SUBDIVISION, to the Northwest corner of said Lot 49, said Northwest corner, also being a point on the Northerly boundary of said PLAT OF FUNK'S HOME PARK SUBDIVISION; thence Easterly along said Northerly boundary of PLAT OF FUNK'S HOME PARK SUBDIVISION, and its Easterly projection, across the street Right-of-Way of 47<sup>th</sup> Street, to and along the Northerly boundary of the South  $\frac{1}{2}$  of the Southeast  $\frac{1}{4}$  of the Southeast  $\frac{1}{4}$  of said Section 33, Township 28 South, Range 19 East, to its intersection with said Easterly boundary of the corporate limits of the City of Tampa, said intersection also being a point on the centerline of said 50<sup>th</sup> Street; thence Southerly along said Easterly boundary of the corporate limits of the City of Tampa and centerline of 50<sup>th</sup> street, to its intersection with the centerline of Hillsborough Avenue (State Road 400), said intersection being the Point of Beginning.

The status of "East Tampa" as a "No Transportation Impact Fee Zone" commences on October 21, 2010 and expiring five (5) years thereafter, October 20, 2015.

For reference purposes, an illustration of the zone is available in Appendix IV of this chapter.

(b) *Credits, generally.*

- (1) Credits against transportation impact fees shall be available only under the following circumstances: (a) as provided in section 25-69(a)(4) of this chapter; (b) approved roadway improvements or approved right-of-way dedications which are the subject of a transportation impact fee credit agreement as described below; or (c) cash contributions allowed under a development order in lieu of approved roadway improvements or approved right-of-way dedications unless prohibited or otherwise provided for in the development order.
- (2) No credit shall be given for site-related improvements or cash contributions made for site-related improvements under a development order or a development agreement.
- (3) The approved impact fee network for each impact fee district is identified in Exhibit III which appears at the end of this chapter. The approved impact fee network may be amended by ordinance from time to time based on additional transportation studies or the city's twenty (20) years needs plan contained in the Transportation Element of the Tampa Comprehensive Plan as it may be amended from time to time.

(c) *Credits for approved roadway improvements or approved right-of-way dedications.*

- (1) Approved roadway improvements which are eligible for credit against transportation impact fees are capital improvements which correspond to either:
  - (a) road links or other improvements which have been identified in the approved impact fee network in the district in which the development is located; or
  - (b) off-site roadway improvements which are required by the city in conjunc-

tion with a rezoning approval, development of regional impact, or a large scale project located in the transportation concurrency exception area, which improvements have been determined by both the transportation manager (or his designee) and city council as adding additional capacity to a public street or road that is classified as a collector, arterial or otherwise provides a benefit to the city's regional transportation network.

In addition to the foregoing, approved transportation improvements which are eligible for credit against transportation impact fees, when completed, must carry traffic through the development (if applicable) thereby providing a through connection with other road links identified in the approved impact fee network for the district in which the development is located. The amount of credits for approved roadway improvements shall equal the actual cost of constructing the approved roadway improvements as evidenced by copies of construction contracts, invoices for payment, cancelled checks, affidavits regarding payment or such other documentation as may be required by the director. In no event shall the credit given for approved roadway improvements exceed the construction cost portion of the transportation impact fee.

- (2) Approved right-of-way dedications which are eligible for credit against transportation impact fees are dedications or conveyances of real property for public right-of-way purposes which correspond to either:
  - (a) road links or other improvements identified in the approved impact fee network for the district in which the development is located; or
  - (b) land necessary for off-site roadway improvements which are required by the city in conjunction with either a rezoning approval, a development of regional impact, or a large scale project located in the transportation con-

currency exception area, which improvements have been determined by both the transportation manager (or his designee) and city council as adding additional capacity to a public street or road that is classified as a collector, arterial or otherwise provides a benefit to the city's regional transportation network.

In addition to the foregoing, approved right-of-way dedications which are eligible for credit against transportation impact fees, when completed must provide a through connection between other roads identified in the approved impact fee network for the district in which the development is located. Approved right-of-way dedications may also include the dedication or conveyance of stormwater drainage and wetland mitigation areas required to serve the proposed road. The amount of credits for approved right-of-way dedications shall equal either; (a) one hundred ten (110) percent of the most recent assessed value of the real property to be dedicated or conveyed by the Hillsborough County Property Appraiser; or (b) if elected by the feepayer, the average of two (2) appraisals of the fair market value of the real property to be conveyed or dedicated prior to the commencement of the development which appraisals have been prepared by two (2) MAI appraisers approved by the city at the sole cost and expense of the feepayer. In no event shall credit be given for approved right-of-way dedications in excess of the total cost of the right-of-way portion of the transportation impact fee.

- (3) Except as provided in subsection 25-74(c)(7) below, in order to receive credits against transportation impact fees for approved roadway improvements or approved right-of-way dedications, a feepayer shall: (a), prior to the issuance of any building permits for a development, submit an application to the city requesting transportation impact fee credits which application the official has reviewed and

has deemed constitutes a complete application; and (b), prior to the issuance of any certificates of occupancy for a development, enter into transportation impact fee credit agreement with the city, which has been executed by both the city and the feepayer. In the event that a feepayer fails to comply with both of these conditions, the feepayer, and the feepayer's successors and assigns, shall be deemed to have waived any claim for credits in connection with any approved roadway improvements or approved right-of-way dedications made by the feepayer; provided, however, if the city requests approved roadway improvements or approved right-of-way dedications after a development has commenced, then the city may elect to compensate the person making the approved roadway improvements or approved right-of-way dedication, with that person's consent, in whole or in part, by providing credits against transportation impact fees in accordance with a written agreement between the city and the person making the approved roadway improvements or approved right-of-way dedications, which agreement must be approved by city council.

- (4) Applications for credits against transportation impact fees for approved roadway improvements or approved right-of-way dedications shall be filed with the official on an application form provided by the city. The form shall also include a proposed transportation impact fee credit agreement which shall be completed and executed by the feepayer in connection with the application. In addition to the application form and transportation impact fee credit agreement, the applicant shall provide the following information to the city, unless such information is waived by the transportation manager for good cause:

*Approved roadway improvements.* The application for credits for approved roadway improvements shall include:

- (a) a detailed list of capital improvements which will be constructed by the feepayer as the approved roadway improvements;

- (b) any preliminary engineering drawings or engineering design studies for the approved roadway improvements which have been prepared and sealed by an engineer licensed to practice in the State of Florida;
- (c) copies of all permits and/or permit applications required in connection with the approved roadway improvements; and
- (d) final engineering and construction drawings and specifications for the approved roadway improvements which have been prepared and sealed by an engineer licensed under the laws of the State of Florida and which conform with the city's requirements.

*Approved right-of-way dedications.* The application for credits for approved right-of-way dedications shall include:

- (a) a legal description and survey of the real property to be dedicated or conveyed which has been prepared and sealed by a licensed Florida professional surveyor and mapper (the survey shall identify the boundaries of the real property to be dedicated or conveyed, all wetlands or other environmentally sensitive lands, and the location of any exceptions to title noted in the title insurance commitment referenced below);
  - (b) a title insurance commitment for the real property to be conveyed or dedicated which has been issued by a title insurance company licensed and authorized to do business in the State of Florida together with copies of all exceptions to title noted in the title insurance commitment; and
  - (c) a copy of the most-current assessed value of the real property to be dedicated or conveyed as prepared by the Hillsborough County Property Appraiser. As an alternative, the feepayer may elect, at the feepayer's sole cost and expense, to provide the city with two (2) written appraisals of the fair market value of the real property to be conveyed or dedicated prior to the commencement of development which have been prepared by two (2) MAI appraisers who have been approved by the city.
- (5) Within twenty (20) days of receipt of the application for credits for approved roadway improvements or approved right-of-way dedications, the official shall review the application and the proposed transportation impact fee credit agreement for completeness and any deficiencies in connection with the requirements of this chapter. If the application or agreement is deemed incomplete or deficient in any manner, the official shall notify the feepayer in writing of any deficiencies in connection with the application and/or the agreement. The city shall take no further action in connection with the application until the feepayer has amended the application to address any noted deficiencies.
  - (6) Within fifteen (15) days after the official has determined that the application for credits and transportation impact fee credit agreement are complete and are not otherwise deficient, then the official shall transmit the transportation impact fee credit agreement executed by the feepayer to the city clerk for placement on the agenda for city council's approval. If approved by city council, the transportation impact fee credit agreement shall be executed by the mayor and shall be recorded in the Public Records of Hillsborough County, Florida. Upon approval of the transportation impact fee credit agreement, credits against transportation impact fees will be allowed for approved roadway improvements or approved right-of-way dedications in accordance with the terms of the approved transportation impact fee credit agreement.
  - (7) Prior to the effective date of the ordinance amending this chapter, the city has previously agreed to grant credits against transportation impact fees to persons or enti-

ties in writing through development agreements, annexation agreements or letters issued by the official ("preexisting agreements"). All such preexisting agreements shall be deemed as an approved transportation impact fee credit agreement for purposes hereof if the person or entity who is entitled to credits under the preexisting agreement within twelve (12) months of the effective date of the ordinance amending this chapter either: (a) obtains a written determination from the city attorney that the preexisting agreement satisfies all of the essential elements of a transportation impact fee credit agreement as set forth in this ordinance; or (b), if the city attorney determines that the preexisting agreement does not satisfy the essential elements of a transportation impact fee credit agreement as set forth herein, then the person or entity enters into a transportation impact fee credit agreement with the city in compliance with the terms hereof and the terms of the preexisting agreement.

(d) *Transfer of credits.*

- (1) There shall be no transfer or assignment of credits against transportation impact fees except in accordance with the terms of this section.
- (2) Any credits arising pursuant to section 25-69(a)(4) of the Code in connection with a change of use or the redevelopment or modification of an existing use on a parcel shall be specific to the parcel where the existing use is located and shall run with title to that specific parcel. No such credits shall be transferred to any other parcel or development.
- (3) In connection with credits for approved roadway improvements or approved right-of-way dedications created pursuant to section 25-74(c) of the Code:
  - (a) the official shall maintain a ledger of all credits for approved roadway improvements and approved right-of-way dedications. The ledger shall list the name of the record owner of

the credits, the amount of credits and the development associated with the credits. The ledger maintained by the official shall constitute the official record of the ownership of any credits associated with approved roadway improvements or approved right-of-way dedications.

- (b) Credits for approved roadway improvements or approved right-of-way dedications may be transferred within the same development by the record owner of the credits to any other person or entity in connection with a proposed use within the same development upon compliance with the terms of this section.
- (c) Credits for approved roadway improvements or approved right-of-way dedications may be transferred for use outside of a development in accordance with the terms of the transportation impact fee credit agreement for that development; provided, however, the transportation impact fee credit agreement shall prohibit the transfer of credits in connection with any proposed use or activity outside of transportation impact fee district in which the development is located. In the event that the transportation impact fee credit agreement is silent regarding the transferability of credits outside of the development or in the event that no transportation impact fee credit agreement exists, then the transportation impact fee credits may be transferred outside of the development by the record owner of the credits to any other person or entity in connection with a proposed use or activity within the same impact fee district where the development is located upon compliance with the terms of this section.
- (d) The transfer or assignment of credits for approved roadway improvements or approved right-of-way ded-

ications permitted by this section shall be accomplished by a written instrument filed with the director identifying the record owner of the credits, the development associated with the credits, the transferee, the amount of credits being transferred and the transfer fee credit agreement creating the credits. The instrument transferring the credits shall specifically provide that the terms and conditions contained in the transportation impact fee credit agreement shall be binding on the transferee. The instrument transferring the credits shall be executed by both the record owner of the credits and the transferee. The execution of the instrument by both the record owner of the credits and the transferee shall be acknowledged by a notary public.

- (4) Credits arising from cash contributions in lieu of approved roadway improvements or approved right-of-way dedications permitted under a development order may be transferred in accordance with the terms of the development order. If the development order does not address the transferability of these credits, then the credits arising as a result of a cash contribution under a development order shall be transferred in accordance with section 25-74(d)(3) of this chapter.

(Ord. No. 89-258, § 2(57-93), 10-5-89; Ord. No. 98-50, § 3, 2-26-98; Ord. No. 98-119, § 1, 5-28-98; Ord. No. 99-227, § 2, 10-14-99; Ord. No. 2000-92, § 2, 4-6-00; Ord. No. 2002-91, § 2, 4-25-02; Ord. No. 2002-181, § 1, 8-22-02; Ord. No. 2005-45, § 4, 2-10-05; Ord. No. 2005-173, § 2, 6-23-05; Ord. No. 2006-160, § 4, 7-13-06; Ord. No. 2008-70, § 4, 5-1-08; Ord. No. 2008-71, § 4, 5-1-08; Ord. No. 2010-131, § 4, 9-23-2010; Ord. No. 2011-36, § 2, 3-16-2011)

#### **Sec. 25-75. Approved developments of regional impact.**

Approved developments of regional impact or Florida Quality Developments with development orders which provide for mitigation of transpor-

tation impacts shall not be affected by the adoption of the ordinance from which this chapter is derived, unless otherwise provided by the development order and only to the extent provided by the development order. Transportation impact payments shall be made as directed in the development order.

(Ord. No. 89-258, § 2(57-94), 10-5-89; Ord. No. 99-227, § 2, 10-14-99)

**Cross reference**—Developments of regional impact, § 27-416 et seq.

#### **Sec. 25-76. Revocation of permits.**

The official may revoke permits issued by him upon finding that:

- (1) The permit was issued by mistake of law or fact;
- (2) The permit is for work which violates the provisions of this chapter;
- (3) The permit was issued upon a false statement or misrepresentation by the applicant;
- (4) The permit violates any ordinance of the city or any state or federal law, rule or regulation;
- (5) The work is not being performed in accordance with the provisions of this chapter;
- (6) The certificate of competency or license of the permittee has become invalid by reason of expiration, suspension, revocation or otherwise;
- (7) The work is not being performed under the supervision of the holder of the certificate or license upon which the same was issued;
- (8) The work is not being done in accordance with the terms of the permit, the plans or the application upon which the same was issued; or
- (9) Payment of the permit fee was not effected due to insufficient funds or any other reason.

(Ord. No. 89-258, § 2(57-95), 10-5-89)

#### **Secs. 25-77—25-95. Reserved.**

**ARTICLE II. SANCTIONS; APPEALS;  
BOARDS**

**DIVISION 1. ACTION AUTHORIZED TO  
MITIGATE VIOLATIONS**

**Sec. 25-96. Stop work and emergency orders.**

Upon notice from the official, work on any system that is being done contrary to the provisions of this chapter or in a dangerous or unsafe manner shall immediately cease. Such notice shall be in writing and shall be given to the owner of the property, his agent or the person doing the work or posted at the job site and shall state the conditions under which work may be resumed. When an emergency exists, verbal notice by the official shall be sufficient to require the stoppage of work.

(Ord. No. 89-258, § 2(57-111), 10-5-89)

**Secs. 25-97—25-110. Reserved.**

**DIVISION 2. PENALTIES**

**Sec. 25-111. Penalty for noncompliance of driveways.**

The official is hereby authorized to require the removal of driveways installed after the effective date of the ordinance from which this chapter was derived which do not comply with the requirements of this chapter.

(Ord. No. 89-258, § 2(57-121), 10-5-89)

**Secs. 25-112—25-140. Reserved.**

**ARTICLE III. TECHNICAL PROVISIONS**

**DIVISION 1. AUTHORITY TO  
ESTABLISH/PUBLISH TECHNICAL  
STANDARDS**

**Sec. 25-141. Authority to establish/publish technical standards.**

The official may establish technical standards setting forth: administrative guidelines govern-

ing the enforcement of this chapter; requirements not specifically addressed in this chapter but necessary to the effective pursuit of the purpose this chapter; and any other information needed for the uniform and orderly administration of this chapter. Such standards are to be published in a technical manual, which manual shall be on file in the office of the city clerk at least seven (7) days prior to adoption thereof and shall be made available to the public for inspection and for duplication at cost.

(Ord. No. 89-258, § 2(57-171), 10-5-89)

**Cross reference**—Requirements not covered by Code may be required by the official, § 1-17.

**Secs. 25-142—25-155. Reserved.**

**DIVISION 2. TRANSPORTATION IMPACT  
ANALYSIS AND MITIGATION**

**Sec. 25-156. Transportation Impact Analysis and Mitigation Plan Procedures Manual.**

The standards set forth in the City of Tampa Transportation Impact Analysis and Mitigation Plan Procedures Manual ("TIA Manual") 2010 edition, on file in the office of the city clerk, are herein adopted by reference and, therefore, have the force and effect of law.

(Ord. No. 2011-41, § 6, 3-17-2011)

**Sec. 25-157. Administration.**

The transportation manager has the authority to administer and interpret the provisions of this article, including the TIA Manual.

(Ord. No. 2011-41, § 6, 3-17-2011)

**Sec. 25-158. Applicability; compliance.**

(a) With the exception of development requests that are exempt from Transportation Impact Analysis and Mitigation Plan ("TIA Plan") pursuant to the TIA Manual, this division shall be applicable for property undergoing new construction, change of use or, major renovation, if property is located within an applicable overlay, form-based or other special district.

(b) No permit may be approved pursuant to Chapter 5, City of Tampa Code until compliance with this division has been demonstrated. Applicable developments must demonstrate compliance with this division during the review through the following processes:

- (1) *Site plan rezoning*, refer to Chapter 27 Zoning;
- (2) *Change of use review*, refer to Chapter 5 Building and Construction Regulations or Chapter 27 Zoning;
- (3) *Preliminary plat review*; refer to subdivision procedures set forth in chapter 27; or
- (4) *Construction plan or building permit review*, refer to Chapter 5 Building and Construction Regulations.

Approval of the above applications shall be expressly conditioned upon compliance with the approved TIA plan, pursuant to this division and the TIA manual. An approved TIA plan shall be valid in a manner consistent with the associated rezoning/permit, and subsequently issued permits will not require additional review pursuant to this division. Upon expiration of the associated rezoning/permit, the TIA plan shall also be deemed expired.

(Ord. No. 2011-41, § 6, 3-17-2011; Ord. No. 2013-67, § 5, 5-16-2013)

#### **Sec. 25-159. Demolition exemption.**

(a) A property owner with a legally authorized existing use on a parcel who demolished a structure on that parcel between January 1, 2005 and March 31, 2011 may receive a demolition exemption. The demolition exemption would allow the property owner to discount the existing trips that the parcel generated prior to demolition during the TIA Plan review. In order to receive a demolition exemption for a parcel, the property owner must:

- (1) Receive a formal decision from the zoning administration pursuant to Chapter 27 Zoning, section 27-368 et seq. The zoning administrator will determine the use on the parcel at the time of the demolition and the intensity or density of the use. The use must have been in operation for a

minimum of one hundred (180) days prior to the application to demolish the structure on the parcel.

- (2) Provide a signed, sealed opinion from a professional engineer, licensed by the State of Florida in traffic engineering, stating the number of trips the use generated at the time of the demolition of the structure.

(b) During the TIA plan review, as provided for in this division, the property owner shall present the information set forth in subsection (a) above as part of the TIA plan review. The transportation manager shall determine the number of trips that shall be discounted during the TIA plan review, based upon the information provided above.

(c) The process set forth in this section may also be utilized by a property owner to determine the applicable exemptions from impact fees for the demolition of a structure pursuant to section 25-74(a)(1) of this chapter.

(d) The TIA demolition exemption process provided for in this section shall expire on December 31, 2012.

(Ord. No. 2011-41, § 6, 3-17-2011)

#### **Secs. 25-160—25-170. Reserved.**

### **DIVISION 3. SPECIFIC TECHNICAL REQUIREMENTS**

#### **Sec. 25-171. Adoption of parking and traffic regulations.**

(a) The Florida Uniform Traffic Control Law, F.S. Ch. 316 is hereby adopted as part of this chapter, and a violation of any of the provisions thereof shall be deemed a violation of this section and shall be punishable as provided by law.

(b) Unless otherwise specified, the Manual on Uniform Traffic Control Devices (1978), published by the United States Department of Transportation, is adopted as the guide for placement of all signs, signals and markings on city-maintained rights-of-way.

(Ord. No. 89-258, § 2(57-191), 10-5-89)

**Sec. 25-172. Use of skateboards, coasters, roller skates, in-line skates, etc., on public and private property.**

(a) It is unlawful for any person to operate or ride a skateboard, coaster or other similar device on any of the following locations:

- (1) On any city street, road or roadway;
- (2) On any sidewalk in the Downtown Central Business District, with the exception of roller skating and in-line skating, which are permitted between sunset and sunrise;
- (3) On any sidewalk in the Ybor City Business District, including 6th, 7th and 8th Avenues;
- (4) On any public parking lot or ramp;
- (5) On any public property where signs prohibit it;
- (6) On private property, unless permission is granted by the owner, lessee or other legally authorized individual.

(b) It is unlawful for any person to operate or ride roller skates or in-line skates on any of the following locations:

- (1) On any city street, road or roadway except as otherwise permitted in this section;
- (2) On any sidewalk in the Downtown Central Business District, except between sunset and sunrise;
- (3) On any city street, road, roadway or sidewalk in the Ybor City Business District, including 6th, 7th and 8th Avenues;
- (4) On any public parking lot or ramp;
- (5) On any public property where signs prohibit it;
- (6) On private property, unless permission is granted by the owner, lessee or other legally authorized individual.

(c) It is lawful to operate roller skates or on-line skates only on streets, roads or roadways where the speed limit is thirty (30) miles per hour or less and on which there is no painted centerline (solid or broken) or concrete median.

(d) Operators or riders or skateboards, roller skates, in-line skates, coasters or other similar devices shall yield the right-of-way to other pedestrians using city sidewalks and shall not otherwise endanger or interfere with pedestrian traffic on those sidewalks.

(e) Any person operating or riding roller skates, in-line skates, skateboards, coasters or other similar devices between sunset and sunrise on city streets, roads, roadways or sidewalks where permitted shall be required to wear lights with front and rear visibility or five hundred (500) feet.

(f) Any person operating or riding roller skates or in-line skates on city streets, roads or roadways shall not be considered to be a moving vehicle.

(g) Any person operating or riding roller skates or in-line skates upon a city street, road or roadway at less than the normal speed of traffic at the time and place and under the conditions then existing shall ride as close as practicable to the right-hand curb or edge of the roadway except under the following situations:

- (1) When overtaking and passing another person or vehicle proceeding in the same direction;
- (2) When reasonably necessary to avoid any condition, including, but not limited to, a fixed or moving object, parked or moving vehicle, bicycle, skater, pedestrian, animal, surface hazard, or substandard width lane, that makes it unsafe to continue along the right-hand curb or edge. For the purposes of this subsection, a "substandard width lane" is a lane that is too narrow for a skater and another vehicle to travel safely side by side within the lane.

(h) Persons skating upon a city street, road or roadway may not ride more than two (2) abreast except on paths or parts of roadways set aside for the exclusive use of skaters. Persons riding two (2) abreast may not impede traffic when traveling at less than the normal speed of traffic at the time and place and under the conditions then existing and shall skate within a single lane.

(Ord. No. 89-258, § 2(57-192), 10-5-89; Ord. No. 90-125, § 1, 5-17-90; Ord. No. 95-134, § 1, 7-20-95; Ord. No. 95-208, § 1, 10-12-95)

**Sec. 25-173. Solicitation and distribution on public roads.**

(a) This section shall be referred to as "City of Tampa Solicitation and Distribution on Public Roads."

(b) *Intent.* It is the intent of this section to protect the health, safety and general welfare of the citizens of the City of Tampa; to assure the free, orderly, undisrupted movement of motorized vehicles on public roads within the City of Tampa; and to provide for safety in the interest of pedestrians and occupants of motorized vehicles located on public roads within the City of Tampa. This section is not intended to control traffic, as that term is defined in F.S. Ch. 316. This section is intended to apply evenhandedly to all persons who engage in the activities proscribed herein, regardless of their message. This section is intended to be narrowly-tailored to serve the significant government interest of public safety, and to leave open ample alternative channels of distributing goods and materials and soliciting business and charitable contributions.

(c) *Definitions.* For purposes of this section, the following definitions apply:

"*Expressive activity*" means conduct, the sole or principal object of which is the expression, dissemination, or communication by verbal, visual, literary, or auditory means of opinion, views, or ideas. Expressive activity includes, but is not limited to, public oratory, distribution of literature, charitable solicitation, and distribution/sales of newspapers.

"*Roads*" shall include streets, shoulders, roadbeds, medians, and all other ways open to travel by operators of motorized vehicles within the City of Tampa. This definition excludes private roads and roads that are not open to motor vehicle travel.

(d) *Findings.* The city council hereby finds and determines that mixing pedestrians and temporarily stopped motor vehicles in the same space at the same time is inherently dangerous, and that the combination of the high volume of motorized vehicles and congested roads in the City of Tampa and persons engaging in distribution or solicitation that is directed at motor vehicle occupants on

those roads is hazardous to public safety, both for occupants of motorized vehicles located on public roads and for persons engaging in such advertising, distribution, and solicitation. The city council further hereby finds and determines that the prohibitions set forth in this section are narrowly-tailored to serve the significant interest of promoting and protecting the public health, safety, and welfare of the citizens of the City of Tampa, and that said prohibitions leave open ample alternative channels of communication.

(e) *Prohibitions.*

- (1) No person shall be upon or go upon any road, and no person shall be within four (4) feet of the edge of the road, for the purpose of distributing materials or goods or soliciting business or charitable contributions of any kind from the occupant of any motorized vehicle located on public roads in the City of Tampa. This prohibition does not apply to expressive activity which does not seek or result in an exchange of objects between a motorist and a person in the road or within four (4) feet of the road. Activities allowed without limitation under this section include, but are not limited to: sign-holding; picketing; and distribution of literature on the public rights-of-way.
- (2) The language in this section is intended to prohibit the activities described above only when they are directed by pedestrians toward occupants of motor vehicles that are on the traveled portion of public roads that are open to traffic—the term "traveled portion" includes travel lanes, turn lanes, and other portions of the road that are generally used for motor vehicle travel. This section is not intended to prohibit activities such as advertising, distribution of goods or materials, or business or charitable solicitation that is directed toward pedestrians on sidewalks.

(f) *Exemptions.* Pedestrians can engage in the conduct prohibited in subsection (e) on Sunday during daylight hours, but only when all of the following conditions have been met:

- (1) A person does not persist or initiate further contact, either by word, action, or

gesture, with a motorist or occupant of a vehicle after a solicitation has been denied, ignored, or rejected.

- (2) A person does not act in a demanding or harassing manner, including, but not limited to, knocking on or touching any portion of the vehicle.
- (3) A person does not request or cause a motorist or occupant of a vehicle to stop or slow the motor vehicle or open the door of the motor vehicle.
- (4) A person does not use any sound or voice-amplifying apparatus or device.
- (5) A person shall have in his/her possession at the time of distribution solicitation some form of picture identification.
- (6) A person is at least eighteen (18) years of age.
- (7) A person is wearing a high-visibility vest.
- (8) When a traffic signal allows motorists in that lane to proceed, the person engaging in the conduct prohibited in subsection (e) shall be standing either on a median or at least two (2) feet outside of the road.
- (9) No person shall cause delay of any length to any motorist with the right to proceed on the road.
- (10) The activity prohibited in subsection (e) shall not occur at the ten (10) intersections that have the highest number of accidents, as such intersections are provided by the Tampa Police Department reports that provide traffic accident frequency. For purposes of this subsection, an intersection includes the first one hundred fifty (150) feet of the road, measured from the extension of the edge of pavement of the intersecting road.
- (11) Persons engaging in charitable solicitation shall possess proof of registration with the Department of Agriculture and Consumer Services pursuant to F.S. § 496.405, (or proof that the soliciting

organization is exempt from the registration requirement) in his/her possession at the time of solicitation.

(Ord. No. 2011-127, § 1, 10-20-2011, eff. 11-1-2011)

**Editor's note**—Ord. No. 2011-126, § 1, adopted October 20, 2011, effective November 1, 2011, repealed former § 25-173, which pertained to public safety requirements for soliciting employment, business or contributions from within street rights-of-way. See also the Code Comparative Table.

**Sec. 25-174. Repairing vehicles on streets.**

No vehicle shall be parked upon any street, roadway, sidewalk or alley of the city for the purpose of repairing such vehicle except in the case of an actual emergency.

(Ord. No. 89-258, § 2(57-195), 10-5-89)

**Cross reference**—Vehicle repair in residential districts, § 27-282.1.

**Sec. 25-175. Duty of director of the department of public works to maintain signs and signals.**

Subject to this section, the director of the department is hereby authorized and, as to those signs and signals required hereunder, it shall be his duty to place and maintain or cause to be placed and maintained all official traffic signs and signals. All signs and signals required hereunder for a particular purpose shall be uniform as to type and location throughout the city.

(Ord. No. 89-258, § 2(57-204), 10-5-89)

**Sec. 25-176. Speed in alleys.**

It is unlawful for any person to operate any vehicle on, through or over any of the alleys, private or public in the city at a speed in excess of ten (10) miles per hour.

(Ord. No. 89-258, § 2(57-205), 10-5-89)

**Sec. 25-177. White walking canes—Signifying person carrying is blind.**

The carrying of a white walking stick or cane with a red band by a person in the city shall signify that such person is blind.

(Ord. No. 89-258, § 2(57-207), 10-5-89)

**State law reference**—Traffic regulations to assist blind persons, F.S. § 316.1301.

**Sec. 25-178. Same—Use by other than blind person.**

It is unlawful for anyone other than a blind person to carry a white walking stick or cane with a red band on the streets or sidewalks of the city. (Ord. No. 89-258, § 2(57-208), 10-5-89)

**Sec. 25-179. Same—Vehicles to yield right-of-way to persons carrying.**

The operator of any vehicle shall yield the right-of-way to an unassisted blind pedestrian on any crosswalk, whether marked or otherwise, except at controlled intersections, whenever such blind pedestrian shall indicate by holding aloft a white cane or staff that he is about to traverse such crosswalk. Such white cane or staff, when carried and plainly displayed by an unassisted blind person, shall be considered a stop signal for all vehicular traffic at uncontrolled intersections when the blind person is on the crosswalk. (Ord. No. 89-258, § 2(57-209), 10-5-89)

**Sec. 25-180. Exhaust emission—Requirements.**

The operation of motor vehicles which emit visible smoke while moving for a distance of more than one hundred (100) yards upon the streets of the city and the operation of any gasoline or diesel

engine which discharges visible or noxious fumes for a period in excess of three (3) continuous minutes within the city, is prohibited. The meaning of the terms used in this section shall be as follows:

- (1) "Smoke" shall mean small gas-borne particles, consisting essentially of carbonaceous material.
- (2) "Noxious" fumes shall mean gases, fumes or vapors that are of such character to create an unclean, harmful, destructive, unwholesome, offensive, deleterious, injurious or unhealthful condition.

(Ord. No. 89-258, § 2(57-210), 10-5-89)

**State law reference**—Exhaust systems, F.S. § 316.272 et seq.

**Sec. 25-181. Same—Illegal sale, use, installation of mufflers.**

It is unlawful for any person to sell, lease or install or replace, either for himself or as agent or employee of another or through such agent or employee any muffler for use in any motor vehicle, which muffler is not in conformity with the requirements of the Florida Uniform Traffic Control Law.

(Ord. No. 89-258, § 2(57-211), 10-5-89)

**Sec. 25-182. Designated truck routes established; observance required; hazardous materials routing established.**

(a) Designated truck routes are illustrated on the official truck route map, on file at the city clerk's office and on the City of Tampa website, and include the following:

- (1) Unless otherwise prohibited, all streets under the jurisdiction of the state department of transportation (state roads);
- (2) All other streets of this city so designated hereby, as follows:

<b>Street</b>	<b>From</b>	<b>To</b>
4th Avenue	Channelside Drive	22nd Street
7th Avenue	22nd Street	50th Street
13th Street Extension	4th Avenue	Nuccio Parkway
17th Avenue	Avenida Republica de Cuba	22nd Street
17th/18th/19th Avenue	22nd Street	40th Street



Street	From	To
19th Avenue	40th Street	Columbus Drive
19th Street/Corrinne Street	20th Street	Adamo Drive
20th Street (SR 45)	Causeway Boulevard	Lee Roy Selmon Expressway
21st Street	Lee Roy Selmon Expressway	23rd Avenue
22nd Street	Lee Roy Selmon Expressway	Hillsborough Avenue
30th Street	Busch Boulevard	Fowler Avenue
34th Street	Adamo Drive	M L King Boulevard
39th Street Lee	Roy Selmon Expressway	10th Avenue
40th Street	10th Avenue	Hillsborough Avenue
40th Street	Hillsborough Avenue	Busch Boulevard
50th Street	South City Limit	North City Limit
Adamo Drive (SR60)	Channelside Drive	City Limit
Anderson Road	Hillsborough Avenue	North City Limit
Armenia Avenue	Platt Street	Kennedy Boulevard
Armenia Avenue	Kennedy Boulevard	Busch Boulevard
Ashley Street	Jackson Street	I-275
Avenida Republica de Cuba	Nuccio Parkway	Columbus Drive
Azeele Street	Henderson Boulevard	Tampania Avenue
Azeele Street Access Road	Tampania Avenue	Armenia Avenue
Bay to Bay Boulevard	Manhattan Avenue	Lee Roy Selmon Expressway
Bird Street	Florida Avenue	Nebraska Avenue
Bougainvillea Avenue	30th Street	McKinley Drive
Boy Scout Boulevard	Trask Street	Columbus Drive
Broadway Avenue	50th Street	East City Limit
Brorein Street	Plant Avenue	Channelside Drive
Bruce B Downs Boulevard	Fowler Avenue	Fletcher Avenue
Bruce B Downs Boulevard	West City Limit	County Line Road
Busch Boulevard	West City Limit	East City Limit
Cargo Road	Lauber Way	Hillsborough Avenue
Cass Street	Howard Avenue	North Boulevard
Cass Street	North Boulevard	Nebraska Avenue
Causeway Boulevard	Maritime Boulevard	East City Limit
Channelside Drive	Florida Avenue	Beneficial Drive
Channelside Drive	Kennedy Boulevard	4th Avenue
Cleveland Street	Armenia Avenue	Plant Avenue
Columbus Drive	Boy Scout Boulevard	Dale Mabry Highway
Columbus Drive	Dale Mabry Highway	50th Street
Columbus Drive	50th Street	Broadway Avenue
Commerce Street	Picnic Island	Interbay Boulevard
Courtney Campbell Causeway	Pinellas County	Eisenhower Boulevard
Cypress Street	Memorial Highway	North Boulevard
Dale Mabry Highway	MacDill Air Force Base	North City Limit
Eisenhower Boulevard/Veteran's Expressway	Spruce Street	North City Limit
Fletcher Avenue	46th Street	50th Street
Floribraska Avenue	Tampa Street	Nebraska Avenue
Florida Avenue	Channelside Drive	Jackson Street

Street	From	To
Florida Avenue	Jackson Street	North City Limit
Fowler Avenue	West City Limit	East City Limit
Franklin Street	Channelside Drive	Whiting Street
Gandy Boulevard	West City Limit	Dale Mabry Highway
Gandy Boulevard	Dale Mabry Highway	MacDill Avenue
Green Street	North Boulevard	Laurel Street
*Henderson Boulevard	Manhattan Avenue	Dale Mabry Highway
Henderson Boulevard	Dale Mabry Highway	Kennedy Boulevard
Hillsborough Avenue	West City Limit	East City Limit
Himes Avenue	Cypress Street	Hillsborough Avenue
Howard Avenue	Platt Street	Kennedy Boulevard
Howard Avenue	Kennedy Boulevard	Tampa Bay Boulevard
I-275	West City Limit	North City Limit
I-4	I-275	East City Limit
I-75	Fletcher Avenue	North City Limit
Interbay Boulevard	Westshore Boulevard	MacDill Avenue
Jackson Street	Ashley Street	Meridian Street
Jefferson Street	Channelside Drive	I-275
Kay Street	Tampa Street	Florida Avenue
Kennedy Boulevard (West)	I-275	Memorial Highway
Kennedy Boulevard (State 60)	Memorial Highway	Channelside Drive
Lauber Way	Tampa Bay Boulevard	Kentucky Avenue
Laurel Street	North Boulevard	Tampa Street
Lee Roy Selmon Expressway	Gandy Boulevard	East City Limit
Lois Avenue	Pearl Avenue	Gandy Boulevard
Lois Avenue	Kennedy Boulevard	Boy Scout Boulevard
Lois Avenue	Tampa Bay Boulevard	Hillsborough Avenue
M L King Boulevard	Cargo Road	Dale Mabry Highway
M L King Boulevard	Dale Mabry Highway	East City Limit
MacDill Avenue	Interbay Boulevard	Columbus Drive
Manhattan Avenue	Pearl Avenue	Gandy Boulevard
*Manhattan Avenue	Gandy Boulevard	Henderson Boulevard
Maritime Boulevard	Drawdy Drive	Causeway Boulevard
McKinley Drive	Busch Boulevard	Fowler Avenue
Melburne Boulevard	40th Street	50th Street
Memorial Highway (SR 60)	Kennedy Boulevard	Spruce Street
Meridian Street	Channelside Drive	Twiggs Street
Morgan Street	Channelside Drive	Kennedy Boulevard
Nebraska Avenue	Jackson Street	North City Limit
North Boulevard	Kennedy Boulevard	M L King Boulevard
Nuccio Parkway	Nebraska Avenue	Avenida Republica de Cuba
Orient Road	Adamo Drive	Broadway Avenue
Pearl Avenue	Manhattan Avenue	Lois Avenue
Pierce Street	Cass Street	Whiting Street
Platt Street	Armenia Avenue	Bayshore Boulevard
Platt Street/Channelside Drive	Bayshore Boulevard	Florida Avenue
Scott Street	Ashley Street	Jefferson Street

Street	From	To
Sligh Avenue	West City Limit	Nebraska Avenue
South Boulevard	Platt Street	Kennedy Boulevard
Spruce Street	Memorial Highway	Trask Street
Tampa Bay Boulevard	Lauber Way	Dale Mabry Highway
Tampa Street	Franklin Street	Jackson Street
Tampa Street	Jackson Street	M L King Boulevard
Tampa Street/Highland Avenue	M L King Boulevard	Violet Street
Twiggs Street	Meridian Street	Channelside Drive
Tyler Street	Cass Street (West)	Cass Street (East)
Veterans Expressway	Courtney Campbell Cswy	Memorial Highway
Violet Street	Highland Avenue	Florida Avenue
Waters Avenue	West City Limit	Nebraska Avenue
Westshore Boulevard	Interbay Boulevard	Gandy Boulevard
Westshore Boulevard	Kennedy Boulevard	Spruce Street
Whiting Street	Tampa Street	Franklin Street
Whiting Street	Pierce Street	Jefferson Street
4th Avenue	Channelside Drive	22nd Street
21st Street	SR 60 (Adamo Drive)	I-4
22nd Street	SR 60 (Adamo Drive)	I-4

\* denotes no semi-trailers allowed

(b) The transportation manager is hereby authorized to have placed at all street or roadway intersections of two (2) designated truck routes and at other reasonable intervals along designated truck routes signage indicating their permissible use by regulated trucks.

(c) The designation of any street as a truck route shall not be construed to permit the violation of any federal or state law regulating the operation, size, weight, capacity, height, length, or speed of trucks or other vehicles and shall not be construed to permit the violation of any City Code.

(d) All regulated trucks within the city shall be operated only over and along the designated truck routes established in subsection (a) above.

(e) *Operation on non-designated truck route.* Notwithstanding subsection (d) above, the driver of a regulated truck may travel over and along a street not designated as a truck route only as necessary whereto perform its business its destination lies on or within in a manner that minimizes the distance traveled over and along the non-truck route street, or as necessary to perform

its business, in a manner that minimizes the distance traveled over and along the non-truck route street.

(f) *Multiple destination points.* Upon leaving its first destination point, a regulated truck shall proceed to other destination points only over truck routes insofar as possible, using that routing which minimizes the distance traveled over non-truck routes. Upon leaving its last destination point, a deviating regulated truck shall return to a truck route by the shortest possible route.

(g) *Authorized emergency vehicles.* This division shall not prohibit the operation of an authorized emergency vehicle upon any street in the city.

(h) *Detoured trucks.* This division shall not prohibit the operation of a regulated truck upon any officially established detour in any case where such regulated truck could lawfully be operated upon the street for which the detour is established.

(i) [*Hazardous material.*] Every truck carrying hazardous material is prohibited from using any street within the central business area defined in

(j), below, unless necessary to the conduct of business, construction or maintenance operations at a destination point within the central business area. The Lee Roy Selmon Crosstown Expressway is exempted from this requirement. Trucks carrying hazardous material may use the elevated Lee Roy Selmon Expressway through downtown without exiting. Such trucks may exit to surface streets only if the regulated truck has a downtown destination. In any case, trucks carrying hazardous material are prohibited from using Florida Avenue from the Lee Roy Selmon Expressway off-ramp to Scott Street.

(j) For purposes of this section, the central business area is bounded on the east by the Ybor Channel and its projection northward to Adamo Drive, on the south by the Garrison Channel, on the west by the Hillsborough River, and on the north by a line on the north side of Scott Street projected westward to the Hillsborough River and eastward to Orange Avenue, then south to Cass Street, east to the Seaboard Coast Line Railroad, then northeast to the westward projection of Adamo Drive, inclusive of the named streets. (Ord. No. 89-258, § 2(57-212), 10-5-89; Ord. No. 2011-25, §§ 3, 4, 3-3-2011)

**Sec. 25-183. Evidence required for deviation; enforcement.**

(a) Any person driving or in charge or control of any regulated truck deviating from the designated truck route system shall be prepared to present for the inspection of police officers the truck's log book, weight slips, delivery slips, or other written evidence of the regulated truck's origin and destination to justify the deviation from the designated truck route system.

(b) A violation of section 25-182 shall constitute an irreversible and irreparable violation and will result in the immediate issuance of a civil citation in accordance with the provisions of Chapter 23.5 of the City of Tampa Code. (Ord. No. 89-258, § 2(57-213), 10-5-89; Ord. No. 2011-25, §§ 5, 6, 3-3-2011)

**Sec. 25-184. Bicycles—Parking.**

(a) *Generally.* No person shall stand or park a bicycle upon a street other than upon the roadway against the curb or upon the sidewalk in a rack to

support the bicycle or against a building or at the curb in such a manner as to afford the least obstruction to pedestrian traffic.

(b) *Franklin Street Semi-Mall.* No person shall stand or park a bicycle anywhere on the Franklin Street Semi-Mall except in bicycle racks provided thereof; nor shall any person chain a bicycle to any post, tree or other upright object in or on the semi-mall. The Franklin Street Semi-Mall is that area of Franklin Street between J. F. Kennedy Boulevard on the south and Cass Street on the north.

(Ord. No. 89-258, § 2(57-216), 10-5-89)

**State law reference**—Bicycle regulations, F.S. § 316.2065.

**Sec. 25-185. Same—Riding on sidewalks.**

(a) No person shall ride a bicycle upon a sidewalk within a business district.

(b) When signs are erected on any sidewalk or street which prohibit the riding of bicycles thereon by any person, no person shall disobey such signs.

(c) Whenever any person is riding a bicycle upon a sidewalk, such person shall yield the right-of-way to any pedestrian and shall give audible signal before overtaking and passing such pedestrian.

(Ord. No. 89-258, § 2(57-217), 10-5-89)

**Sec. 25-186. Reserved.**

**Editor's note**—Ord. No. 2009-147, §§ 2, 3, adopted Oct. 15, 2009, repealed § 25-186, which pertained to bicycle warning signals and derived from Ord. No. 89-258, § 2(57-218), 10-5-89.

**Sec. 25-187. Nonmotorized vehicles—Compliance with traffic regulations; hours of operation; passenger loading and unloading; safety regulations.**

(a) An owner, having been issued a permit under this article to engage in the business of operating nonmotorized vehicles, shall be subject to all traffic provisions of this Code and all other ordinances, rules and regulations now in effect in the city, state or nation and all ordinances and rules and regulations which may pertain to the operation of nonmotorized vehicles hereafter enacted or adopted by the city or the state or federal

government and such rules and regulations formulated and promulgated under authority of this chapter.

(b) Nonmotorized vehicles and carriages shall be prohibited from stopping, standing or parking on public rights-of-way for the purpose of loading or unloading passengers or for any other purpose except obedience of a traffic signal, sign or device or lawful order or direction of a police officer or fire department official or upon written permission granted by the governmental entity, agency or committee having jurisdiction and control over such rights-of-way.

(c) In the interest of protecting the safety of passengers, passersby and other vehicles, the following safety regulations are imposed:

- (1) It is unlawful for the driver of a nonmotorized vehicle or carriage to leave the vehicle or animal unattended at any time.
- (2) It is unlawful for the driver of a nonmotorized vehicle or carriage to collect fares, make change or take on, discharge or solicit passengers while the nonmotorized vehicle is in motion.

(Ord. No. 89-258, § 2(57-229), 10-5-89)

**Sec. 25-188. Same—Sanitation.**

All owners of nonmotorized vehicles shall comply with the following sanitation requirements:

- (1) All horses, mules and other animals shall be equipped with adequate devices to prevent manure and other excrement from falling upon the streets of the city. Any excrement that should fall upon the streets of the city shall be immediately removed by the owner, operator or driver. Any urine must be immediately treated with a chemical deodorizing solution.
- (2) All animal waste for disposal shall be promptly transported to sites or facilities legally empowered to accept it for treatment of disposal. The city reserves the right to approve or disapprove sites taking into account routes within the city and the rules and regulations of the governmental body having jurisdiction over the sites or facilities.

- (3) A permittee shall further comply with all applicable health and sanitation provisions of the state sanitary code and all rules and regulations promulgated thereunder.

(Ord. No. 89-258, § 2(57-230), 10-5-89)

**Cross reference**—Removal of animal excrement, § 19-78.

**Sec. 25-189. Same—Condition.**

(a) Each nonmotorized vehicle shall be kept in a safe and sanitary condition at all times. The city shall have the right to inspect or cause to be inspected any nonmotorized vehicle as often as may be necessary for the purpose of ascertaining and causing to be corrected any unsafe or unsanitary conditions or any violations of this article or any other rule, regulation, ordinance or law relating to the operation of such nonmotorized vehicles. If the owner refuses to correct any unsafe or unsanitary conditions, the city may remove the vehicle or carriage from operation.

(b) Each nonmotorized vehicle shall be equipped with electrically powered lights or lanterns and reflectors when operating during the hours of darkness. The lights and reflectors shall be mounted so that they are visible from any direction.

(Ord. No. 89-258, § 2(57-231), 10-5-89)

**Sec. 25-190. Same—Watering of horses or beasts of burden; load limitations, temperature restrictions.**

(a) The driver of each nonmotorized vehicle shall make water available to every horse or beast of burden being used to pull a vehicle at intervals not to exceed two (2) hours.

(b) No vehicle or carriage being drawn by horse or other beast of burden shall be permitted to carry more than six (6) passengers per each horse or beast of burden, exclusive of the driver of the vehicle.

(c) No vehicle or carriage being drawn by horse or other beast of burden shall be permitted to operate upon the public streets of the city when the temperature is below thirty-two (32) degrees Fahrenheit or above ninety (90) degrees Fahrenheit as reported by the U. S. Weather Bureau.

(d) It is unlawful for any owner or driver to use whips, bits or any other equipment which may cause injury to the horse or beast of burden being used to pull the vehicle or carriage.  
(Ord. No. 89-258, § 2(57-232), 10-5-89)

**Sec. 25-191. Same—Stabling or keeping of horses or beasts of burden within the city.**

Nothing in this article, including the issuance of a permit for nonmotorized vehicles, shall be interpreted as authorizing or allowing the stabling or keeping of horses or other beasts of burden within the jurisdictional limits of the city where otherwise prohibited by this chapter.  
(Ord. No. 89-258, § 2(57-233), 10-5-89)

**Cross reference**—Keeping of farm animals within city, § 19-75.

**Sec. 25-192. Same—Rates and charges to be displayed, property left in vehicles.**

(a) Each owner shall prominently display in each owner's nonmotorized vehicle a card or sign which shall show the schedule of the rates and charges for the transportation services furnished by the owner. Such card or sign shall be posted in a conspicuous place in such vehicle while it is in use as a nonmotorized vehicle for hire, so that it is clearly visible to all passengers in such vehicle. It shall be unlawful for any owner, operator, agent, lessee or driver of any nonmotorized vehicle to charge more than the rate so posted.

(b) Any nonmotorized vehicle or carriage driver or operator discovering, in any nonmotorized vehicle or carriage under his control, personal property which was lost or left therein by a passenger shall report the loss and deliver all the property to the office of the nonmotorized vehicle or carriage company within the same day as discovery of the property. The driver's report shall include brief particulars to assist the company in identifying the owner of the property and the company shall make a conscientious effort to contact the owner of the property. A copy of the report shall also be submitted to the chief of police. The company shall retain the property on behalf of the owner for at least six (6) months after the finding thereof.  
(Ord. No. 89-258, § 2(57-234), 10-5-89)

**Sec. 25-193. Same—Revocation of permits; penalty for article violation.**

(a) Whenever there is reasonable cause to believe that a person holding a permit to operate a nonmotorized vehicle is violating any provision of this article, the city transportation manager may, upon written, certified notice of the violation to the owner, suspend the permit issued to such person until such time as the violations are corrected to the satisfaction of the city transportation manager. If the violation is not corrected within thirty (30) days, the permit will be automatically revoked. Any owner whose permit has been revoked under this subsection may, within thirty (30) days after the revocation, appeal, in writing, to the city council which shall schedule a hearing thereon within two (2) weeks of receipt of the appeal.

(b) If the violation is of such a grievous nature as to endanger the public health, safety or welfare, the city transportation manager shall bring the matter before the city council at a public hearing to request immediate revocation of the permit.

(c) If any nonmotorized vehicle business or operation, including any driver thereof, is cited with five (5) or more violations of this article within one (1) year, all permits issued to the business or operation shall be automatically revoked until the owner can show good cause as to why the permit should be reinstated. Any owner whose permit has been revoked under this subsection may, within thirty (30) days after the revocation, appeal in writing to the city council which shall schedule a hearing thereon within two (2) weeks of receipt of the appeal.  
(Ord. No. 89-258, § 2(57-235), 10-5-89)

**Sec. 25-194. Reserved.**

**Editor's note**—Ord. No. 2006-102, § 2, adopted April 20, 2006, repealed § 25-194, which pertained to standing or parking vehicles across from or within ten feet of driveways. See also the Code Comparative Table.

**Sec. 25-195. Provisions saved from repeal.**

Nothing in this Code or the ordinance adopting this Code shall affect sections 31-1—31-12, 31-

50—31-54 and 31-60 of the Code of Ordinances adopted in 1971, which provisions shall continue in full force and effect as if set out fully herein. (Ord. No. 89-258, § 2(57-251), 10-5-89)

**Sec. 25-196. Trains—Blocking of intersections beyond certain time limits declared unlawful; time limits established; intersections designated.**

(a) It is unlawful for any individual, partnership, association or corporation or any officer, agent or employee of such partnership, association or corporation owning, causing the operation or allowing the operation of any railroad locomotives, trains or cars to operate or use the same at any time so as to obstruct any street crossing for a period at any one (1) time of longer than:

- (1) Five (5) minutes between the hours of 7:00 a.m. and 9:00 a.m. and 4:00 p.m. and 6:00 p.m. on the city's functionally classified collector and arterial streets, Monday through Saturday, except along Polk Street where the five-minute restriction will be in effect at all times;
- (2) Ten (10) minutes at all other times and locations on the city's functionally classified collector and arterial streets;
- (3) Fifteen (15) minutes on all streets classified as local streets at all times.

(b) The city's functionally classified collector and arterial street system is defined by the director.

(c) These time restrictions shall not apply during times of emergency, acts of God, unforeseen mechanical failure or other acts which are beyond control of the railroad.

(Ord. No. 89-258, § 2(57-252), 10-5-89)

**Sec. 25-197. Same—Lapse of time between obstructing of intersections.**

It is unlawful for any person or employee of such person owning, leasing or operating any railroad locomotives, trains or cars to so operate or use the same as to obstruct or block any street crossing in the city other than permitted in this article so that the lapse of time between succes-

sive obstructions or blocking of such streets shall be less than one (1) minute; provided that the provisions of this section shall not apply to opposite movements at substantially the same time of railroad locomotives, trains and cars upon double tracks when operated under automatic block, gate or light crossing protection systems.

(Ord. No. 89-258, § 2(57-253), 10-5-89)

**Sec. 25-198. Same—Application to single or multiple locomotives, trains or cars.**

The provisions of this article shall apply to the operation of single locomotives, single trains, single railroad cars or to any group or collection of the same, in whatever number.

(Ord. No. 89-258, § 2(57-254), 10-5-89)



Exhibit 1

City of Tampa Transportation Impact Fee District Schedule

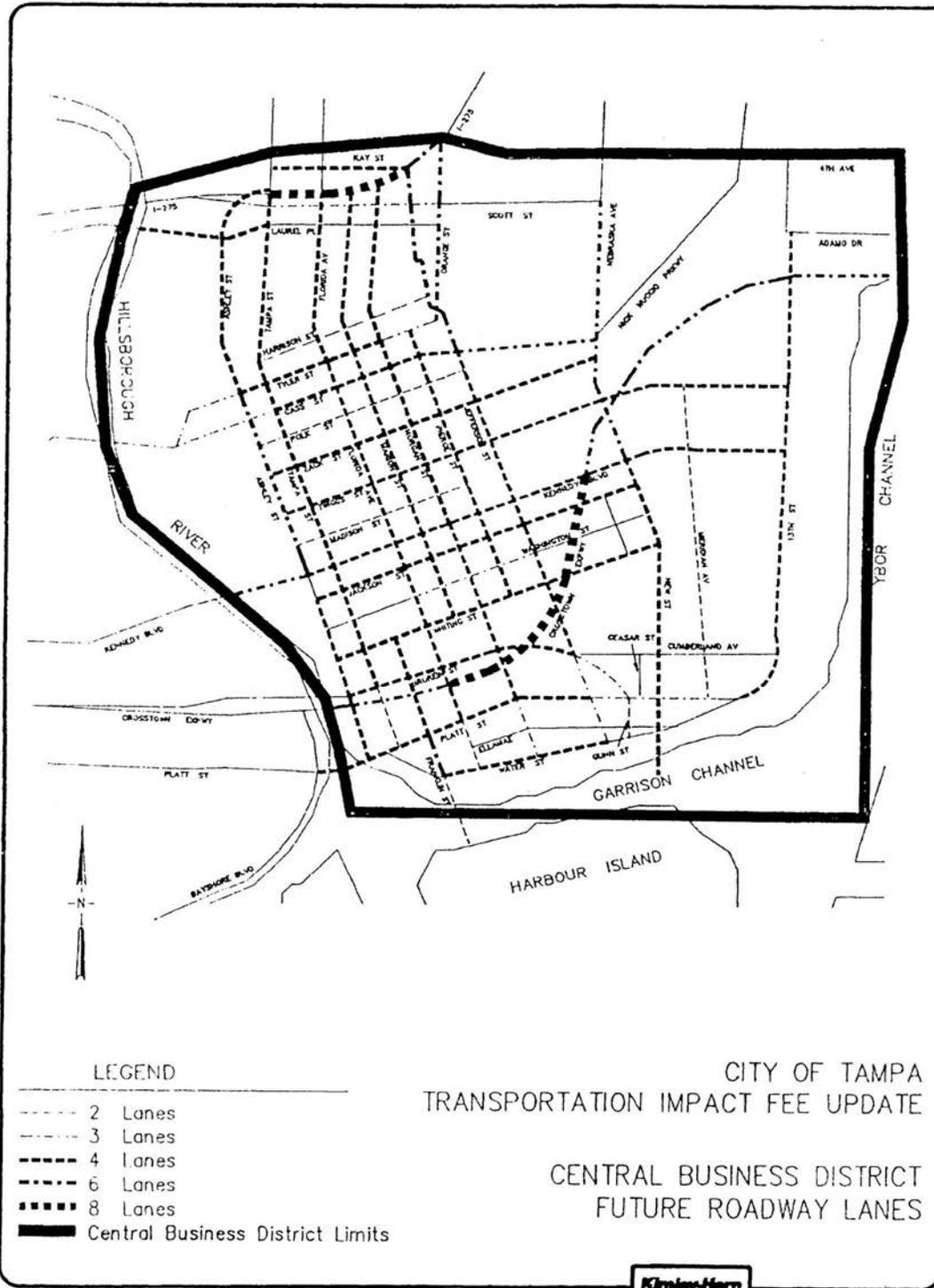
	<i>Unit</i>	<i>Central Business District</i>	<i>Central East District</i>	<i>Ybor District*</i>	<i>Interbay District</i>	<i>North Central District</i>	<i>University North District</i>	<i>Westshore District</i>
<b>Residential</b>								
Single Family Detached								
Under 1500 S.F.	du	\$716	\$1,258	\$328	\$1,280	\$1,008	\$1,632	\$2,077
1500—2499	du	\$955	\$1,677	\$438	\$1,707	\$1,344	\$2,176	\$2,770
2500—S.F. & Over	du	\$1,127	\$1,979	\$516	\$2,014	\$1,586	\$2,568	\$3,268
Single Family Semi-De-tached	du	\$726	\$1,274	\$333	\$1,297	\$1,022	\$1,654	\$2,105
Mobile Home	du	\$447	\$794	\$794	\$806	\$640	\$1,036	\$1,337
Multi-Family								
1—2 Stories	du	\$485	\$860	\$225	\$873	\$694	\$1,122	\$1,449
3 Stories And Over	du	\$373	\$662	\$173	\$672	\$533	\$863	\$1,114
ACLF/Retirement Home	du	\$250	\$480	\$480	\$474	\$370	\$597	\$796
<b>Lodging</b>								
Hotel/Motel	room	\$1,874	\$1,453	\$886	\$1,437	\$1,096	\$1,784	\$2,299
<b>Industrial</b>								
General Light Industrial	1000 s.f.	\$1,882	\$1,119	\$1,119	\$1,164	\$918	\$1,481	\$1,830
General Heavy Industrial	1000 s.f.	\$513	\$305	\$305	\$317	\$250	\$404	\$499
Warehouse	1000 s.f.	\$1,676	\$997	\$997	\$1,037	\$818	\$1,319	\$1,631
Mini Warehouse	1000 s.f.	\$958	\$570	\$570	\$593	\$467	\$754	\$932
Utilities	employee	\$239	\$142	\$142	\$148	\$117	\$188	\$233
<b>Medical</b>								
Nursing Home	bed	\$659	\$366	\$366	\$360	\$306	\$496	\$702
Hospital	bed	\$5,271	\$2,319	\$2,319	\$2,413	\$1,903	\$3,069	\$3,793
<b>Office</b>								
Under 100,000 S.F.	1000 s.f.	\$6,056	\$3,601	\$2,665	\$3,746	\$2,954	\$4,765	\$5,890
100,000—199,999 S.F.	1000 s.f.	\$4,892	\$2,909	\$2,153	\$3,026	\$2,387	\$3,849	\$4,759
200,000 S.F. And Over	1000 s.f.	\$3,729	\$2,218	\$1,641	\$2,307	\$1,819	\$2,934	\$3,627
Research Facility	1000 s.f.	\$1,813	\$1,078	\$798	\$1,122	\$885	\$1,427	\$1,764
<b>Retail</b>								
Convenience	1000 s.f.	\$4,024	\$3,271	\$1,748	\$4,067	\$2,199	\$4,193	\$6,654
Under 50,000 S.F.	1000 s.f.	\$2,853	\$2,823	\$1,326	\$2,979	\$2,072	\$3,063	\$5,408
50,000—99,999 S.F.	1000 s.f.	\$3,339	\$3,472	\$1,591	\$3,662	\$2,624	\$3,761	\$6,502
100,000—199,999 S.F.	1000 s.f.	\$3,586	\$3,693	\$1,723	\$3,894	\$2,818	\$3,999	\$6,865
200,000—299,999 S.F.	1000 s.f.	\$3,766	\$3,728	\$1,988	\$3,765	\$3,017	\$4,619	\$7,058
300,000—399,999 S.F.	1000 s.f.	\$3,883	\$3,759	\$2,155	\$3,702	\$3,142	\$4,998	\$7,207
400,000—999,999 S.F.	1000 s.f.	\$3,688	\$3,337	\$2,047	\$3,286	\$2,790	\$4,437	\$6,399
1,000,000 S.F. & Over	1000 s.f.	\$3,528	\$3,059	\$1,958	\$3,013	\$2,557	\$4,067	\$5,865
Wholesale	1000 s.f.	\$693	\$801	\$801	\$789	\$670	\$1,066	\$1,537
Furniture	1000 s.f.	\$72	\$84	\$84	\$82	\$70	\$111	\$161
Hardware/Paint Store	1000 s.f.	\$1,922	\$1,861	\$1,861	\$1,964	\$1,366	\$2,019	\$3,565
<b>Restaurant</b>								
Restaurant	1000 s.f.	\$2,143	\$3,978	\$3,978	\$4,196	\$2,997	\$4,310	\$7,468
Fast Food With Drive Thru	1000 s.f.	\$3,784	\$5,505	\$5,505	\$5,808	\$4,094	\$5,969	\$10,440
<b>Services</b>								
Bank	1000 s.f.	\$7,009	\$5,105	\$5,105	\$5,385	\$3,816	\$5,533	\$9,643
Bank With Drive Thru	1000 s.f.	\$7,963	\$5,800	\$5,800	\$6,118	\$4,335	\$6,286	\$10,955
Savings & Loans	1000 s.f.	\$2,530	\$1,843	\$1,843	\$1,944	\$1,377	\$1,997	\$3,481
Insurance	1000 s.f.	\$3,934	\$2,340	\$2,340	\$2,434	\$1,920	\$3,096	\$3,827
Day Care Center	1000 s.f.	\$2,566	\$3,862	\$3,862	\$4,073	\$2,910	\$4,185	\$4,807

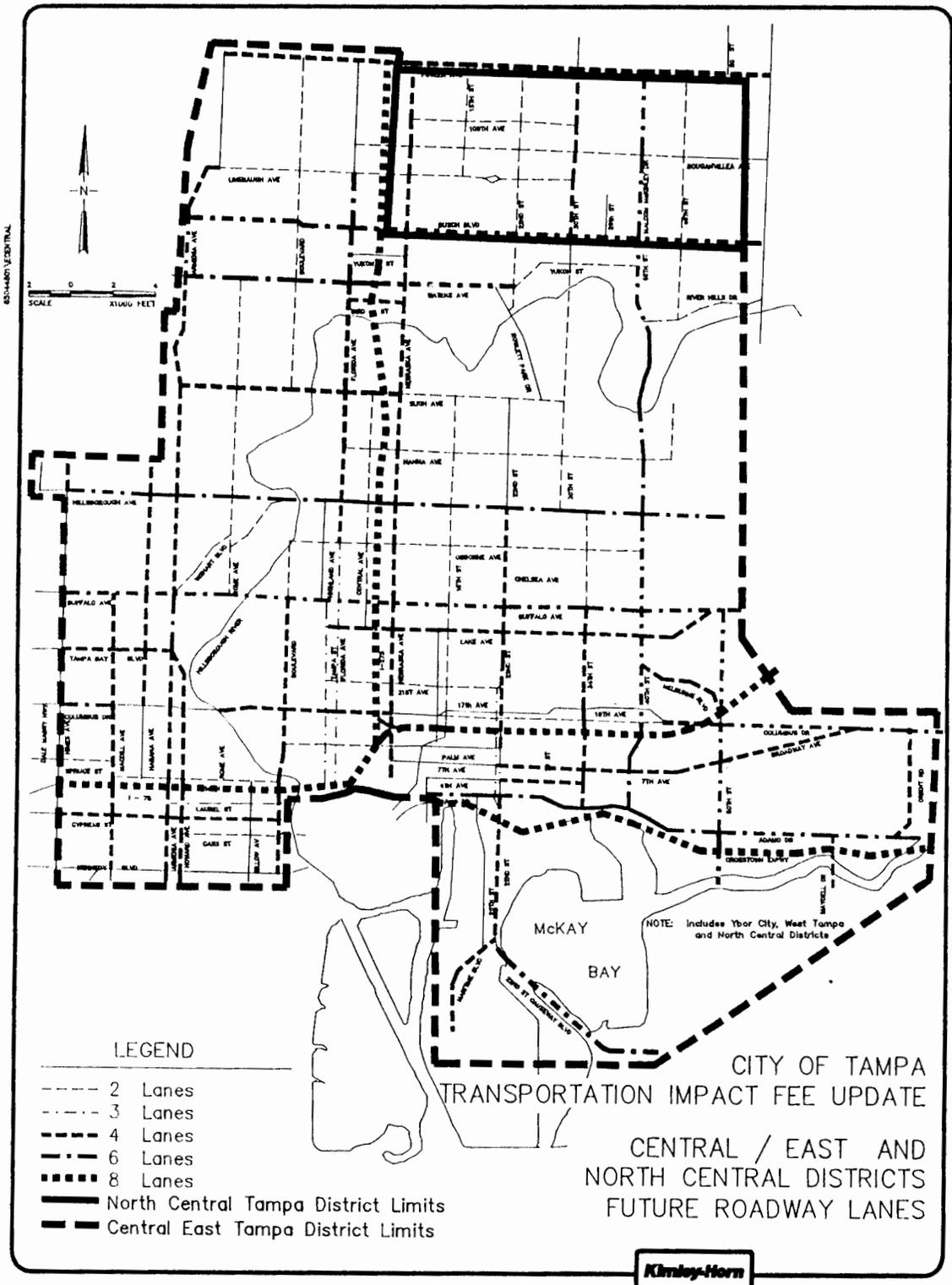
	<i>Unit</i>	<i>Central Business District</i>	<i>Central East District</i>	<i>Ybor District*</i>	<i>Interbay District</i>	<i>North Central District</i>	<i>University North District</i>	<i>Westshore District</i>
Service Station/Car Wash	1000 s.f.	\$20,335	\$5,364	\$5,364	\$5,660	\$3,937	\$5,820	\$10,274
<b>Recreation</b>								
General Recreation	parking spa	\$436	\$587	\$587	\$606	\$471	\$762	\$953
Golf Course	parking spa	\$2,257	\$1,003	\$1,003	\$1,035	\$805	\$1,303	\$1,628
Marina	slip	\$1,278	\$568	\$568	\$586	\$456	\$737	\$922
Racquet Club/Health Club	1000 s.f.	\$1,009	\$1,441	\$1,441	\$1,519	\$1,113	\$1,559	\$2,652
<b>Institutional</b>								
Elementary School	student	\$335	\$156	\$156	\$157	\$118	\$193	\$252
Jr. High/Middle School	student	\$335	\$156	\$156	\$157	\$118	\$193	\$252
High School	student	\$469	\$219	\$219	\$219	\$165	\$270	\$353
Junior Technical College	student	\$536	\$250	\$250	\$251	\$188	\$309	\$404
College	student	\$805	\$375	\$375	\$376	\$282	\$463	\$605
Church	1000 s.f.	\$904	\$1,203	\$1,203	\$1,207	\$906	\$1,485	\$1,943
General Aviation	flight	\$1,415	\$623	\$623	\$648	\$511	\$824	\$1,018
Civic Center	1000 s.f.	\$11,558	\$5,086	\$5,086	\$5,291	\$4,173	\$6,730	\$8,319

\* The status of the "Ybor District" as a subdistrict of the "Central East District" commences on August 22, 2002 and expires three (3) years thereafter.

(Ord. No. 89-258, 10-5-89; Ord. No. 90-25, § 1, 2-8-90; Ord. No. 2002-181, § 4, 8-22-02; Ord. No. 2006-160, § 5, 7-13-06)

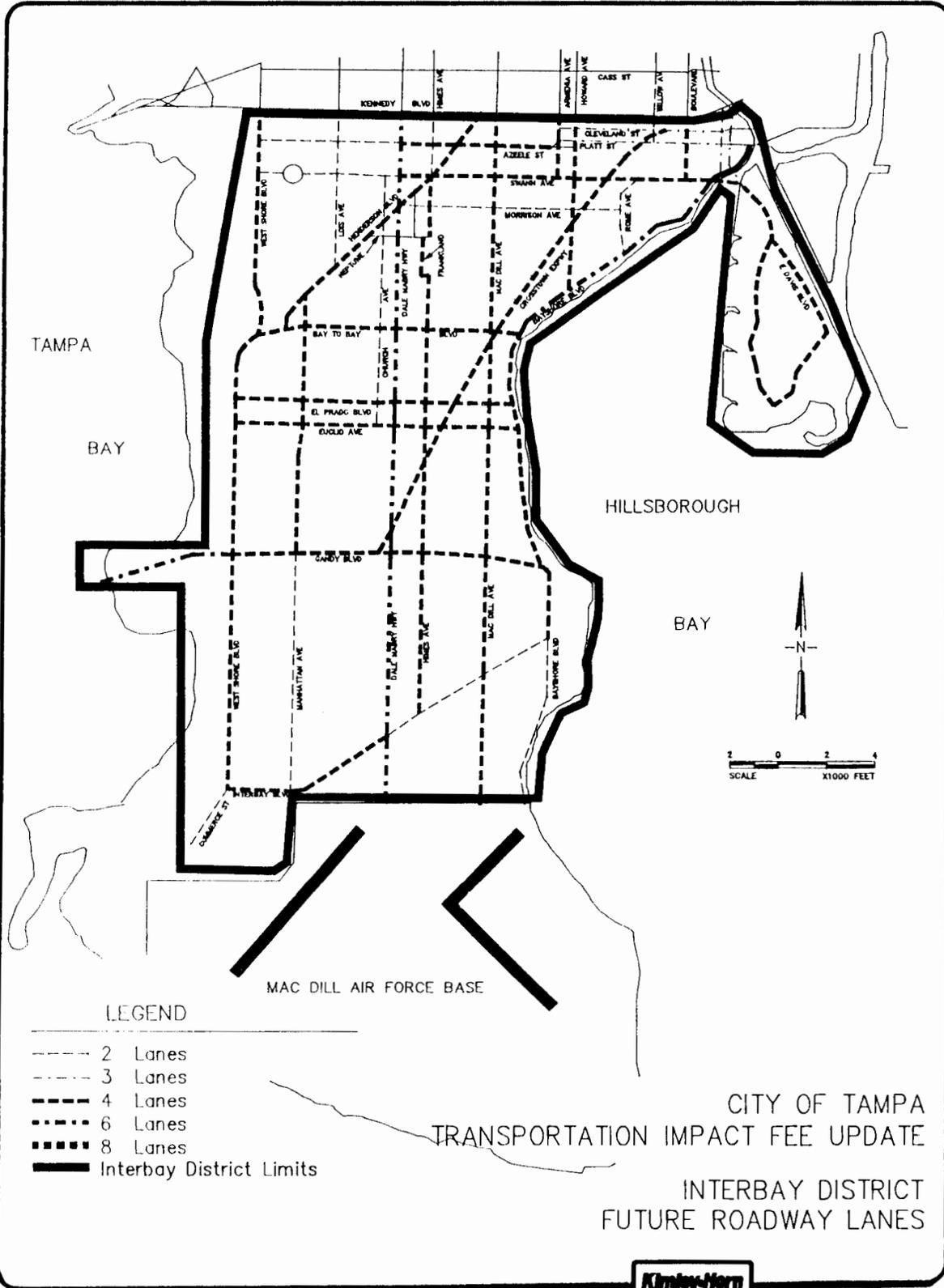




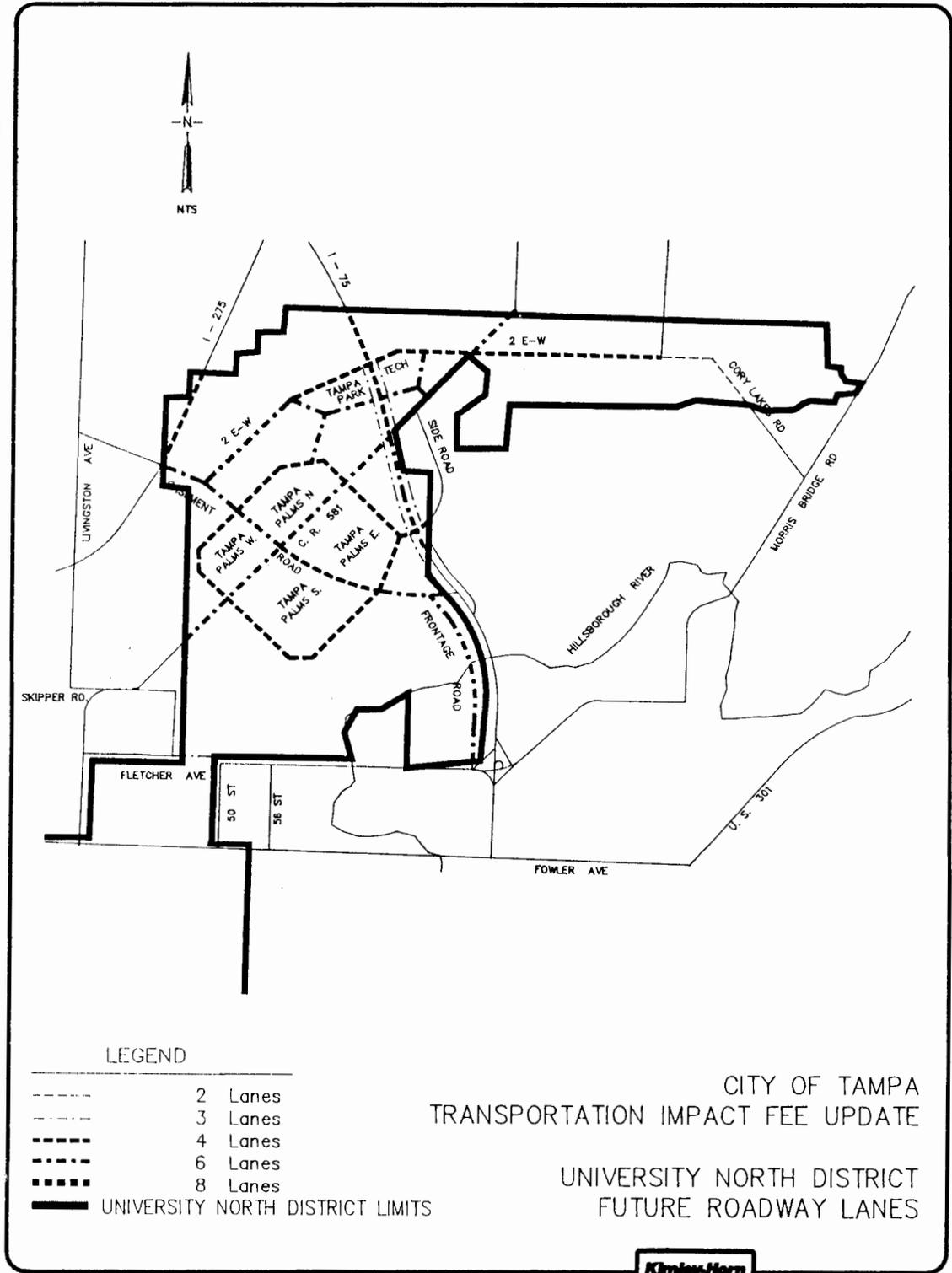


CENTRAL/EAST AND NORTH CENTRAL DISTRICTS FUTURE ROADWAY LANES

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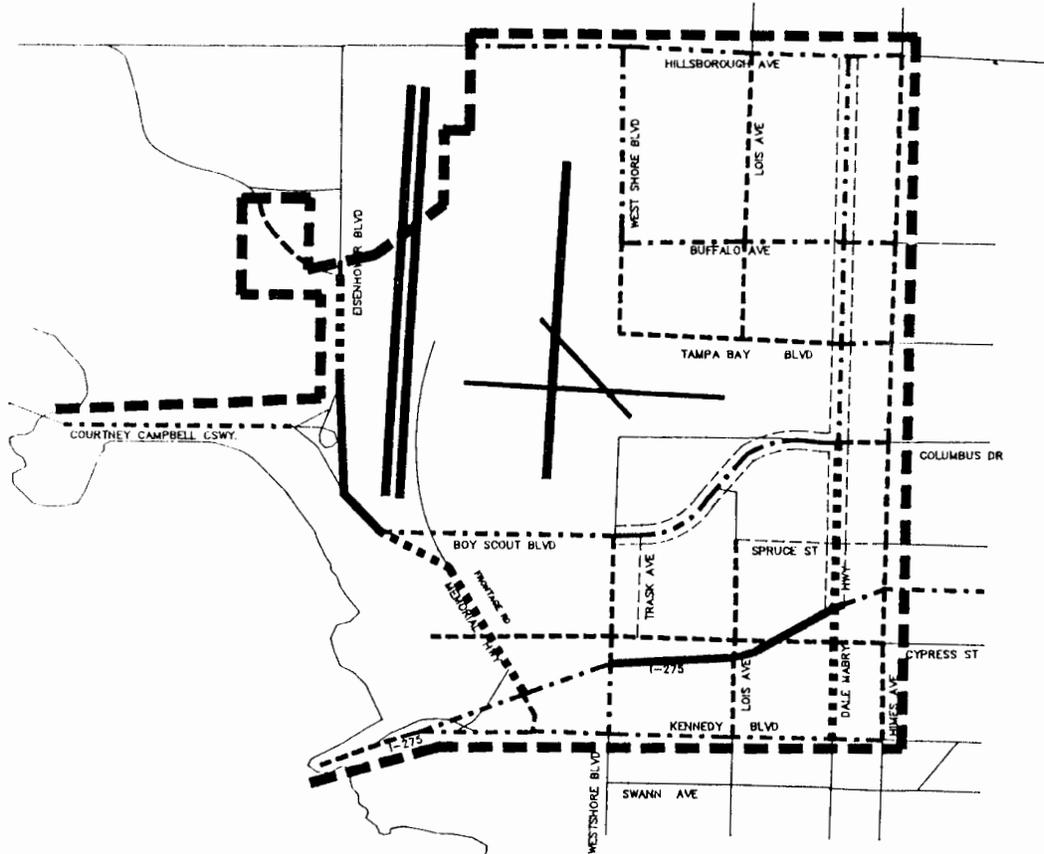


6504.51 UNIV-B1



UNIVERSITY NORTH DISTRICT FUTURE ROADWAY LANES

6504.21: WESTSHORE.DWG

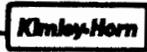


LEGEND

- 2 Lanes
- .-.- 3 Lanes
- ..... 4 Lanes
- 6 Lanes
- 8 Lanes
- 10 Lanes
- 6 Lanes w/ 2-lane aux.s
- 8 Lanes w/ 2-lane aux.s
- Westshore District Limits

CITY OF TAMPA  
TRANSPORTATION IMPACT FEE UPDATE

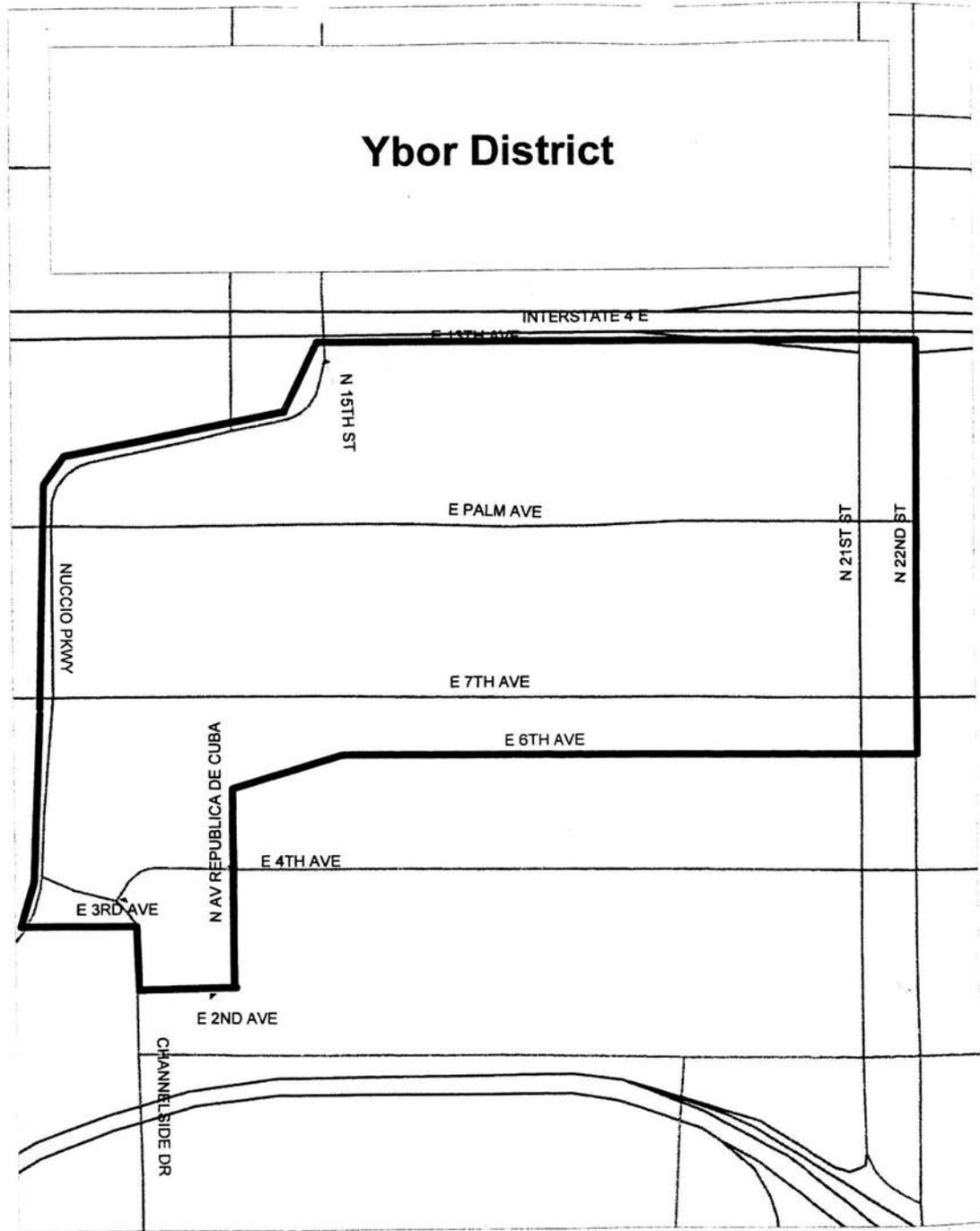
WESTSHORE DISTRICT  
FUTURE ROADWAY LANES



WESTSHORE DISTRICT FUTURE ROADWAY LANES

TRANSPORTATION

Ch. 25, Exh. II



(Ord. No. 2002-181, § 3, 8-22-02)



TRANSPORTATION

Ch. 25

EXHIBIT III

ROADWAY LINK SECTION

CENTRAL BUSINESS DISTRICT

28-Jan-88			Existing		Needed	2010	2010	2010	Existing
ON	FROM	TO	Road Type	CBD 2010	2010 ROW	Const Cost of Imprmt	ROW Cost of Imprmt	TOTAL Cost of Improvement	Deficiency Cost
13th St	Platt St	Kennedy Blvd	4LU	4LD	8	\$400,000	\$337,920	\$737,920	\$0
13th St	Kennedy Blvd	Twiggs St	4LD	4LD	0	\$0	\$0	\$0	\$0
13th St	Twiggs St	Adamo Dr	4LD	4LD	0	\$0	\$0	\$0	\$0
Ashley Dr	Ashley-1275 Ramp	Tyler St	4LD	4LD	0	\$0	\$0	\$0	\$0
Ashley Dr	Tyler St	Cass St	6LD	6LD	0	\$0	\$0	\$0	\$0
Ashley Dr	Cass St	Polk St	6LD	6LD	0	\$0	\$0	\$0	\$0
Ashley Dr	Polk St	Zack St	6LD	6LD	0	\$0	\$0	\$0	\$0
Ashley Dr	Zack St	Twiggs St	6LD	6LD	0	\$0	\$0	\$0	\$0
Ashley Dr	Twiggs St	Madison St	6LD	6LD	0	\$0	\$0	\$0	\$0
Ashley Dr	Madison St	Kennedy Blvd	4LD	4LD	0	\$0	\$0	\$0	\$0
Ashley Dr	Kennedy Blvd	Jackson St	4LU	3LOW	0	\$25,000	\$0	\$25,000	\$0
Ashley Dr	Jackson St	Brerein St	4LU	4LU	0	\$0	\$0	\$0	\$0
Ashley Dr	Brerein St	Platt St	4LU	4LU	0	\$0	\$0	\$0	\$0
Brerein St	Hillsborough River	Tampa St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Brerein St	Tampa St	Franklin St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Brerein St	Franklin St	Morgan St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Brerein St	Morgan St	Jefferson	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Brerein St	Jefferson	Caesar	2LOW	3LOW	9	\$71,500	\$432,432	\$503,932	\$0
Brerein St	Caesar	Meridian	OL	3LOW	64	\$126,000	\$2,128,896	\$2,254,896	\$0
Brerein St	Meridian	13th St	2LU	3LOW	9	\$93,500	\$565,486	\$658,988	\$0
Caesar St	Brorien	Platt	2LU	2LD	0	\$45,000	\$0	\$45,000	\$0
Cass St	Hillsborough River	Ashley Dr	3LOW	3LOW	0	\$0	\$0	\$0	\$0
Cass St	Ashley Dr	Tampa St	3LOW	3LOW	0	\$0	\$0	\$0	\$0
Cass St	Tampa St	Franklin St	3LOW	4LOW	0	\$25,000	\$0	\$25,000	\$0
Cass St	Franklin St	Florida Ave	3LOW	4LOW	0	\$20,000	\$0	\$20,000	\$0
Cass St	Florida Ave	Marion St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Cass St	Marion St	Morgan St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Cass St	Morgan St	Pierce St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Cass St	Pierce St	Jefferson St	4LU	4LOW	0	\$0	\$0	\$0	\$0
Cass St	Jefferson St	Nebraska Ave	4LU	6LD	62	\$342,000	\$1,492,762	\$1,634,762	\$0
Crosstown Expr	Hillsborough River	Florida Ave	4LEXP	6LEXP	0	\$20,592,000	\$0	\$20,592,000	\$0
Crosstown Expr	Florida Ave	Kennedy Blvd	4LEXP	8LEXP	0	\$72,864,000	\$0	\$72,864,000	\$0
Crosstown Expr	Kennedy Blvd	13th St	4LEXP	6LEXP	0	\$38,808,000	\$0	\$38,808,000	\$0
Florida Ave	Scott St	Tyler St	3LOW	4LOW	13	\$141,350	\$352,610	\$494,160	\$0
Florida Ave	Tyler St	Cass St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Florida Ave	Cass St	Polk St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Florida Ave	Polk St	Zack St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Florida Ave	Zack St	Twiggs St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Florida Ave	Twiggs St	Madison St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Florida Ave	Madison St	Kennedy Blvd	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Florida Ave	Kennedy Blvd	Jackson St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Florida Ave	Jackson St	Whiting St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Florida Ave	Whiting St	Brerein St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Florida Ave	Brerein St	Platt St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Florida Ave	Platt St	Water	2LU	2LU	0	\$0	\$0	\$0	\$0

ROADWAY LINK SECTION			CENTRAL BUSINESS DISTRICT						
28-Jan-88			Existing		Needed	2010	2010	2010	Existing
ON	FROM	TO	Road Type	CBD 2010	2010 ROW	Const Cost of Imprmt	ROW Cost of Imprmt	TOTAL Cost of Improvement	Deficiency Cost
Franklin St	Whiting St	Brorein St	2LD	4LD	0	\$40,000	\$0	\$40,000	\$0
Franklin St	Brorein St	Platt St	2LD	4LD	12	\$44,000	\$354,816	\$398,816	\$0
Franklin St	Platt St	Water St	2LD	6LD	24	\$136,320	\$709,632	\$845,952	\$0
Franklin St	Water St	Garrison Channel	2LU	2LU	0	\$0	\$0	\$0	\$0
Gunn St	Water St	Platt St	2LU	2LD	0	\$45,000	\$0	\$45,000	\$0
Harrison St	Franklin St	Jefferson St	2LU	2LU	0	\$0	\$0	\$0	\$0
Harrison St	Tampa St	Franklin St	DL	2LU	0	\$44,000	\$0	\$44,000	\$0
I-275	Ashley Dr	Jefferson St	6LF	8LF	0	\$34,240,000	\$0	\$34,240,000	\$16,308,702
Jackson St	Ashley Dr	Tampa St	3LOW	4LOW	0	\$25,000	\$0	\$25,000	\$0
Jackson St	Tampa St	Franklin St	3LOW	4LOW	0	\$25,000	\$0	\$25,000	\$0
Jackson St	Franklin St	Florida Ave	3LOW	4LOW	0	\$25,000	\$0	\$25,000	\$0
Jackson St	Florida Ave	Marion St	3LOW	4LOW	0	\$25,000	\$0	\$25,000	\$0
Jackson St	Marion St	Morgan St	3LOW	4LOW	0	\$25,000	\$0	\$25,000	\$0
Jackson St	Morgan St	Nebraska Ave	3LOW	4LOW	0	\$25,000	\$0	\$25,000	\$0
Jeff.-Orange	Scott St	Cass St	6LD	6LD	0	\$0	\$0	\$0	\$0
Jefferson St	Cass St	Zack St	4LU	4LOW	0	\$50,000	\$0	\$50,000	\$0
Jefferson St	Zack St	Twiggs St	4LU	4LOW	0	\$25,000	\$0	\$25,000	\$0
Jefferson St	Twiggs St	Kennedy Blvd	4LU	4LOW	0	\$50,000	\$0	\$50,000	\$0
Jefferson St	Kennedy Blvd	Jackson St	4LU	4LOW	0	\$25,000	\$0	\$25,000	\$0
Jefferson St	Jackson St	Brorein St	4LU	4LOW	0	\$142,500	\$0	\$142,500	\$0
Jefferson St	Brorein St	Platt St	4LU	3LOW	0	\$45,000	\$0	\$45,000	\$0
Jefferson St	Platt St	Water St	4LU	3LOW	0	\$55,000	\$0	\$55,000	\$0
Kay St	Tampa St	Jefferson St	2LOW	4LOW	28	\$383,400	\$2,328,480	\$2,711,880	\$0
Kennedy Blvd	Hillsborough River	Ashley Dr	4LU	6LU	0	\$24,150,000	\$0	\$24,150,000	\$0
Kennedy Blvd	Ashley Dr	Tampa St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Kennedy Ave	Tampa St	Franklin St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Kennedy Ave	Franklin St	Florida Ave	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Kennedy Ave	Florida Ave	Marion St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Kennedy Ave	Marion St	Morgan St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Kennedy Ave	Morgan St	Pierce St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Kennedy Ave	Pierce St	Nebraska Ave	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Kennedy Ave	Nebraska Ave	13th St	4LU	4LD	0	\$128,500	\$0	\$128,500	\$0
Laurel St	Hillsborough River	Tampa St	2LU	4LU	0	\$387,273	\$0	\$387,273	\$0
Madison St	Ashley Dr	Tampa St	3LOW	2LD	0	\$25,000	\$0	\$25,000	\$0
Madison St	Tampa St	Franklin St	3LOW	2LD	0	\$25,000	\$0	\$25,000	\$0
Madison St	Franklin St	Florida Ave	3LOW	2LD	0	\$25,000	\$0	\$25,000	\$0
Madison St	Florida Ave	Marion St	3LOW	2LD	0	\$25,000	\$0	\$25,000	\$0
Madison St	Marion St	Morgan St	3LOW	2LD	0	\$25,000	\$0	\$25,000	\$0
Madison St	Morgan St	Pierce St	3LOW	2LD	0	\$25,000	\$0	\$25,000	\$0
Marion St	Scott	Tyler St	2LU	4LU	0	\$105,000	\$0	\$105,000	\$0
Marion St	Tyler St	Cass St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Marion St	Cass St	Polk St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Marion St	Polk St	Zack St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Marion St	Zack St	Twiggs St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Marion St	Twiggs St	Madison St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Marion St	Madison St	Kennedy Blvd	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Marion St	Kennedy Blvd	Jackson St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Marion St	Jackson St	Whiting	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Meridian St	Twiggs St	Platt St	2LU	2LD	0	\$265,000	\$0	\$265,000	\$0
Morgan St	Scott St	Tyler St	4LOW	4LOW	0	\$0	\$0	\$0	\$0

TRANSPORTATION

Ch. 25

ROADWAY LINK SECTION			CENTRAL BUSINESS DISTRICT						
28-Jan-88			Existing Road Type	CBD 2010	Needed 2010 ROW	2010 Const Cost of Imprmt	2010 ROW Cost of Imprmt	2010 TOTAL Cost of Improvement	Existing Deficiency Cost
ON	FROM	TO							
Morgan St	Tyler St	Cass St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Morgan St	Cass St	Polk St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Morgan St	Polk St	Zack St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Morgan St	Zack St	Twiggs St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Morgan St	Twiggs St	Madison St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Morgan St	Madison St	Kennedy Blvd	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Morgan St	Kennedy Blvd	Jackson St	4LU	4LOW	0	\$25,000	\$0	\$25,000	\$0
Morgan St	Jackson St	Whiting St	4LU	4LOW	0	\$50,000	\$0	\$50,000	\$0
Morgan St	Whiting St	Platt St	4LU	4LOW	0	\$100,000	\$0	\$100,000	\$0
Morgan St	Platt St	Water	2LU	3LOW	0	\$60,000	\$0	\$60,000	\$0
Nebraska Ave	Scott St	Cass St	4LU	6LD	72	\$340,909	\$1,728,000	\$2,068,909	\$0
Nebraska Ave	Cass St	Twiggs St	4LU	6LD	62	\$150,000	\$654,720	\$804,720	\$0
Nebraska Ave	Twiggs St	Kennedy Blvd	4LD	6LD	62	\$182,000	\$916,608	\$1,098,608	\$0
Nebraska Ave	Kennedy Blvd	Jackson St	3LOW	6LD	62	\$75,000	\$327,360	\$402,360	\$0
Nebraska Ave	Jackson	Washington	2LU	4LD	48	\$114,240	\$304,128	\$418,368	\$0
Nebraska Ave	Washington	Whiting	0L	4LD	108	\$106,250	\$570,240	\$676,490	\$0
New St	Whiting St	Platt St	0L	4LD	108	\$765,000	\$4,105,728	\$4,870,728	\$0
New St	Platt St	Garrison Channel	4LD	4LD	0	\$0	\$0	\$0	\$0
Pierce St	Tyler St	Cass St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Pierce St	Cass St	Polk St	4LOW	4LU	0	\$25,000	\$0	\$25,000	\$0
Pierce St	Polk St	Zack St	4LOW	4LU	0	\$25,000	\$0	\$25,000	\$0
Pierce St	Zack St	Twiggs St	4LOW	4LU	0	\$25,000	\$0	\$25,000	\$0
Pierce St	Twiggs St	Madison St	4LOW	4LU	0	\$25,000	\$0	\$25,000	\$0
Pierce St	Madison St	Kennedy Blvd	4LOW	4LU	0	\$25,000	\$0	\$25,000	\$0
Pierce St	Kennedy Blvd	Jackson St	4LOW	4LU	0	\$25,000	\$0	\$25,000	\$0
Pierce St	Jackson	Whiting	2LOW	4LU	0	\$50,000	\$0	\$50,000	\$0
Platt St	Hillsborough River	Franklin St	4LOW	4LOW	13	\$0	\$0	\$0	\$0
Platt St	Franklin St	Jefferson St	3LOW	4LOW	13	\$128,500	\$1,234,834	\$1,363,334	\$0
Platt St	Jefferson St	13th St	4LU	3LOW	0	\$107,000	\$0	\$107,000	\$0
Polk St	Ashley Dr	Tampa St	2LOW	2LU	0	\$25,000	\$0	\$25,000	\$0
Polk St	Tampa St	Franklin St	2LOW	2LU	0	\$25,000	\$0	\$25,000	\$0
Polk St	Franklin St	Florida Ave	2LOW	2LU	0	\$25,000	\$0	\$25,000	\$0
Polk St	Florida Ave	Marion St	2LOW	2LU	0	\$25,000	\$0	\$25,000	\$0
Polk St	Marion St	Morgan St	2LOW	2LU	0	\$25,000	\$0	\$25,000	\$0
Polk St	Morgan St	Pierce St	2LOW	2LU	0	\$25,000	\$0	\$25,000	\$0
Polk St	Pierce St	Jefferson St	2LOW	2LU	0	\$25,000	\$0	\$25,000	\$0
Scott St	Tampa St	Florida Ave	3LOW	3LOW	0	\$0	\$0	\$0	\$0
Scott St	Florida Ave	Jefferson St	3LOW	3LOW	0	\$0	\$0	\$0	\$0
Tampa St	Scott St	Tyler St	3LOW	4LOW	0	\$141,350	\$0	\$141,350	\$0
Tampa St	Tyler St	Cass St	3LOW	4LOW	0	\$25,000	\$0	\$25,000	\$0
Tampa St	Cass St	Polk St	3LOW	4LOW	0	\$25,000	\$0	\$25,000	\$0
Tampa St	Polk St	Zack St	3LOW	4LOW	0	\$25,000	\$0	\$25,000	\$0
Tampa St	Zack St	Twiggs St	3LOW	4LOW	0	\$25,000	\$0	\$25,000	\$0
Tampa St	Twiggs St	Madison St	3LOW	4LOW	0	\$25,000	\$0	\$25,000	\$0
Tampa St	Madison St	Kennedy Blvd	3LOW	4LOW	0	\$25,000	\$0	\$25,000	\$0

ROADWAY LINK SECTION			CENTRAL BUSINESS DISTRICT						
28-Jan-88			Existing Road Type	CBD 2010	Needed 2010 ROW	2010 Const Cost of Imprmt	2010 ROW Cost of Imprmt	2010 TOTAL Cost of Improvement	Existing Deficiency Cost
ON	FROM	TO							
Tampa St	Kennedy Blvd	Jackson St	3LOW	4LOW	0	\$25,000	\$0	\$25,000	\$0
Tampa St	Jackson St	Brorain St	3LOW	4LOW	0	\$25,000	\$0	\$25,000	\$0
Tampa St	Brorain St	Platt St	2LOW	2LOW	0	\$0	\$0	\$0	\$0
Twiggs St	Ashley Dr	Tampa St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Twiggs St	Tampa St	Franklin St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Twiggs St	Franklin St	Florida Ave	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Twiggs St	Florida Ave	Marion St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Twiggs St	Marion St	Morgan St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Twiggs St	Morgan St	Pierce St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Twiggs St	Pierce St	Jefferson St	4LOW	4LOW	0	\$0	\$0	\$0	\$0
Twiggs St	Jefferson St	Nebraska Ave	4LU	4LD	0	\$100,000	\$0	\$100,000	\$0
Twiggs St	Nebraska Ave	13th St	2LU	4LD	0	\$142,500	\$0	\$142,500	\$0
Tyler St	Cass St	Ashley Dr	3LOW	3LOW	0	\$0	\$0	\$0	\$0
Tyler St	Ashley Dr	Tampa St	3LOW	4LOW	0	\$25,000	\$0	\$25,000	\$0
Tyler St	Tampa St	Franklin St	3LOW	4LOW	0	\$25,000	\$0	\$25,000	\$0
Tyler St	Franklin St	Florida Ave	3LOW	4LOW	0	\$25,000	\$0	\$25,000	\$0
Tyler St	Florida Ave	Marion St	3LOW	4LOW	0	\$25,000	\$0	\$25,000	\$0
Tyler St	Marion St	Morgan St	3LOW	4LOW	0	\$25,000	\$0	\$25,000	\$0
Tyler St	Morgan St	Jefferson St	3LOW	3LOW	0	\$0	\$0	\$0	\$0
Washington St	Florida Ave	Jefferson St	2LU	2LD	0	\$105,000	\$0	\$105,000	\$0
Water St	Franklin St	Gunn St	2LU	4LU	18	\$443,040	\$1,729,728	\$2,172,768	\$0
Whiting St	Ashley Dr	Jefferson St	2LU	4LU	0	\$165,000	\$0	\$165,000	\$0
Whiting St	Jefferson St	Nebraska Ave	2LU	4LU	0	\$100,000	\$0	\$100,000	\$0
Zack St	Ashley Dr	Tampa St	3LOW	4LOW	0	\$25,000	\$0	\$25,000	\$0
Zack St	Tampa St	Franklin St	3LOW	4LOW	0	\$25,000	\$0	\$25,000	\$0
Zack St	Franklin St	Florida Ave	3LOW	4LOW	0	\$25,000	\$0	\$25,000	\$0
Zack St	Florida Ave	Marion St	3LOW	4LOW	0	\$25,000	\$0	\$25,000	\$0
Zack St	Marion St	Morgan St	3LOW	4LOW	0	\$25,000	\$0	\$25,000	\$0
Zack St	Morgan St	Pierce St	3LOW	4LOW	0	\$25,000	\$0	\$25,000	\$0
Zack St	Pierce St	Jefferson St	3LOW	4LOW	0	\$25,000	\$0	\$25,000	\$0
Zack St	Jefferson St	Nebraska	2LU	4LD	68	\$380,800	\$0	\$380,000	\$23,871
						\$198,870,932	\$20,274,581	\$219,145,513	\$16,332,573
						Internal Circulation		\$71,000,000	
								\$290,145,513	
NOTE:			CONST	ROW	TOTAL	CONST \$/MI	ROW \$/MI	TOT \$/MI	CAP/LANE
(1)' = ROW Cost @ \$20/s.f.	TOTAL		\$198,870,932	\$20,274,581	\$219,145,513	\$10,153,027	\$1,035,085	\$11,188,112	9107
All other ROW at \$70/s.f.	-INT		\$164,630,932	\$20,274,581	\$184,905,513	\$8,789,057	\$1,082,387	\$9,871,444	8742
	-TOLL		\$32,366,932	\$20,274,581	\$52,641,513	\$2,101,267	\$1,316,229	\$3,417,496	7675
	-BRDG		\$8,216,932	\$20,274,581	\$28,491,513	\$541,174	\$1,335,301	\$1,876,475	7702

(Ord. No. 2000-209, § 1, 8-17-00)

TRANSPORTATION

ROADWAY LINK SECTION			CENTRAL EAST DISTRICT						
17-Feb-88			Existing		Needed	2010	2010	2010	Existing
ON	FROM	TO	Road Type	MPO 2010	2010 ROW	Const Cost of Imprmt	Const Cost of Imprmt	TOTAL Cost of Imprmt	Deficiency Cost
4th Ave	13th St	21st St	2LU	2LU	0	\$0	\$0	\$0	\$0
4th Ave	21st St	22nd St	2LU	2LU	0	\$0	\$0	\$0	\$0
4th Ave	22nd St	34th St	2LU	4LD	39	\$1,466,080	\$1,268,467	\$2,734,547	\$0
7th Ave	Nebraska Ave	Nuccio Park-way	4LD	4LD	0	\$0	\$0	\$0	\$0
7th Ave	Nuccio Park-way	21st St	4LD	4LD	0	\$0	\$0	\$0	\$0
7th Ave	21st St	22nd St	4LD	4LD	0	\$0	\$0	\$0	\$0
7th Ave	22nd St	34th St	2LU	4LD	34	\$1,466,080	\$1,105,643	\$2,571,923	\$0
7th Ave	34th St	39th St	2LU	4LD	34	\$793,333	\$598,400	\$1,391,733	\$0
7th Ave	39th St	Broadway Ave	2LU	4LD	34	\$1,637,440	\$1,236,096	\$2,872,538	\$0
14th St	Columbus Dr	Nuccio Park-way	2LOW	2LOW	0	\$0	\$0	\$0	\$0
14th St	Nuccio Pkwy	21st Ave	2LOW	3LOW	11	\$270,833	\$228,800	\$499,633	\$0
14th St	21st Ave	7th Ave	2LOW	2LOW	0	\$0	\$0	\$0	\$0
15th St	Sligh Ave	Hanna Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
15th St	Hanna Ave	Hillsborough Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
15th St	Hillsborough Ave	Osborne Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
15th St	Osborne Ave	Buffalo Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
15th St	Buffalo Ave	Lake Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
15th St	Lake Ave	21st Ave	2LOW	2LOW	0	\$0	\$0	\$0	\$0
15th St	21st Ave	Columbus Dr	2LOW	2LOW	0	\$0	\$0	\$0	\$0
15th St	Columbus Dr	Nuccio Park-way	2LOW	2LOW	0	\$0	\$0	\$0	\$0
17th Ave	Columbus Dr	22nd St	2LOW	2LOW	0	\$0	\$0	\$0	\$0
17th Ave	22nd St	18th Ave	2LOW	2LOW	0	\$0	\$0	\$0	\$0
18th Ave	17th Ave	19th Ave	2LOW	2LOW	0	\$0	\$0	\$0	\$0
19th Ave	40th St	Columbus Dr	2LOW	2LOW	0	\$0	\$0	\$0	\$0
19th St	20th St	Adamo Dr	4LU	4LU	0	\$0	\$0	\$0	\$0
20th St	Harper St	19th St	2LU	4LOW	0	\$516,364	\$0	\$516,364	\$8,610
20th St	Hemlock St	Harper St	2LU	4LOW	23	\$1,387,727	\$791,200	\$2,178,927	\$0
21st Ave	Nebraska Ave	15th St	2LU	2LU	0	\$0	\$0	\$0	\$0
21st Ave	15th St	22nd St	2LU	2LU	0	\$0	\$0	\$0	\$0
21st St	22nd St	Adamo Dr	3LOW	3LOW	0	\$0	\$0	\$0	\$0
21st St	Adamo Dr	4th Ave	3LOW	3LOW	0	\$0	\$0	\$0	\$0
21st St	Columbus Dr	22nd St	3LOW	3LOW	0	\$0	\$0	\$0	\$0
21st St	Columbus Dr	Palm Dr	3LOW	3LOW	0	\$0	\$0	\$0	\$0
21st St	Palm Dr	7th Ave	3LOW	3LOW	0	\$0	\$0	\$0	\$0
21st St	7th Ave	4th Ave	3LOW	3LOW	0	\$0	\$0	\$0	\$0
22nd St	City Limits	Causeway Blvd	4LD	6LD	18	\$650,000	\$380,160	\$1,030,160	\$0
22nd St	Causeway Blvd	Maritime Blvd	4LD	6LD	18	\$1,820,000	\$1,064,448	\$2,884,448	\$0
22nd St	Maritime Blvd	Bermuda Blvd	2LD	4LOW	0	\$129,091	\$0	\$129,091	\$22,186
22nd St	Bermuda Blvd	Chapin St	2LD	4LOW	23	\$613,182	\$349,600	\$962,782	\$220,997
22nd St	Chapin St	Corrine St	2LD	4LOW	23	\$645,455	\$368,000	\$1,013,455	\$95,004
22nd St	Corrine St	Adamo Dr	3LOW	4LOW	23	\$291,667	\$515,200	\$806,867	\$0
22nd St	Adamo Dr	Palm Ave	3LOW	3LOW	0	\$0	\$0	\$0	\$0
22nd St	4th Ave	Columbus Dr	3LOW	3LOW	0	\$0	\$0	\$0	\$0
22nd St	Columbus Ave	26th Ave	2LU	4LD	44	\$913,920	\$892,109	\$1,806,029	\$0
22nd St	26th Ave	Lake Ave	2LU	4LD	44	\$504,840	\$402,800	\$997,648	\$10,506
22nd St	Lake Ave	Buffalo Ave	2LU	4LD	44	\$468,788	\$457,600	\$926,388	\$0
22nd St	Buffalo Ave	Osborne Ave	2LU	4LD	44	\$937,576	\$915,200	\$1,852,776	\$0

ROADWAY LINK SECTION			CENTRAL EAST DISTRICT						
17-Feb-88			Existing		Needed	2010	2010	2010	Existing
ON	FROM	TO	Road Type	MPO 2010	2010 ROW	Const Cost of Imprmt	Const Cost of Imprmt	TOTAL Cost of Imprmt	Deficiency Cost
22nd St	Osborne Ave	Hillsborough Ave	2LU	4LD	44	\$937,576	\$915,200	\$1,852,776	\$0
22nd St	Hillsborough Ave	Hanna Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
22nd St	Hanna Ave	Sligh Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
22nd St	Rowlett Park Dr	Waters Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
22nd St	Waters Ave	Busch Blvd	2LU	2LU	0	\$0	\$0	\$0	\$0
30th St	Hillsborough Ave	Hanna Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
30th St	Hanna Ave	Sligh Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
30th St	Yukon St	Busch Blvd	2LU	2LU	0	\$0	\$0	\$0	\$0
34th St	Adamo Dr	7th Ave	2LU	4LU	44	\$830,480	\$687,667	\$1,318,147	\$0
34th St	7th Ave	Columbus Dr	2LU	4LU	44	\$391,920	\$427,469	\$819,369	\$0
34th St	Columbus Dr	Lake Ave	2LU	4LU	44	\$1,494,545	\$1,619,200	\$3,103,745	\$0
34th St	Lake Ave	Buffalo Ave	2LU	4LU	44	\$419,545	\$457,600	\$877,145	\$0
34th St	Buffalo Ave	Osborne Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
34th St	Osborne Ave	Hillsborough Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
39th St	7th Ave	Adamo Dr	6LU	6LD	28	\$378,788	\$448,000	\$826,788	\$0
40th St	I-4	19th Ave	6LD	6LD	0	\$0	\$0	\$0	\$0
40th St	19th Ave	Melburne Blvd	6LD	6LD	0	\$0	\$0	\$0	\$0
40th St	Melburne Blvd	Lake Ave	6LD	6LD	0	\$0	\$0	\$0	\$0
40th St	Lake Ave	Buffalo Ave	6LD	6LD	0	\$0	\$0	\$0	\$0
40th St	Buffalo Ave	Osborne Ave	6LD	6LD	0	\$0	\$0	\$0	\$0
40th St	Osborne Ave	Hillsborough Ave	6LD	6LD	0	\$0	\$0	\$0	\$0
40th St	Hillsborough Ave	Hanna Ave	2LU	6LD	68	\$984,648	\$1,414,400	\$2,399,248	\$596,415
40th St	Hanna Ave	Diana St	2LU	6LD	68	\$492,424	\$707,200	\$1,199,624	\$219,891
40th St	Diana St	Hillsborough River	2LU	6LD	48	\$303,030	\$307,200	\$610,230	\$70,726
40th St	Hillsborough River	River Hills Dr	2LU	6LD	86	\$1,590,909	\$2,956,800	\$4,547,709	\$510,703
40th St	River Hills Dr	Yukon St	2LU	6LD	53	\$946,970	\$1,060,000	\$2,006,970	\$179,348
40th St	Yukon St	Busch Blvd	2LU	6LD	48	\$492,424	\$499,200	\$991,624	\$91,270
43rd St	Hanna Ave	Sligh Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
46th St	River Hills Dr	Busch Blvd	2LU	2LU	0	\$0	\$0	\$0	\$0
50th St	City Limits	Adamo Dr	4LD	6LD	0	\$615,530	\$0	\$615,530	\$113,450
50th St	Adamo Dr	Broadway Ave	6LD	6LD	0	\$0	\$0	\$0	\$0
50th St	Broadway Ave	Columbus Dr	6LD	6LD	0	\$0	\$0	\$0	\$0
50th St	Columbus Dr	I4-50th St Ramp	6LD	6LD	0	\$0	\$0	\$0	\$0
50th St	I4-50th St Ramp	Buffalo Ave	4LD	6LD	0	\$1,181,818	\$0	\$1,181,818	\$0
50th St	Buffalo Ave	Chelsea St	4LD	6LD	0	\$98,485	\$0	\$98,485	\$0
Adamo Dr	13th St	20th St	4LU	6LD	0	\$690,000	\$0	\$600,00	\$0
Adamo Dr	20th St	22nd St	4LU	6LD	0	\$360,000	\$0	\$360,000	\$0
Adamo Dr	22nd St	34th St	4LD	6LD	0	\$962,000	\$0	\$962,000	\$0
Adamo Dr	34th St	39th St	4LD	6LD	0	\$546,000	\$0	\$546,000	\$0
Adamo Dr	39th St	50th St	4LD	6LD	0	\$1,638,000	\$0	\$1,638,000	\$0
Adamo Dr	50th St	Maydell Dr	4LD	6LD	0	\$1,304,924	\$0	\$1,304,924	\$0
Adamo Dr	Maydell Dr	Orient Rd	4LD	6LD	0	\$812,500	\$0	\$812,500	\$0
Adamo Dr	Orient Rd	City Limits	4LD	6LD	0	\$295,455	\$0	\$295,455	\$0
Anderson Rd	Hillsborough Ave	City Limits	2LD	6LD	58	\$102,273	\$139,200	\$241,473	\$0

TRANSPORTATION

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ROADWAY LINK SECTION			CENTRAL EAST DISTRICT						
17-Feb-88			Existing		Needed	2010	2010	2010	Existing
ON	FROM	TO	Road Type	MPO 2010	2010 ROW	Const Cost of Imprmt	Const Cost of Imprmt	TOTAL Cost of Imprmt	Deficiency Cost
Armenia Ave	Kennedy Blvd	Cypress St	2LOW	4LOW	13	\$839,091	\$270,400	\$1,109,491	\$99,909
Armenia Ave	Cypress St	Laurel St	2LOW	4LOW	13	\$419,545	\$135,200	\$554,745	\$31,518
Armenia Ave	Laurel St	Green St	2LOW	4LOW	13	\$129,091	\$41,600	\$170,691	\$38,791
Armenia Ave	Green St	Main St	2LOW	4LOW	13	\$129,091	\$41,600	\$170,691	\$9,696
Armenia Ave	Main St	Columbus Dr	2LOW	4LOW	13	\$1,065,000	\$343,200	\$1,408,200	\$80,007
Armenia Ave	Columbus Dr	Tampa Bay Blvd	2LOW	4LOW	13	\$839,091	\$270,400	\$1,109,491	\$504,285
Armenia Ave	Tampa Bay Blvd	Buffalo Ave	4LU	GLD	58	\$738,636	\$1,206,400	\$1,945,036	\$9,533
Armenia Ave	Buffalo Ave	Osborne Ave	4LU	4LD	34	\$492,424	\$707,200	\$1,199,624	\$464,518
Armenia Ave	Osborne Ave	Hillsborough Ave	4LU	4LD	34	\$492,421	\$707,200	\$1,199,624	\$238,032
Armenia Ave	Hillsborough Ave	Sligh Ave	4LU	4LD	14	\$1,003,788	\$593,600	\$1,597,388	\$302,192
Armenia Ave	Sligh Ave	Waters Ave	2LU	4LD	24	\$1,875,152	\$998,400	\$2,673,552	\$1,459,033
Armenia Ave	Waters Ave	Busch Blvd	2LU	EID	58	\$1,098,485	\$1,345,600	\$2,444,085	\$513,837
Armenia Ave	Busch Blvd	Linebaugh Ave	2LU	4LD	34	\$2,094,400	\$1,579,775	\$3,674,176	\$1,104,099
Bird St	Florida Ave	I-275	2LU	4LD	0	\$476,000	\$0	\$476,000	\$0
Bird St	I-275	Nebraska Ave	2LU	4LD	0	\$476,000	\$0	\$476,000	\$0
Boulevard	Kennedy Blvd	Cass St	4LU	4LD	34	\$359,848	\$516,800	\$876,648	\$0
Boulevard	Cass St	Cypress St	4LU	4LD	34	\$151,515	\$217,600	\$369,115	\$0
Boulevard	Cypress St	I-275	4LU	4LD	14	\$300,000	\$177,408	\$477,408	\$0
Boulevard	I-275	Main St	4LU	4LD	14	\$100,000	\$59,136	\$159,136	\$0
Boulevard	Main St	Palm Ave	4LU	4LD	34	\$397,727	\$571,200	\$968,927	\$0
Boulevard	Palm Ave	Columbus Dr	4LU	4LD	44	\$303,030	\$563,200	\$866,230	\$0
Boulevard	Columbus Dr	Buffalo Ave	4LU	4LD	44	\$984,848	\$1,830,400	\$2,815,248	\$0
Boulevard	Buffalo Ave	Hillsborough River	2LU	2LU	0	\$0	\$0	\$0	\$0
Boulevard	Sligh Ave	Waters Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Boulevard	Waters Ave	Busch Blvd	2LU	2LU	0	\$0	\$0	\$0	\$0
Boulevard	Busch Blvd	Linebaugh Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Boulevard	Linebaugh Ave	Fowler Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Broadway Ave	7th Ave	50th St	2LU	4LD	34	\$761,600	\$574,464	\$1,336,064	\$0
Broadway Ave	50th St	Columbus Dr	2LU	4LD	14	\$2,380,000	\$739,200	\$3,119,200	\$0
Broadway Ave	Columbus Dr	Orient Rd	2LU	6LD	38	\$946,970	\$760,000	\$1,706,970	\$174,833
Broadway Ave	Orient Rd	City Limits	2LU	6LD	38	\$530,303	\$425,600	\$955,903	\$74,689
Buffalo Ave	Himes Ave	MacDill Ave	4LU	6LD	38	\$738,636	\$790,400	\$1,529,036	\$354,332
Buffalo Ave	MacDill Ave	Habana Ave	4LD	6LD	38	\$320,076	\$395,200	\$715,276	\$224,117
Buffalo Ave	Habana Ave	Armenia Ave	4LD	6LD	38	\$320,076	\$395,200	\$715,276	\$401,938
Buffalo Ave	Armenia Ave	St Isabel St	4LU	6LD	48	\$568,182	\$768,000	\$1,336,182	\$414,815
Buffalo Ave	St Isabel St	Boulevard	4LU	6LD	48	\$994,318	\$1,344,000	\$2,338,318	\$954,954
Buffalo Ave	Boulevard	Highland Ave	4LU	6LD	48	\$482,955	\$652,800	\$1,135,755	\$317,830
Buffalo Ave	Highland Ave	Tampa St	4LU	6LD	48	\$85,227	\$115,200	\$200,427	\$57,002
Buffalo Ave	Tampa St	Florida Ave	4LU	6LD	48	\$142,045	\$192,000	\$334,045	\$56,088
Buffalo Ave	Florida Ave	Central Ave	4LU	6LD	38	\$369,318	\$395,200	\$764,518	\$145,482
Buffalo Ave	Central Ave	Marguerite St	4LU	6LD	68	\$118,636	\$217,600	\$331,236	\$163,812
Buffalo Ave	Marguerite St	Taliaferro Ave	4LD	6LD	68	\$96,435	\$217,600	\$316,085	\$0
Buffalo Ave	Taliaferro Ave	Nebraska Ave	4LD	6LD	68	\$123,106	\$272,600	\$395,106	\$0
Buffalo Ave	Nebraska Ave	15th St	4LU	6LD	38	\$750,000	\$802,560	\$1,552,560	\$0
Buffalo Ave	15th St	22nd St	4LU	6LD	58	\$750,000	\$1,224,960	\$1,974,960	\$0

ROADWAY LINK SECTION			CENTRAL EAST DISTRICT						
17-Feb-88			Existing		Needed	2010	2010	2010	Existing
ON	FROM	TO	Road Type	MPO 2010	2010 ROW	Const Cost of Imprmt	Const Cost of Imprmt	TOTAL Cost of Imprmt	Deficiency Cost
Buffalo Ave	22nd St	34th St	4LU	6LD	58	\$1,200,000	\$1,959,936	\$3,159,936	\$0
Buffalo Ave	34th St	40th St	4LU	6LD	58	\$750,000	\$1,224,960	\$1,974,960	\$0
Buffalo Ave	40th St	50th St	2LU	6LD	58	\$1,540,000	\$1,886,438	\$3,426,438	\$0
Buffalo Ave	50th St	City Limits	2LU	6LD	58	\$1,000,000	\$1,224,960	\$2,224,960	\$0
Busch Blvd	Armenia Ave	Boulevard	4LU	6LD	33	\$1,505,682	\$1,399,200	\$2,904,882	\$1,209,554
Busch Blvd	Boulevard	Florida Ave	4LD	6LD	0	\$640,152	\$0	\$640,152	\$32,867
Busch Blvd	Florida Ave	I275-Busch Ramp E	6LD	6LD	0	\$0	\$0	\$0	\$0
Cass St	Howard Ave	Willow Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Cass St	Willow Ave	Hillsborough River	2LU	2LU	0	\$0	\$0	\$0	\$0
Central Ave	Lake Ave	Buffalo Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Central Ave	Buffalo Ave	Osborne Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Central Ave	Osborne Ave	Hillsborough Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Central Ave	Hillsborough Ave	Hanna Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Central Ave	Hanna Ave	Sligh Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Columbus Dr	Himes Ave	MacDill Ave	4LU	6LD	48	\$738,636	\$998,400	\$1,737,036	\$0
Columbus Dr	MacDill Ave	Habana Ave	4LU	6LD	68	\$300,000	\$574,464	\$874,464	\$0
Columbus Dr	Habana Ave	Armenia	4LU	6LD	68	\$300,000	\$574,464	\$874,464	\$0
Columbus Dr	Armenia	Howard	4LU	6LD	68	\$150,000	\$287,232	437,232	\$0
Columbus Dr	Howard	Rome Ave	4LU	4LD	44	\$200,000	\$371,712	\$571,712	\$0
Columbus Dr	Rome Ave	Boulevard	2LU	4LD	44	\$952,000	\$929,280	\$1,881,280	\$0
Columbus Dr	Boulevard	Tampa St	2LU	4LD	44	\$761,600	\$743,424	\$1,505,024	\$0
Columbus Dr	Tampa St	Florida Ave	2LU	4LD	44	\$190,400	\$185,656	\$376,256	\$0
Columbus Dr	Florida Ave	Nebraska Ave	2LU	4LD	44	\$937,576	\$915,200	\$1,652,776	\$0
Columbus Dr	Nebraska Ave	14th St	2LU	4LD	44	\$793,333	\$774,400	\$1,567,733	\$0
Columbus Dr	14th St	22nd St	2LU	2LOW	0	\$0	\$0	\$0	\$0
Columbus Dr	22nd St	34th St	2LOW	2LOW	0	\$0	\$0	\$0	\$0
Columbus Dr	34th St	40th St	2LOW	2LOW	0	\$0	\$0	\$0	\$0
Columbus Dr	40th St	19th Ave	2LOW	2LOW	0	\$0	\$0	\$0	\$0
Columbus Dr	19th Ave	I4-Columbus/50th St	4LD	6LD	58	\$130,000	\$244,992	\$374,992	\$0
Columbus Dr	I4-Columbus/50th St	50th St	4LD	6LD	58	\$123,106	\$232,000	\$355,108	\$19,876
Columbus Dr	50th St	Orient Rd	2LU	6LD	58	\$3,484,848	\$4,268,800	\$7,753,648	\$2,257,066
Country Club Dr	Armenia Ave	Boulevard	2LU	2LU	0	\$0	\$0	\$0	\$0
Country Club Dr	Boulevard	Florida Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Crosstown Expr	Kennedy Blvd	US 41	4L EXP	8LEXP	110	\$11,212,121	\$14,080,000	\$25,292,121	\$0
Crosstown Expr	US 41	78th St	4LEXP	8LEXP	110	\$7,007,576	\$8,600,000	\$15,807,576	\$0
Cypress St	Himes Ave	MacDill Ave	2LU	4LD	34	\$1,442,424	\$1,088,000	\$2,530,424	\$0

TRANSPORTATION

ROADWAY LINK SECTION			CENTRAL EAST DISTRICT						
17-Feb-88			Existing		Needed	2010	2010	2010	Existing
ON	FROM	TO	Road Type	MPO 2010	2010 ROW	Const Cost of Imprmt	Const Cost of Imprmt	TOTAL Cost of Imprmt	Deficiency Cost
Cypress St	MacDill Ave	Armenia Ave	2LU	4LD	34	\$952,000	\$718,080	\$1,670,080	\$0
Cypress St	Armenia Ave	Howard Ave	2LU	4LD	34	\$190,400	\$143,616	\$334,016	\$0
Cypress St	Howard Ave	Willow Ave	2LU	4LD	34	\$1,142,400	\$861,606	\$2,004,098	\$0
Cypress St	Willow Ave	Boulevard	2LU	4LD	34	\$571,200	\$430,848	\$1,002,048	\$0
Dale Mabry Hwy	Dale Mabry-Hillsb	City Limits	4LD	6LD	0	\$320,076	\$0	\$320,076	\$567,654
Floribraska Ave	Tampa St	Florida Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Floribraska Ave	Florida Ave	Nebraska Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Florida Ave	Scott St	Palm Ave	3LOW	3LOW	0	\$0	\$0	\$0	\$0
Florida Ave	Palm Ave	Columbus Ave	3LOW	3LOW	0	\$0	\$0	\$0	\$0
Florida Ave	Columbus Ave	Floribraska Ave	3LOW	3LOW	0	\$0	\$0	\$0	\$0
Florida Ave	Floribraska Ave	Lake Ave	3LOW	3LOW	0	\$0	\$0	\$0	\$0
Florida Ave	Lake Ave	Buffalo Ave	3LOW	3LOW	0	\$0	\$0	\$0	\$0
Florida Ave	Buffalo Ave	Osborne Ave	3LOW	3LOW	0	\$0	\$0	\$0	\$0
Florida Ave	Osborne Ave	Hillsborough Ave	4LU	4LD	39	\$492,424	\$811,200	\$1,303,624	\$0
Florida Ave	Hillsborough Ave	Hanna Ave	4LU	4LD	34	\$500,000	\$718,080	\$1,218,080	\$0
Florida Ave	Hanna Ave	Sligh Ave	4LU	4LD	39	\$500,000	\$823,680	\$1,323,680	\$0
Florida Ave	Sligh Ave	Waters Ave	4LU	4LD	14	\$984,848	\$582,400	\$1,567,248	\$191,421
Florida Ave	Waters Ave	Yukon St	4LU	6LD	8	\$369,318	\$80,200	\$452,518	\$88,448
Florida Ave	Yukon St	Busch Blvd	4LU	6LD	8	\$369,318	\$83,200	\$452,518	\$55,284
Florida Ave	Busch Blvd	Linebaugh Ave	6LU	6LD	8	\$473,485	\$160,000	\$633,485	\$0
Florida Ave	Linebaugh Ave	Bougainvillea Ave	4LU	4LD	4	\$246,212	\$41,600	\$287,812	\$15,772
Florida Ave	Bougainvillea Ave	Country Club Dr	2LU	4LD	14	\$1,406,364	\$436,800	\$1,843,164	\$843,000
Fowler Ave	Florida Ave	Fowler-I275 Ramp S	4LU	6LD	0	\$320,076	\$0	\$320,076	\$0
Fowler Ave	Fowler-I275 Ramp S	Fowler-I275 Ramp N	4LU	6LD	0	\$85,227	\$0	\$85,227	\$17,490
Habana Ave	Main St	Columbus Dr	2LU	4LD	34	\$1,190,000	\$897,600	\$2,087,600	\$0
Habana Ave	Columbus Dr	Tampa Bay Blvd	2LU	4LD	34	\$937,576	\$707,200	\$1,644,776	\$0
Habana Ave	Tampa Bay Blvd	Buffalo Ave	2LU	4LD	34	\$937,576	\$707,200	\$1,644,776	\$0
Habana Ave	Buffalo Ave	Hillsborough Ave	2LU	4LD	34	\$1,875,152	\$1,414,400	\$3,289,562	\$954,786
Habana Ave	Hillsborough Ave	City Limits	2LU	4LD	34	\$468,788	\$353,600	\$822,388	\$0
Hanna Ave	Florida Ave	Central Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Hanna Ave	Central Ave	Nebraska Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Hanna Ave	Nebraska Ave	15th St	2LU	2LU	0	\$0	\$0	\$0	\$0
Hanna Ave	15th St	22nd St	2LU	2LU	0	\$0	\$0	\$0	\$0
Hanna Ave	22nd St	30th St	2LU	2LU	0	\$0	\$0	\$0	\$0
Hanna Ave	30th St	40th St	2LU	2LU	0	\$0	\$0	\$0	\$0
Hanna Ave	40th St	43rd St	2LU	2LU	0	\$0	\$0	\$0	\$0
Highland Ave	Buffalo Ave	Osborne Ave	3LOW	3LOW	0	\$0	\$0	\$0	\$0
Highland Ave	Osborne Ave	Hillsborough Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Hillsborough Ave	Himes Ave	Habana Ave	4LU	6LD	18	\$1,136,364	\$576,000	\$1,712,364	\$1,259,683

ROADWAY LINK SECTION			CENTRAL EAST DISTRICT						
17-Feb-88			Existing		Needed	2010	2010	2010	Existing
ON	FROM	TO	Road Type	MPO 2010	2010 ROW	Const Cost of Imprmt	Const Cost of Imprmt	TOTAL Cost of Imprmt	Deficiency Cost
Hillsborough Ave	Habana Ave	Armenia Ave	4LU	6LD	48	\$369,318	\$499,200	\$868,518	502,296
Hillsborough Ave	Armenia Ave	Rome Ave	4LU	6LD	38	\$738,630	\$790,400	\$1,529,036	\$599,040
Hillsborough Ave	Rome Ave	Wishart Blvd	4LU	6LD	28	\$710,227	\$560,000	\$1,270,227	\$426,553
Hillsborough Ave	Wishart Blvd	Hillsborough River	4LU	6LD	30	\$284,091	\$304,000	\$588,091	\$216,738
Hillsborough Ave	Hillsborough River	Highland Ave	4LU	6LD	28	\$511,364	\$403,200	\$914,564	\$699,547
Hillsborough Ave	Highland Ave	Florida Ave	4LU	6LD	58	\$227,273	\$371,200	\$598,473	\$780,886
Hillsborough Ave	Florida Ave	Central Ave	4LU	6LD	58	\$482,955	\$788,800	\$1,271,755	\$358,665
Hillsborough Ave	Central Ave	Cherokee Ave	4LD	6LD	58	\$73,864	\$139,200	\$213,064	\$17,954
Hillsborough Ave	Cherokee Ave	Nebraska Ave	6LD	6LD	0	\$0	\$0	\$0	\$0
Hillsborough Ave	Nebraska Ave	15th St	6LD	6LD	0	\$0	\$0	\$0	\$0
Hillsborough Ave	15th St	22nd St	6LD	6LD	0	\$0	\$0	\$0	\$0
Hillsborough Ave	22nd St	30th St	6LU	6LU	0	\$0	\$0	\$0	\$0
Hillsborough Ave	30th St	34th St	6LD	6LD	0	\$0	\$0	\$0	\$0
Hillsborough Ave	34th St	40th St	6LU	6LU	0	\$0	\$0	\$0	\$0
Hillsborough Ave	40th St	City Limits	6LU	6LU	0	\$0	\$0	\$0	\$0
Himes Ave	Hillsborough Ave	City Limits	2LU	4LD	0	\$468,786	\$0	\$468,786	\$215,939
Howard Ave	Kennedy Blvd	Cass St	2LOW	4LOW	13	\$580,909	\$187,200	\$768,109	\$105,431
Howard Ave	Cass St	Cypress St	2LOW	4LOW	13	\$258,182	\$83,200	\$341,382	\$63,479
Howard Ave	Cypress St	Laurel St	2LOW	4LOW	13	\$419,545	\$135,200	\$654,745	\$144,881
Howard Ave	Green St	Main St	2LOW	4LOW	13	\$129,091	\$41,600	\$170,691	\$15,867
Howard Ave	Main St	Columbus Dr	2LOW	4LOW	13	\$1,065,000	\$343,200	\$1,408,200	\$17,640
Howard Ave	Columbus Dr	Armenia Ave	2LOW	4LOW	13	\$903,636	\$291,200	\$1,194,836	\$19,486
I-275	Himes Ave	Ashley Dr	6LF	8LF	0	\$6,090,000	\$0	46,090,000	\$6,819,230
I-275	I-4	Buffalo Ave	6LF	8LF	10	\$2,310,000	\$464,640	\$2,774,640	\$1,513,900
I-275	Buffalo Ave	Hillsborough Ave	6LF	8LF	10	\$2,100,000	\$422,400	\$2,522,400	\$1,494,576
I-275	Hillsborough Ave	Sligh Ave	6LF	8LF	10	\$2,100,000	\$422,400	\$2,522,400	\$1,597,543
I-275	Sligh Ave	Bird St	6LF	8LF	10	\$1,680,000	\$337,920	\$2,017,920	\$1,326,805
I-275	Bird St	Busch Blvd	6LF	8LF	10	\$1,428,000	\$287,232	\$1,715,232	\$206,341
I-275	Busch Blvd	City Limits	6LF	8LF	0	\$3,150,000	\$0	\$3,150,000	\$0
I-4	I-275	22nd St	6LF	8LF	10	\$2,068,182	\$416,000	\$2,484,182	\$632,977
I-4	15th St	40th St	4LF	8LF	10	\$4,810,000	\$549,120	\$5,359,120	\$2,617,475
I-4	40th St	50th St	4LF	8LF	10	\$2,960,000	\$337,920	\$3,297,920	\$1,070,233
I-4	50th St	City Limits	4LF	8LF	10	\$2,220,000	\$253,440	\$2,473,440	\$0
Kennedy Blvd	Himes Ave	Henderson Blvd	4LD	6LD	38	\$520,000	\$642,048	\$1,162,048	\$0
Kennedy Blvd	Henderson Blvd	MacDill Ave	4LD	6LD	38	\$130,000	\$160,512	\$290,512	\$11,653
Kennedy Blvd	MacDill Ave	Armenia Ave	4LD	6LD	38	\$650,000	\$802,560	\$1,452,560	\$106,915
Kennedy Blvd	Armenia Ave	Howard Ave	4LD	6LD	38	\$130,000	\$160,512	\$290,512	\$0

TRANSPORTATION

ROADWAY LINK SECTION			CENTRAL EAST DISTRICT						
17-Feb-88			Existing		Needed	2010	2010	2010	Existing
ON	FROM	TO	Road Type	MPO 2010	2010 ROW	Const Cost of Imprmt	Const Cost of Imprmt	TOTAL Cost of Imprmt	Deficiency Cost
Kennedy Blvd	Howard Ave	Albany Ave	4LD	6LD	38	\$130,000	\$160,512	\$290,512	\$0
Kennedy Blvd	Albany Ave	Oregon Ave	4LD	6LD	38	\$520,000	\$642,048	\$1,162,048	\$0
Kennedy Blvd	Oregon Ave	Willow Ave	4LD	6LD	38	\$130,000	\$160,512	\$290,512	\$0
Kennedy Blvd	Willow Ave	Boulevard	4LD	6LD	38	\$390,000	\$481,536	\$871,536	\$0
Kennedy Blvd	Boulevard	Brevard Ave	4LD	6LD	38	\$130,000	\$160,512	\$290,512	\$0
Kennedy Blvd	Brevard Ave	Hyde Park Ave	4LD	6LD	38	\$260,000	\$321,024	\$581,024	\$0
Kennedy Blvd	Hyde Park Ave	Plant Ave	4LD	6LD	38	\$130,000	\$160,512	\$290,512	\$0
Kennedy Blvd	Plant Ave	Hillsborough River	4LD	6LD	38	\$130,000	\$160,512	\$290,512	\$0
Lake Ave	Tampa St	Central Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Lake Ave	Central Ave	Nebraska Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Lake Ave	Nebraska Ave	15th St	2LU	4LU	34	\$852,000	\$718,080	\$1,570,080	\$0
Lake Ave	15th St	22nd St	2LU	4LU	34	\$852,000	\$718,080	\$1,570,080	\$0
Lake Ave	22nd St	34th St	2LU	4LU	34	\$1,312,080	\$1,105,843	\$2,417,923	\$0
Lake Ave	34th St	40th St	2LU	4LU	39	\$852,000	\$823,680	\$1,675,680	\$0
Lake Ave	40th St	Buffalo Ave	2LU	4LU	39	\$1,312,080	\$1,268,467	\$2,580,547	\$0
Laurel St	Howard Ave	Albany Ave	2LOW	2LOW	0	\$0	\$0	\$0	\$0
Linebaugh Ave	Armenia Ave	Boulevard	2LU	2LU	0	\$0	\$0	\$0	\$0
Linebaugh Ave	Boulevard	Florida Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Linebaugh Ave	Florida Ave	I-275	2LU	2LU	0	\$0	\$0	\$0	\$0
MacDill Ave	Kennedy Blvd	Cypress St	4LU	4LD	34	\$492,424	\$707,200	\$1,199,624	\$0
MacDill Ave	Cypress St	I-275	4LU	4LU	0	\$0	\$0	\$0	\$0
MacDill Ave	I-275	Spruce St	4LU	4LD	34	\$500,000	\$718,080	\$1,218,080	\$0
MacDill Ave	Spruce St	Columbus Dr	4LU	4LD	34	\$100,000	\$143,616	\$243,616	\$0
MacDill Ave	Columbus Dr	Tampa Bay Blvd	2LU	4LD	34	\$937,576	\$707,200	\$1,644,776	\$0
MacDill Ave	Tampa Bay Blvd	Buffalo Ave	2LU	4LD	4	\$937,576	\$83,200	\$1,020,776	\$0
Main St	MacDill Ave	Armenia Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Main St	Armenia Ave	Howard Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Main St	Howard Ave	Rome Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Main St	Rome Ave	Boulevard	2LU	4LU	34	\$834,960	\$703,718	\$1,538,678	\$0
Maritime Blvd	Hookers Point	22nd St	2LU	4LU	0	\$1,669,920	\$0	\$1,669,920	\$0
Maydell Dr	Adamo Dr	City Limits	2LU	4LD	24	\$468,788	\$249,600	\$718,388	\$0
Melbourne Blvd	40th St	50th St	2LU	4LD	0	\$1,730,909	\$0	\$1,730,909	\$0
Nebraska Ave	4th Ave	Palm Ave	4LU	4LD	44	\$303,030	\$563,200	\$866,230	\$0
Nebraska Ave	Palm Ave	Columbus Dr	4LU	4LD	44	\$303,030	\$563,200	\$866,230	\$0
Nebraska Ave	Columbus Dr	21st Ave	4LU	4LU	0	\$0	\$0	\$0	\$0
Nebraska Ave	21st St	Lake Ave	4LU	4LD	44	\$492,424	\$915,200	\$1,407,624	\$0
Nebraska Ave	Lake Ave	Buffalo Ave	4LU	4LD	24	\$246,212	\$249,600	\$495,812	\$0
Nebraska Ave	Buffalo Ave	Osborne Ave	4LU	4LD	14	\$500,000	\$295,680	\$795,680	\$0

ROADWAY LINK SECTION			CENTRAL EAST DISTRICT						
17-Feb-88			Existing		Needed	2010	2010	2010	Existing
ON	FROM	TO	Road Type	MPO 2010	2010 ROW	Const Cost of Imprmt	Const Cost of Imprmt	TOTAL Cost of Imprmt	Deficiency Cost
Nebraska Ave	Osborne Ave	Hillsborough Ave	4LU	4LD	14	\$500,000	\$295,680	\$795,680	\$0
Nebraska Ave	Hillsborough Ave	Hanna Ave	4LU	4LD	14	\$500,000	\$295,680	\$795,680	\$0
Nebraska Ave	Hanna Ave	Sligh Ave	4LU	4LD	14	\$500,000	\$295,680	\$795,680	\$0
Nebraska Ave	Sligh Ave	Broad St	4LU	4LD	14	\$359,848	\$212,800	\$572,648	\$0
Nebraska Ave	Broad St	Sitka St	4LU	4LD	24	\$359,848	\$364,800	\$724,648	\$194,368
Nebraska Ave	Sitka St	Bird St	4LU	4LD	24	\$94,697	\$96,000	\$190,697	\$0
Nebraska Ave	Bird St	Waters Ave	4LU	4LD	24	\$170,455	\$172,800	\$343,255	\$46,220
Nebraska Ave	Waters Ave	Yukon St	4LU	4LD	14	\$264,091	\$168,000	\$452,091	\$182,686
Nebraska Ave	Yukon St	Busch Blvd	4LU	4LD	14	\$246,212	\$145,600	\$391,812	\$170,656
Nuccio Pkwy	15th St	Palm Ave	4LD	4LD	0	\$0	\$0	\$0	\$0
Nuccio Pkwy	Palm Ave	7th Ave	4LD	4LD	0	\$0	\$0	\$0	\$0
Nuccio Pkwy	7th Ave	4th Ave	4LD	4LD	0	\$0	\$0	\$0	\$0
Orient Rd	Adamo Dr	Broadway Ave	2LU	4LD	34	\$1,875,152	\$1,414,400	\$3,289,552	\$0
Osborne Ave	Boulevard	Highland Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Osborne Ave	Highland Ave	Florida Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Osborne Ave	Florida Ave	Nebraska Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Osborne Ave	Nebraska Ave	15th St	2LU	2LU	0	\$0	\$0	\$0	\$0
Osborne Ave	15th St	22nd St	2LU	2LU	0	\$0	\$0	\$0	\$0
Osborne Ave	22nd St	34th St	2LU	2LU	0	\$0	\$0	\$0	\$0
Osborne Ave	34th St	40th St	2LU	2LU	0	\$0	\$0	\$0	\$0
Palm Ave	Boulevard	Florida Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Palm Ave	Florida Ave	Nebraska Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Palm Ave	Nebraska Ave	11th St	4LD	4LD	0	\$0	\$0	\$0	\$0
Palm Ave	11th St	22nd St	4LD	4LD	0	\$0	\$0	\$0	\$0
River Hills Dr	40th St	46th St	2LU	2LU	0	\$0	\$0	\$0	\$0
River Hills Dr	46th St	City Limits	2LU	2LU	0	\$0	\$0	\$0	\$0
Rome Ave	Buffalo Ave	Hillsborough Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Rome Ave	Hillsborough Ave	Sligh Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Rome Ave	Sligh Ave	Waters Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Rowlett Park Dr	22nd St	Sligh Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Rowlett Park Dr	Sligh Ave	Waters Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Sligh Ave	Armenia Ave	Rome Ave	4LU	4LD	34	\$530,303	\$761,600	\$1,291,903	\$0
Sligh Ave	Rome Ave	Boulevard	4LU	4LD	34	\$492,424	\$707,200	\$1,199,624	\$0
Sligh Ave	Boulevard	Florida Ave	4LU	4LD	34	\$492,424	\$707,200	\$1,199,624	\$0
Sligh Ave	Florida Ave	Central Ave	4LU	4LD	34	\$246,212	\$353,600	\$599,812	\$0
Sligh Ave	Central Ave	Nebraska Ave	4LU	4LD	34	\$113,636	\$163,200	\$276,836	\$30,109
Sligh Ave	Nebraska Ave	15th St	2LU	2LU	0	\$0	\$0	\$0	\$0
Sligh Ave	15th St	Rowlett Park Dr	2LU	2LU	0	\$0	\$0	\$0	\$0
Sligh Ave	Rowlett Park Dr	30th St	2LU	2LU	0	\$0	\$0	\$0	\$0
Spruce St	Himes Ave	MacDill Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Tampa Bay Blvd	Himes Ave	MacDill Ave	2LU	4LU	39	\$852,000	\$823,680	\$1,675,680	\$0

TRANSPORTATION

ROADWAY LINK SECTION			CENTRAL EAST DISTRICT						
17-Feb-88			Existing		Needed	2010	2010	2010	Existing
ON	FROM	TO	Road Type	MPO 2010	2010 ROW	Const Cost of Imprmt	Const Cost of Imprmt	TOTAL Cost of Imprmt	Deficiency Cost
Tampa Bay Blvd	MacDill Ave	Habana Ave	2LU	4LU	34	\$340,800	\$287,232	\$628,032	\$0
Tampa Bay Blvd	Habana Ave	Armenia Ave	2LU	4LU	34	\$511,200	\$430,848	\$942,048	\$0
Tampa St	Buffalo Ave	Plymouth St	3LOW	3LOW	0	\$0	\$0	\$0	\$0
Tampa St	Plymouth St	Palm Ave	3LOW	3LOW	0	\$0	\$0	\$0	\$0
Tampa St	Palm Ave	Scott St	3LOW	3LOW	0	\$0	\$0	\$0	\$0
Waters Ave	City Limits	Armenia Ave	4LD	6LD	58	\$123,106	\$232,000	\$355,106	\$0
Waters Ave	Armenia Ave	Rome Ave	4LU	6LD	58	\$738,636	\$1,206,400	\$1,945,036	\$284,040
Waters Ave	Rome Ave	Boulevard	4LU	6LD	58	\$738,636	\$1,206,400	\$1,945,036	\$294,909
Waters Ave	Boulevard	Florida Ave	4LU	6LD	58	\$738,636	\$1,206,400	\$1,945,036	\$334,609
Waters Ave	Florida Ave	Nebraska Ave	4LU	6LD	43	\$738,636	\$894,400	\$1,633,036	\$0
Waters Ave	Nebraska Ave	22nd St	4LU	6LD	68	\$1,477,273	\$2,828,800	\$4,306,073	\$0
Willow Ave	Main St	Green St	2LU	2LU	0	\$0	\$0	\$0	\$0
Willow Ave	Green St	Cypress St	2LU	2LU	0	\$0	\$0	\$0	\$0
Willow Ave	Cass St	Kennedy Blvd	2LU	2LU	0	\$0	\$0	\$0	\$0
Wishart Blvd	Armenia Ave	Rome Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Wishart Blvd	Rome Ave	Hillsborough Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Yukon St	Florida Ave	Nebraska Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Yukon St	30th St	40th St	2LU	2LU	0	\$0	\$0	\$0	\$0
Yukon St	River Hills Dr	30th St	2LU	2LU	0	\$0	\$0	\$0	\$0
						\$177,351,505	136,320,000	\$313,671,505	\$41,269,021
			CONST	ROW	TOTAL	CONST \$/MI	ROW \$/MI	TOT \$/MI	CAP/MI
			TOTAL			\$177,351,505	\$136,320,000	\$313,671,505	9,692
			-INT			\$146,435,324	\$132,828,928	\$279,264,252	8,710
			-TOLL			\$159,131,808	\$113,440,000	\$272,571,808	8,793

ROADWAY LINK SECTION			INTERBAY DISTRICT						
17-Feb-88			EXIST- ING ROAD TYPE	MPO 2010	NEEDED 2010 ROW	2010 Const Cost of Imprmt	2010 Const Cost of Imprmt	2010 TOTAL Cost of Imprmt	EXISTING DEFICIENCY COST
ON	FROM	TO							
Armenia Ave	Swann Ave	Platt St	4 LOW	4LOW	13	\$0	\$0	\$0	\$0
Armenia Ave	Platt St	Kennedy Blvd	4LOW	4LOW	13	\$0	\$0	\$0	\$0
Azeele St	West Shore Blvd	Lois Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Azeele St	Lois Ave	Dale Mabry Hwy	2LU	2LU	0	\$0	\$0	\$0	\$0
Azeele St	Dale Mabry Hwy	Himes Ave	4LU	4LU	18	\$0	\$0	\$0	\$0
Azeele St	Himes Ave	MacDill Ave	4LU	4LU	18	\$0	\$0	\$0	\$0
Azeele St	MacDill Ave	Platt St	4LU	4LU	18	\$0	\$0	\$0	\$0
Azeele St	Platt St	Howard Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Bay to Bay Blvd	Bayshore Dr	MacDill Ave	2LU	4LD	48	\$1,396,667	\$396,000	\$792,687	\$0
Bay to Bay Blvd	MacDill Ave	Himes Ave	2LU	4LD	48	\$973,636	\$972,000	\$1,945,636	\$61,559
Bay to Bay Blvd	Himes Ave	Dale Mabry Hwy	2LU	4LD	48	\$468,788	\$468,000	\$936,788	\$23,632
Bay to Bay Blvd	Dale Mabry Hwy	Manhattan Ave	2LU	4LD	28	\$1,370,303	\$798,000	\$2,168,303	\$0
Bay to Bay Blvd	Manhattan Ave	West Shore Blvd	2LU	4LD	28	\$721,212	\$420,000	\$1,141,212	\$0
Bayshore Blvd	MacDill AFB	Interbay Blvd	2LU	2LU	0	\$0	\$0	\$0	\$0
Bayshore Blvd	Interbay Blvd	Interbay Blvd	2LU	2LU	0	\$0	\$0	\$0	\$0
Bayshore Blvd	Interbay Blvd	Gandy Blvd	2LU	4LD	53	\$1,298,182	\$1,431,000	\$2,729,182	\$21,494
Bayshore Blvd	Gandy Blvd	Euclid Ave	4LD	4LD	0	\$0	\$0	\$0	\$-
Bayshore Blvd	Euclid Ave	El Prado Blvd	4LD	4LD	0	\$0	\$0	\$0	\$-
Bayshore Blvd	El Prado Blvd	Bay to Bay Blvd	4LD	4LD	0	\$0	\$0	\$0	\$-
Bayshore Blvd	Bay to Bay Blvd	Howard Ave	4LD	6LD	0	\$763,258	\$0	\$763,258	\$-
Bayshore Blvd	Howard Ave	Davis-Is- Bayshore	6LD	6LD	12	\$0	\$0	\$0	\$-
Bayshore Blvd	Davis-Is- Bayshore	Verne St	4LU	6LD	72	\$142,045	\$270,000	\$412,045	\$27,859
Bayshore Blvd	Verne St	Platt St	4LU	6LD	72	\$264,091	\$540,000	\$824,091	\$0
Boulevard	Swann Ave	Platt St	4LU	4LD	48	\$290,000	\$551,232	\$841,232	\$0
Boulevard	Platt St	Cleveland St	4LU	4LD	48	\$100,000	\$190,080	\$290,080	\$0
Boulevard	Cleveland St	Kennedy Blvd	4LU	4LD	48	\$100,000	\$190,080	\$290,080	\$0
Brorrein	Plant St	Bayshore Blvd	3LOW	3LOW	4	\$0	\$0	\$0	\$0
Brorrein	Bayshore Blvd	Ashley Dr	3LOW	3LOW	4	\$0	\$0	\$0	\$0
Church St	Euclid Ave	Bay to Bay Blvd	2LU	2LU	0	\$0	\$0	\$0	\$0
Church St	Bay to Bay Blvd	Neptune St	2LU	2LU	0	\$0	\$0	\$0	\$0
Church St	Neptune St	Henderson Blvd	2LU	2LU	0	\$0	\$0	\$0	\$0
Church St	Henderson Blvd	Swann Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Cleveland St	Armenia Ave	Howard Ave	3LOW	3LOW	4	\$0	\$0	\$0	\$0
Cleveland St	Howard Ave	Boulevard	3LOW	3LOW	4	\$0	\$0	\$0	\$0
Cleveland St	Boulevard	Plant St	3LOW	3LOW	4	\$0	\$0	\$0	\$0
Commerce St	City Limit	Interbay Blvd	2LU	2LU	4	\$0	\$0	\$0	\$0

TRANSPORTATION

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17-Feb-88 ON	ROADWAY LINK SECTION		EXIST- ING ROAD TYPE	INTERBAY DISTRICT					
	FROM	TO		MPO 2010	NEEDED 2010 ROW	2010 Const Cost of Imprmt	2010 Const Cost of Imprmt	2010 TOTAL Cost of Imprment	EXISTING DEFICIENCY COST
Crosstown Expr	Westshore Blvd	Gandy Blvd	0	4LEXP	181	\$7,680,000	\$12,101,760	\$19,781,760	\$0
Crosstown Expr	Gandy Blvd	Florida Ave	4LEX	4LEXP	0	\$0	\$0	\$0	\$0
Dale Mabry Hwy	MacDill AFB	Interbay Blvd	4LD	6LD	32	\$650,000	\$633,600	\$1,283,600	\$0
Dale Mabry Hwy	Interbay Blvd	Gandy Blvd	4LD	6LD	32	\$1,820,000	\$1,774,080	\$3,594,000	\$0
Dale Mabry Hwy	Gandy Blvd	Bay Vista Ave	2LU	6LD	2	\$1,742,424	\$59,000	\$1,811,424	\$477,188
Dale Mabry Hwy	Bay Vista Ave	Euclid Ave	2LD	6LD	2	\$272,727	\$12,000	\$264,727	\$41,795
Dale Mabry Hwy	Euclid Ave	El Prado	4LU	6LD	52	\$284,091	\$390,000	\$674,727	\$44,795
Dale Mabry Hwy	El Prado Blvd	Bay to Bay Blvd	4LU	6LD	62	\$852,273	\$1,395,000	\$2,247,273	\$225,554
Dale Mabry Hwy	Bay to Bay Blvd	San Carlos St	4LU	6LD	62	\$426,136	\$697,500	\$1,123,636	\$260,910
Dale Mabry Hwy	San Carlos St	Neptune St	4LU	6LD	62	\$653,400	\$1,369,500	\$1,722,909	\$473,826
Dale Mabry Hwy	Neptune St	Henderson Blvd	4LU	6LD	52	\$369,318	\$507,000	\$876,318	\$313,646
Dale Mabry Hwy	Henderson Blvd	Swann Ave	4LD	6LD	52	\$320,076	\$507,000	\$827,076	\$4,058
Dale Mabry Hwy	Swann Ave	Azoele St	4LD	6LD	52	\$320,076	\$507,000	\$827,076	\$327,926
Dale Mabry Hwy	Azoele St	Kennedy Blvd	4LD	6LD	52	\$320,076	\$507,000	\$827,076	\$465,728
Davis Blvd E.	W Cayuga Ave	Hudson Ave	4LU	4LU	0	\$0	\$0	\$0	\$0
Davis Blvd W.	Martinique Ave	Davis Blvd	4LU	4LU	0	\$0	\$0	\$0	\$0
Davis Blvd W.	Adalia Ave	Aegean Ave	4LU	4LU	0	\$0	\$0	\$0	\$0
El Prado Blvd	Westshore Blvd	Manhattan Ave	4LD	4LD	8	\$0	\$0	\$0	\$0
El Prado Blvd	Manhattan Ave	Dale Mabry Hwy	MacDill Ave	4LD	8	\$0	\$0	\$0	\$0
El Prado Blvd	Dale Mabry Hwy	MacDill Ave	4LD	4LD	8	\$0	\$0	\$0	\$0
El Prado Blvd	MacDill Ave	Bayshore Blvd	4LD	4LD	68	\$0	\$0	\$0	\$0
Euclid Ave	Westshore Blvd	Manhattan Ave	2LU	4LD	38	\$1,009,607	\$798,000	\$1,807,687	\$0
Euclid Ave	Manhattan Ave	Dale Mabry Hwy	2LU	4LD	38	\$1,370,303	\$1,083,000	\$2,453,303	\$0
Euclid Ave	Dale Mabry Hwy	MacDill Ave	2LU	4LD	38	1,442,424	\$1,140,000	\$2,582,424	\$0
Euclid Ave	MacDill Ave	Bayshore Blvd	2LU	4LD	48	\$432,727	\$432,000	\$864,727	\$0
Franklin Rd	San Miguel St	Neptune St	2LU	2LU	0	\$30	\$0	\$0	\$0
Gandy Blvd	Pinellas Co	Westshore Blvd	4LF	GLF	102	\$4,200,000	\$8,078,400	\$12,278,400	\$0
Gandy Blvd	Westshore Blvd	Manhattan Ave	4LD	4LD	8	\$0	\$0	\$0	\$0
Gandy Blvd	Manhattan Ave	Crosstown Express	4LD	4LD	8	\$0	\$0	\$0	\$0
Gandy Blvd	Crosstown Express	Dale Mabry Hwy	4LD	4LD	8	\$0	\$0	\$0	\$0
Gandy Blvd	Dale Mabry Hwy	Himes Ave	4LD	4LD	8	\$0	\$0	\$0	\$0

ROADWAY LINK SECTION			INTERBAY DISTRICT						
17-Feb-88			EXIST- ING ROAD TYPE	MPO 2010	NEEDED 2010 ROW	2010 Const Cost of Imprmt	2010 Const Cost of Imprmt	2010 TOTAL Cost of Imprmt	EXISTING DEFICIENCY COST
ON	FROM	TO							
Gandy Blvd	Himes Ave	Bayshore Blvd	4LU	4LD	28	\$1,041,667	\$1,155,000	\$2,196,667	\$0
Henderson Blvd	Bay to Bay Blvd	Manhattan Ave	4LU	4LD	28	\$281,091	\$315,000	\$580,091	\$0
Henderson Blvd	Manhattan Ave	Dale Mabry Hwy	4LU	4LD	28	\$1,003,788	\$1,113,000	\$2,116,788	\$0
Henderson Blvd	Dale Mabry Hwy	Kennedy Blvd	4LU	4LD	28	\$1,003,788	\$1,113,000	\$2,116,788	\$0
Himes Ave	Interbay Blvd	Gandy Blvd	2LU	4LD	48	\$2,380,000	\$2,376,000	\$4,756,000	\$0
Himes Ave	Gandy Blvd	Euclid Ave	2LU	4LD	53	\$1,983,333	\$2,186,250	\$4,169,583	\$0
Himes Ave	Euclid Ave	El Prado Blvd	2LU	4LD	58	\$360,606	\$435,000	\$795,606	\$0
Himes Ave	El Prado Blvd	Bay to Bay Blvd	2LU	4LD	58	\$1,081,818	\$1,305,000	\$2,386,818	\$0
Himes Ave	Bay to Bay Blvd	Neptune St	2LU	4LD	40	\$2,416,061	\$2,412,000	\$4,828,061	\$0
Himes Ave	Neptune St	Morrison Ave	2LU	4LD	43	\$937,576	\$838,500	\$1,776,076	\$0
Himes Ave	Morrison Ave	Swann Ave	2LU	4LD	48	\$761,600	\$760,320	\$1,521,920	\$0
Himes Ave	Swann Ave	Azeele St	2LU	2LU	0	\$0	\$0	\$0	\$0
Himes Ave	Azeele St	Kennedy Blvd	2LU	2LU	0	\$0	\$0	\$0	\$0
Howard Ave	Bayshore Blvd	Morrison Ave	2LU	4LD	68	\$1,142,400	\$1,615,680	\$2,758,080	\$0
Howard Ave	Morrison Ave	Swann Ave	2LU	4LD	102	\$761,600	\$1,615,680	\$2,377,280	\$154,850
Howard Ave	Swann Ave	Azeele St	2LU	4LD	48	\$761,600	\$760,320	\$1,521,920	\$0
Howard Ave	Azeele St	Platt St	4LOW	4LOW	13	\$0	\$0	\$0	\$0
Howard Ave	Platt St	Cleveland St	4LOW	4LOW	13	\$0	\$0	\$0	\$0
Howard Ave	Cleveland St	Kennedy Blvd	4LOW	4LOW	13	\$0	\$0	\$0	\$0
Hyde Park Ave	Davis Is Bridge-on Ave	Hyde Park Ave	3LOW	3LOW	4	\$0	\$0	\$0	\$0
Hyde Park Ave	Hyde Park Ave	Platt St	3LOW	3LOW	4	\$0	\$0	\$0	\$0
Hyde Park Ave	Platt St	Kennedy Blvd	3LOW	3LOW	4	\$0	\$0	\$0	\$0
Interbay Blvd	Westshore Blvd	Dale Mabry Hwy	2LU	4LD	28	\$2,524,242	\$1,470,000	\$3,994,242	\$0
Interbay Blvd	Dale Mabry Hwy	Bayshore Blvd	2LU	2LU	0	\$0	\$0	\$0	\$0
Lois Ave	Henderson Blvd	Swann Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Lois Ave	Swann Ave	Azeele St	2LU	2LU	0	\$0	\$0	\$0	\$0
Lois Ave	Azeele St	Kennedy Blvd	2LU	2LU	0	\$0	\$0	\$0	\$0
MacDill Ave	Kennedy Blvd	Azeele St	4LU	4LU	18	\$0	\$0	\$0	\$0
MacDill Ave	Azeele St	Swann Ave	4LU	4LU	18	\$0	\$0	\$0	\$0
MacDill Ave	Swann Ave	Morrison Ave	2LU	4LD	48	\$380,000	\$380,160	\$760,960	\$255,267
MacDill Ave	Morrison Ave	Bay to Bay Blvd	2LU	4LD	48	\$1,713,600	\$1,710,720	\$3,424,320	\$660,060
MacDill Ave	Bay in Bay Blvd	El Prado Blvd	2LU	4LD	58	\$1,142,400	\$1,378,080	\$2,520,480	\$0
MacDill Ave	El Prado Blvd	Gandy Blvd	2LU	4LD	68	\$2,284,800	\$3,231,360	\$5,516,160	\$0
MacDill Ave	Gandy Blvd	Interbay Blvd	2LU	4LD	53	\$2,094,400	\$2,308,680	\$4,403,080	\$0
MacDill Ave	Interbay Blvd	MacDill AFB	2LU	4LD	48	\$1,713,600	\$1,710,720	\$3,424,320	\$0
Manhattan Ave	Interbay Blvd	Gandy Blvd	2LU	2LU	0	\$0	\$0	\$0	\$0
Manhattan Ave	Gandy Blvd	Euclid Ave	2LU	4LD	8	\$1,983,333	\$330,000	\$2,313,333	\$155,590
Manhattan Ave	Euclid Ave	Henderson Blvd	4LU	4LD	8	\$1,003,788	\$318,000	\$1,321,788	\$0
Morrison Ave	Dale Mabry Hwy	MacDill AFB	2LU	2LU	0	\$0	\$0	\$0	\$0
Morrison Ave	MacDill Ave	Howard Ave	2LU	2LU	9	\$0	\$0	\$0	\$0
Morrison Ave	Howard Ave	Rome Ave	2LU	2LU	0	\$0	\$0	\$0	\$0

TRANSPORTATION

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17-Feb-88	ROADWAY LINK SECTION			INTERBAY DISTRICT						
	ON	FROM	TO	EXIST- ING ROAD TYPE	MPO 2010	NEEDED 2010 ROW	2010 Const Cost of Imprmt	2010 Const Cost of Imprmt	2010 TOTAL Cost of Imprment	EXISTING DEFICIENCY COST
	Neptune0 St	Henderson Blvd	Himes Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
	Plant Ave	Bayshore Blvd	Kennedy Ave	3LOW	3LOW	0	\$0	\$0	\$0	\$0
	Platt St	Azeele St	Armenia Ave	3LOW	3LOW	4	\$0	\$0	\$0	\$0
	Platt St	Armenia Ave	Willow Ave	3LOW	3LOW	4	\$0	\$0	\$0	\$0
	Platt St	Willow Ave	Boulevard	3LOW	3LOW	4	\$0	\$0	\$0	\$0
	Platt St	Boulevard	Hyde Park Ave	3LOW	3LOW	4	\$0	\$0	\$0	\$0
	Platt St	Hyde Park Ave	Bayshore Blvd	3LOW	3LOW	4	\$0	\$0	\$0	\$0
	Rome Ave	Bayshore Blvd	Snow/Swann	2LU	2LU	0	\$0	\$0	\$0	\$0
	Swann Ave	Westshore Blvd	Lois Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
	Swann Ave	Lois Ave	Dale Mabry Hwy	2LU	2LU	0	\$0	\$0	\$0	\$0
	Swann Ave	Dale Mabry Hwy	Henderson Blvd	2LU	4LD	28	\$468,788	\$273,000	\$741,788	\$0
	Swann Ave	Henderson Blvd	Howard Ave	2LU	4LD	48	\$2,163,636	\$2,160,000	\$4,323,636	\$171,855
	Swann Ave	Howard Ave	Oregon Ave	2LU	4LD	48	\$937,576	\$936,000	\$1,873,576	\$280,151
	Swann Ave	Oregon Ave	Boulevard	2LU	4LD	48	\$721,212	\$720,000	\$1,441,212	\$0
	Swann Ave	Boulevard	Bayshore Blvd	2LU	4LD	48	\$468,788	\$468,000	\$936,788	\$0
	Westshore Blvd	Interbay Blvd	Bay Ave	2LU	4LD	28	\$1,694,848	\$987,000	\$2,681,848	\$0
	Westshore Blvd	Bay Ave	Gandy Blvd	2LU	4LD	28	\$1,803,030	\$1,050,000	\$2,853,030	\$427,300
	Westshore Blvd	Gandy Blvd	Euclid Ave	2LU	4LD	28	\$1,983,333	\$1,155,000	\$3,138,333	\$0
	Westshore Blvd	Euclid Ave	El Prado Blvd	2LU	4LD	28	\$360,606	\$210,000	\$570,606	\$140,030
	Westshore Blvd	El Prado Blvd	Bay to Bay Blvd	2LU	4LD	28	\$1,081,818	\$630,000	\$1,711,818	\$457,263
	Westshore Blvd	Bay to Bay Blvd	Swann Ave	2LU	4LD	28	\$2,271,818	\$1,323,000	\$3,594,818	\$2,197,868
	Westshore Blvd	Swann Ave	Azeele St	2LU	4LD	28	\$468,788	\$273,000	\$741,788	\$445,494
	Westshore Blvd	Azeele St	Kennedy Blvd	4LD	4LD	8	\$0	\$0	\$0	\$0
	Willow Ave	Kennedy Blvd	Platt St	2LU	2LU	0	\$0	\$0	\$0	\$0
							\$76,259,073	\$78,951,702	\$155,210,775	\$8,115,394
(1)' INDICATES AVERAGE R-O-W WIDTH										
			CONST	ROW	TOTAL	CONST\$/MI	ROW \$/MI	TOT \$/MI	CAP/LANE	DEF COST
	TOTAL		\$76,259,073	78,951,702	155,210,775	675,682	699,540	1,375,221	9013	8,115,394
			-INT \$76,259,073	78,951,702	155,210,775	\$675,682	\$699,540	\$1,375,221	9013	8,115,394
			-EXWY \$64,379,073	58,771,542	123,150,615	\$628,319	\$573,591	\$1,201,910	8406	8,115,394

ROADWAY LINK SECTION			NORTH CENTRAL TAMPA DISTRICT						
17-Feb-88			EXIST- ING ROAD TYPE	MPO 2010	Needed 2010 ROW	2010 Const Cost of Imprmt	2010 ROW Cost of Imprmt	2010 Total Cost of Imprment	Existing Deficiency Cost
ON	FROM	TO							
15th St	Linebaugh Ave	Bougainvillea Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
15th St	Bougainvillea Ave	109th Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
15th St	109th Ave	Fowler Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
22nd St	Busch Blvd	Linebaugh Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
22nd St	Linebaugh Ave	Bougainvillea Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
22nd St	Bougainvillea Ave	109th Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
22nd St	109th Ave	Fowler Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
30th St	Busch Blvd	Linebaugh Ave	2LD	4LD	8	\$839,091	\$208,000	\$1,047,091	\$133,988
30th St	Linebaugh Ave	Bougainvillea Ave	2LD	4LD	8	\$419,545	\$104,000	\$523,545	\$42,451
30th St	Bougainvillea Ave	109th Ave	2LD	4LD	8	\$419,545	\$104,000	\$523,545	\$73,363
30th St	109th Ave	Fowler Ave	2LD	4LD	8	\$839,091	\$200,000	\$1,047,091	\$221,090
46th St	Busch Blvd	Bougainvillea Ave	2LD	2LD	0	\$0	\$0	\$0	\$0
46th St	Bougainvillea Ave	Fowler Ave	2LD	2LD	0	\$0	\$0	\$0	\$0
109th Ave	Nebraska Ave	15th St	2LU	2LD	13	\$492,424	\$338,000	\$830,424	\$0
109th Ave	15th St	22nd St	2LU	2LD	18	\$492,424	\$468,000	\$960,424	\$0
109th Ave	22nd St	30th St	2LU	2LD	8	\$492,424	\$208,000	\$700,424	\$0
Bougainvillea Ave	I-275	Nebraska Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Bougainvillea Ave	Nebraska Ave	15th St	2LU	2LU	0	\$0	\$0	\$0	\$0
Bougainvillea Ave	15th St	22nd St	2LU	2LU	0	\$0	\$0	\$0	\$0
Bougainvillea Ave	22nd St	30th St	2LU	2LU	0	\$0	\$0	\$0	\$0
Bougainvillea Ave	30th St	McKinley Dr	2LU	2LU	0	\$0	\$0	\$0	\$0
Bougainvillea Ave	McKinley Dr	46th St	2LU	2LU	0	\$0	\$0	\$0	\$0
Busch Blvd	I275-Busch Ramp E	Busch Blvd-1275 Ramp	6LD	6LD	0	\$0	\$0	\$0	\$0
Busch Blvd	Busch Blvd-1275 Ramp	Nebraska Ave	6LD	6LD	0	\$0	\$0	\$0	\$0
Busch Blvd	Nebraska Ave	22nd St	6LD	6LD	0	\$0	\$0	\$0	\$0
Busch Blvd	22nd St	26th St	6LD	6LD	0	\$0	\$0	\$0	\$0
Busch Blvd	26th St	30th St	6LD	6LD	0	\$0	\$0	\$0	\$0
Fowler Ave	Fowler-I275 Ramp N	Nebraska Ave	4LU	6LD	0	\$284,091	\$0	\$284,091	\$242,749
Fowler Ave	Nebraska Ave	15th St	4LD	6LD	0	\$640,152	\$0	\$640,152	\$700,031
Fowler Ave	15th St	22nd St	4LD	6LD	0	\$640,152	\$0	\$640,152	\$551,681
Fowler Ave	22nd St	30th St	4LD	6LD	0	\$640,152	\$0	\$640,152	\$513,776
Fowler Ave	30th St	McKinley Dr	4LD	6LD	0	\$780,000	\$0	\$780,000	\$701,124
Fowler Ave	McKinley Dr	Palm Dr	4LD	6LD	0	\$260,000	\$0	\$260,000	\$124,157
Fowler Ave	Palm Dr	46th St	4LD	6LD	0	\$260,000	\$0	\$260,000	\$124,157
Fowler Ave	46th St	56th St	4LD	6LD	0	\$984,848	\$0	\$984,848	\$403,899
I-275	Busch Blvd	City Limits	6LD	8LF	0	\$3,102,273	\$0	\$3,102,273	\$0
Linebaugh Ave	I-275	Nebraska Ave	2LU	2LU	0	\$0	\$0	\$0	\$0
Linebaugh Ave	Nebraska Ave	15th St	2LU	2LU	0	\$0	\$0	\$0	\$0

TRANSPORTATION

ROADWAY LINK SECTION			NORTH CENTRAL TAMPA DISTRICT						
17-Feb-88			EXIST- ING ROAD TYPE	MPO 2010	Needed 2010 ROW	2010 Const Cost of Imprmt	2010 ROW Cost of Imprmt	2010 Total Cost of Imprmt	Existing Deficiency Cost
ON	FROM	TO							
Linebaugh Ave	15th St	22nd St	2LU	2LU	0	\$0	\$0	\$0	\$0
Linebaugh Ave	22nd St	30th St	2LU	2LU	0	\$0	\$0	\$0	\$0
McKinley Dr	Busch Blvd	Busch Gardens West	2LD	6LD	0	\$170,455	\$0	\$170,455	\$3,083
McKinley Dr	Busch Gardens West	Bougainvillea Ave	2LU	6LD	0	\$1,657,197	\$0	\$1,657,197	\$137,164
McKinley Dr	Bougainvillea Ave	Fowler Ave	2LU	6LD	0	\$1,893,939	\$0	\$1,893,939	\$0
Nebraska Ave	Busch Blvd	Linebaugh Ave	4LU	4LD	28	\$492,424	\$728,000	\$1,220,424	\$642,214
Nebraska Ave	Linebaugh Ave	Bougainvillea Ave	4LU	4LD	28	\$246,212	\$364,000	\$610,212	\$251,136
Nebraska Ave	Bougainvillea Ave	109th Ave	4LU	4LD	28	\$246,212	\$364,000	\$610,212	\$166,284
Nebraska Ave	109th Ave	Fowler Ave	4LU	4LD	28	\$492,424	\$728,000	\$1,220,424	\$412,775
Serena Dr	46th St	City Limits	2LU	2LU	0	\$0	\$0	\$0	\$0
						\$16,785,076	\$3,822,000	\$20,607,076	\$5,367,121
			CONST	ROW	TOTAL	CONST \$/MI	ROW\$/MI	TOTAL \$/MI	CAP/MI
*INDICATES AVERAGE R-O-W WIDTH		TOTAL	\$16,785,076	\$3,822,000	\$20,607,076	\$705,755	\$160,702	\$666,457	9520
		-INT	\$13,682,803	\$3,822,000	\$17,504,803	\$656,924	\$183,498	\$840,422	8444

TAMPA CODE

ROADWAY LINK SECTION			UNIVERSITY NORTH DISTRICT						
17-Feb-88			Existing Plus Committee Network	NTTS 2010 Network	Needed 2010 R-O-W	2010 ROW Cost of Imprmt	2010 Const Cost of Imprmt	2010 Total Cost of Imprmt	Existing Deficiency Cost
On	From	To							
2 E-W	Easement Rd	Tampa Tech Park	0	6LD	13	\$9,988,993,872	\$1	\$9,988,993,873	\$0
2 E-W	Tampa Tech Park	I-75	0	4LD	7	\$18,046,082,208	\$15,000,001	\$18,061,082,209	\$0
2 E-W	I-75	2 N-S	0	4LD	7	\$14,179,064,592	\$1	\$14,179,064,593	\$0
2 E-W	2 N-S	CR 581	0	4LD	7	\$12,890,058,720	\$2,000,001	\$12,892,058,721	\$0
2 E-W	CR 581	1 N-S	0	4LD	7	\$11,952,642,240	\$2,000,002	\$11,954,642,242	\$0
2 E-W	1 N-S	Cory Lakes Rd	0	2LD	2	\$2,049,024,384	\$1	\$2,049,024,385	\$0
Easement Rd	2 E-W	CR 581	0	6LD	13	\$13,318,658,496	\$1	\$13,318,658,497	\$0
Easement Rd	CR 581	Tampa Palms	0	4LD	7	\$7,171,585,344	\$1	\$7,171,585,345	\$0
Easement Rd	Tampa Palms	I-75	0	6LD	13	\$9,988,993,872	\$15,000,001	\$10,003,993,873	\$0
Fletcher Ave	46th St	50th St	4LD	6LD	0	\$0	\$2	\$2	\$0
Frontage Rd	Fletcher Ave	Easement Rd	0	6LD	13	\$55,058,965,104	\$4,000,002	\$55,062,965,106	\$0
I-75	Easement Rd	CR 581	4LF	6LF	0	\$0	\$10	\$10	\$0
I-75	CR 581	2nd E-W	4LF	4LF	0	\$0	\$11	\$11	\$0
Collector/Dist	Easement Rd	CR 581	0	6LCD	10	\$31,304,428,320	\$21,078,100	\$31,325,506,420	\$0
Collector/Dist	CR 581	2nd E-W	0	6LCD	10	\$33,145,865,280	\$20,936,000	\$33,166,801,280	\$0
Cory Lake Rd	2nd E-W	Morris Bridge Rd	0	2LU	1	\$1,280,640,240	\$2	\$1,280,640,242	\$0
Side Rd	City Limits	CR 581	0	4LD	7	\$2,578,011,744	\$0	\$2,578,011,744	\$0
CR 581	Tampa Palms	I-75	2LU	6LD	0	\$0	\$15,000,004	\$15,000,004	\$0
CR 581	I-75	Side Rd	2LU	8LD	0	\$0	\$2	\$2	\$0
CR 581	Side Rd	2 E-W	2LU	6LD	0	\$0	\$4,000,001	\$4,000,001	\$0
Tampa Palms N	Easement Rd	CR 581	0	4LD	7	\$7,470,401,400	\$1	\$7,470,401,401	\$0
Tampa Palms E	CR 581	Easement Rd	0	4LD	7	\$4,781,056,896	\$1	\$4,781,056,897	\$0
Tampa Palms S	Easement Rd	CR 581	0	4LD	7	\$5,378,689,008	\$1	\$5,378,689,009	\$0
Tampa Palms W	CR 581	Easement Rd	0	4LD	7	\$7,470,401,400	\$1	\$7,470,401,401	\$0
Tampa Tech Park	sum of on-site collectors		0	6LD	13	\$40,695,756,816	\$2	\$40,695,756,818	\$0
						\$288,749,319,936	\$99,014,152	\$288,848,334,088	\$0
	ROW \$	TOTAL CONST \$	TOTAL \$	ROW\$/MI	TOTAL CONST\$/MI	TOTAL \$/MI	CAP/LN		
TOTAL	\$68,861,443	\$146,638,900	\$215,500,343	\$433,229	\$922,552	\$1,355,782	9317		
-INTST	\$68,861,443	\$128,918,900	\$197,780,343	\$142,899	\$828,799	\$1,271,496	9147		
-COL	\$43,513,958	\$106,374,100	\$149,888,058	\$439,761	\$1,075,038	\$1,515,799	9559		

TRANSPORTATION

ROADWAY LINK SECTION			WESTSHORE DISTRICT						
18-Feb-88			Exist.	2010		2010	2010	2010	Existing
ON	FROM	TO	Road Type	Road Type	2010 R-O-W	ROW Cost of Imprmt	Const Cost of Imprmt	TOTAL Cost of Improvement	Deficiency Cost
Boy Scout Blvd	Airport	Frontage Road	4LD	6LD	2	\$269,280	\$325,000	\$594,280	\$0
Boy Scout Blvd	Frontage Road	Westshore	4LD	6LD	2	\$613,958	\$10,741,000	\$11,354,958	\$0
Boy Scout Blvd	Westshore Blvd	Trask	4LD	6LF	6	\$355,450	\$566,500	\$921,950	\$0
Boy Scout Blvd	Trask St.	Lois Ave	4LD	6LF	6	\$2,294,266	\$13,656,500	\$15,950,766	\$0
Boy Scout Blvd	Lois Ave	Columbus Dr	4LD	6LF	6	\$452,390	\$721,000	\$1,173,390	\$0
Boy Scout Aux North	Westshore Blvd	Trask	0	2LAux	2	\$0	\$0	\$0	\$0
Boy Scout Aux North	Trask St.	Lois Ave	0	2LAux	2	\$0	\$0	\$0	\$0
Boy Scout Aux North	Lois Ave	Columbus Dr	0	2LAux	2	\$0	\$0	\$0	\$0
Boy Scout Aux South	Westshore Blvd	Trask	0	2LAux	2	\$0	\$0	\$0	\$0
Boy Scout Aux South	Trask St.	Lois Ave	0	2LAux	2	\$0	\$0	\$0	\$0
Boy Scout Aux South	Lois Ave	Columbus Dr	0	2LAux	2	\$0	\$0	\$0	\$0
Buffalo Ave	Westshore Blvd	Lois Ave	2LU	6LD	4	\$1,314,086	\$1,832,440	\$3,146,526	\$0
Buffalo Ave	Lois Ave	Dale Mabry Hwy	2LU	6LD	4	\$1,077,120	\$1,502,000	\$2,579,120	\$0
Buffalo Ave	Dale Mabry Hwy	Himes Ave	6LD	6LD	0	\$0	\$0	\$0	\$0
Columbus Dr	Boy Scout Blvd	Dale Mabry Hwy	4LD	6LF	6	\$1,615,680	\$2,575,000	\$4,190,680	\$0
Columbus Dr	Dale Mabry Hwy	Himes Ave	4LD	6LD	2	\$226,195	\$273,000	\$499,195	\$0
Columbus Aux North	Boy Scout Blvd	Dale Mabry Hwy	0	2LAux	2	\$0	\$0	\$0	\$0
Columbus Aux South	Boy Scout Blvd	Dale Mabry Hwy	0	2LAux	2	\$0	\$0	\$0	\$0
Courtney Campbell	Rocky Point	Eisenhower	4LU	6LF	6	\$4,168,454	\$26,643,500	\$30,811,954	\$6,665,008
Cypress St	Frontage Rd	West Shore Blvd	4LD	4LD	0	\$0	\$0	\$0	\$0
Cypress St	West Shore Blvd	Trask St	4LD	4LD	0	\$0	\$0	\$0	\$0
Cypress St	Trask St	Lois Ave	4LD	4LD	0	\$0	\$0	\$0	\$0
Cypress St	Lois Ave	Dale Mabry Hwy	2LU	4LD	2	\$495,475	\$783,840	\$1,279,315	\$0
Cypress St	Dale Mabry Hwy	Himes Ave	2LU	4LD	2	\$226,195	\$357,840	\$584,035	\$0
Dale Mabry Aux East	I-275	Spruce St	0	2LAux	2	\$0	\$0	\$0	\$0
Dale Mabry Aux East	Spruce St	Columbus Dr	0	2LAux	2	\$0	\$0	\$0	\$0
Dale Mabry Aux East	Columbus Dr	Tampa Bay Blvd	0	2LAux	2	\$0	\$0	\$0	\$0
Dale Mabry Aux East	Tampa Bay Blvd	Buffalo Ave	0	2LAux	2	\$0	\$0	\$0	\$0
Dale Mabry Aux East	Buffalo Ave	Hillsborough	0	2LAux	2	\$0	\$0	\$0	\$0
Dale Mabry Aux West	I-275	Spruce St	0	2LAux	2	\$0	\$0	\$0	\$0
Dale Mabry Aux West	Spruce St	Columbus Dr	0	2LAux	2	\$0	\$0	\$0	\$0

ROADWAY LINK SECTION			WESTSHORE DISTRICT						
18-Feb-88			Exist.	2010	2010	2010	2010	2010	Existing
ON	FROM	TO	Road Type	Road Type	R-O-W	ROW Cost of Imprmt	Const Cost of Imprmt	TOTAL Cost of Improvement	Deficiency Cost
Dale Mabry Aux West	Columbus Dr	Tampa Bay Blvd	0	2LAux	2	\$0	\$0	\$0	\$0
Dale Mabry Aux West	Tampa Bay Blvd	Buffalo Ave	0	2LAux	2	\$0	\$0	\$0	\$0
Dale Mabry Aux West	Buffalo Ave	Hillsborough	0	2LAux	2	\$0	\$0	\$0	\$0
Dale Mabry Hwy	Kennedy Blvd	Cypress St	6LD	8LPAC	10	\$2,477,376	\$9,721,824	\$12,199,200	\$0
Dale Mabry Hwy	Cypress St	I-275	6LD	8LPAC	10	\$1,130,976	\$4,349,824	\$5,480,800	\$0
Dale Mabry Hwy	I-275	Spruce St	6LD	8LPAC	10	\$1,400,256	\$11,699,744	\$13,100,000	\$2,050,659
Dale Mabry Hwy	Spruce St	Columbus Dr	6LD	8LPAC	10	\$9,531,232	(\$2,051,232)	\$7,480,000	\$918,267
Dale Mabry Hwy	Columbus Dr	Tampa Bay Blvd	6LD	6LF	6	\$8,518,729	(\$7,418,739)	\$1,100,000	\$240,030
Dale Mabry Hwy	Tampa Bay Blvd	Buffalo Ave	6LD	6LF	6	\$8,615,680	\$8,284,320	\$16,900,000	\$6,405,905
Dale Mabry Hwy	Buffalo Ave	Hillsborough	6LD	6LF	6	\$3,231,360	\$6,718,640	\$9,950,000	\$3,771,524
Frontage Road	Boy Scout	Cypress	2LU	2LU	0	\$0	\$0	\$0	\$0
George Road	Memorial Highway	Independence Parkway	4LD	4LD	0	50	50	50	50
Hillsborough Ave	Eisenhower Blvd	Westshore Blvd	4LD	6LD	2	\$1,464,883	\$1,695,117	\$3,160,000	\$2,288,283
Hillsborough Ave	Westshore Blvd	Lois Ave	4LD	6LD	2	\$657,043	\$1,942,957	\$2,600,000	\$2,696,855
Hillsborough Ave	Lois Ave	Dale Mabry Hwy	4LD	6LD	2	\$495,475	\$1,504,525	\$2,000,000	\$2,111,299
Hillsborough Ave	Dale Mabry Hwy	Himes Ave	4LD	6LD	2	\$269,280	\$830,720	\$1,100,000	\$524,644
Himes Ave	Kennedy Blvd	Cypress St	2LU	4LD	2	\$495,475	\$783,840	\$1,279,315	\$0
Himes Ave	Cypress St	I-275	2LU	4LD	2	\$226,195	\$357,840	\$584,035	\$0
Himes Ave	I-275	Spruce St	2LU	4LD	2	\$226,195	\$367,840	\$584,035	\$0
Himes Ave	Spruce St	Columbus Dr	2LU	4LD	2	\$506,246	\$800,880	\$1,307,126	\$0
Himes Ave	Columbus Dr	Tampa Bay Blvd	4LD	4LD	0	\$0	\$0	\$0	\$0
Himes Ave	Tampa Bay Blvd	Buffalo Ave	4LD	4LD	0	\$0	\$0	\$0	\$0
Himes Ave	Buffalo Ave	Hillsborough Ave	4LD	4LD	0	\$0	\$0	\$0	\$0
Kennedy Blvd	I-275	Hoover Blvd	4LPAC	6LPAC	3	\$565,488	\$568,750	\$1,134,238	\$0
Kennedy Blvd	Hoover Blvd	Memorial Hwy	6LD	8LD	2	\$403,920	\$487,500	\$891,420	\$0
Kennedy Blvd	Memorial Hwy	Westshore Blvd	6LD	6LD	0	\$0	\$0	\$0	\$0
Kennedy Blvd	Westshore Blvd	Lois Ave	6LD	6LD	0	\$0	\$0	\$0	\$0
Kennedy Blvd	Lois Ave	Dale Mabry Hwy	4LD	6LD	2	\$538,560	\$650,000	\$1,188,560	\$0
Kennedy Blvd	Dale Mabry Hwy	Himes Ave	4LD	6LD	2	\$226,195	\$273,000	\$499,195	\$0
Lois Ave	Kennedy Blvd	I-275	4LU	4LD	1	\$463,162	\$430,000	\$893,162	\$0
Lois Ave	I-275	Cypress St	4LU	4LD	1	\$150,797	\$140,000	\$290,787	\$0
Lois Ave	Cypress St	Spruce St	4LU	4LD	1	\$463,162	\$430,000	\$893,162	\$0

TRANSPORTATION

Ch. 25

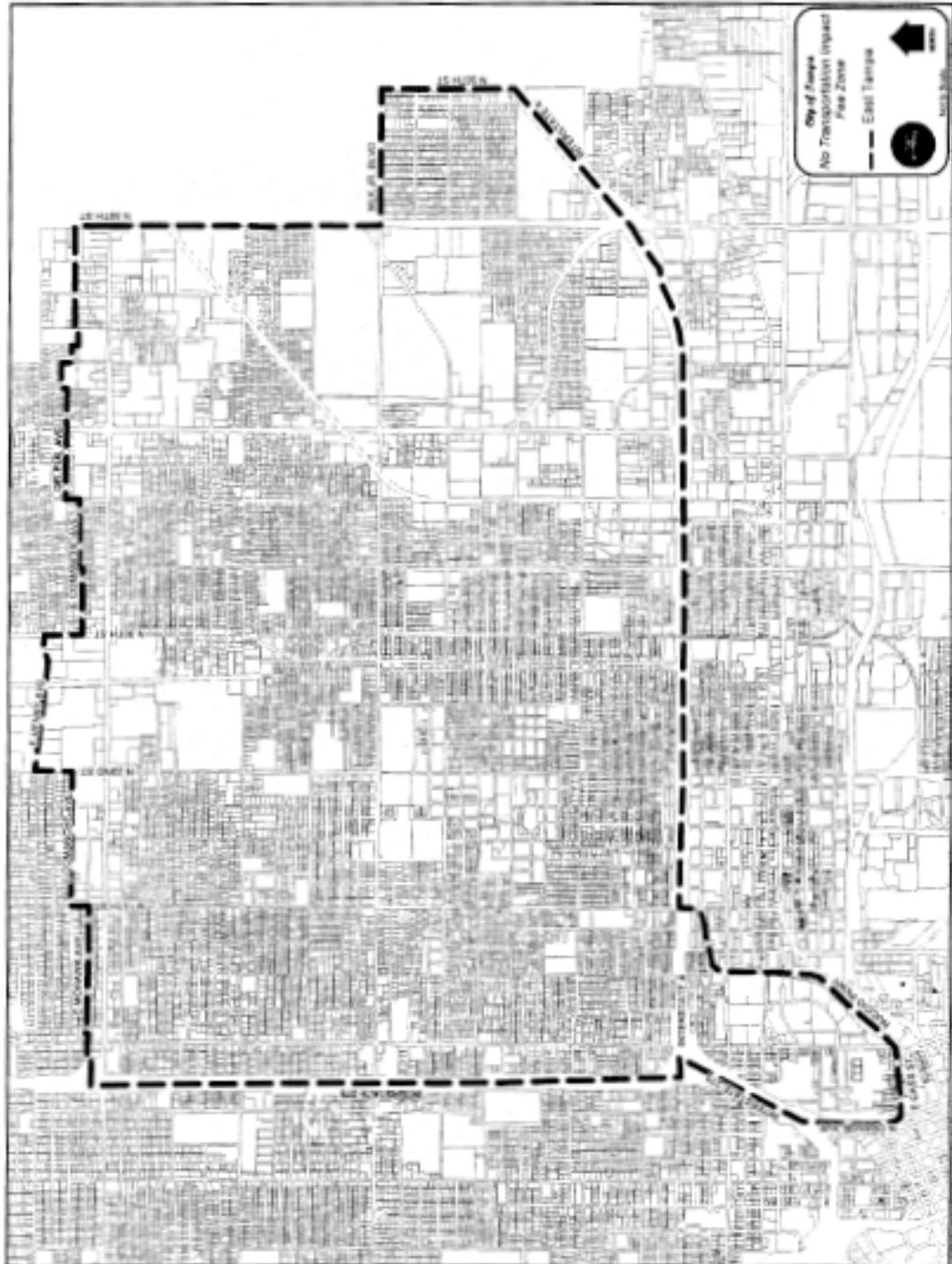
ROADWAY LINK SECTION			WESTSHORE DISTRICT						
18-Feb-88			Exist.	2010	2010	2010	2010	2010	Existing
ON	FROM	TO	Road Type	Road Type	R-O-W	ROW Cost of Imprmt	Const Cost of Imprmt	TOTAL Cost of Improvement	Deficiency Cost
Lois Ave	Spruce St	Boy Scout Blvd	4LU	6LD	2	\$420,077	\$507,000	\$927,077	\$0
Lois Ave	Tampa Bay Blvd	Buffalo Ave	2LU	4LD	2	\$538,560	\$852,000	\$1,390,560	\$0
Lois Ave	Buffalo Ave	Hillsborough Ave	2LU	4LD	2	\$1,077,120	\$1,704,000	\$2,781,120	\$0
Memorial Hwy	Kenned/Blvd	I-275	4LD	8LF	10	\$1,077,120	\$3,360,000	\$4,437,120	\$0
Spruce St	Lois Ave	Dale Mabry Hwy	2LU	4LD	2	\$657,043	\$1,039,440	\$1,696,483	\$0
Spruce St	Dale Mabry Hwy	Himes Ave	4LU	4LD	2	\$226,195	\$357,840	\$584,035	\$0
Tampa Bay Blvd	Westshore Blvd	Lois Ave	4LD	4LD	0	\$0	\$0	\$0	\$0
Tampa Bay Blvd	Lois Ave	Dale Mabry Hwy	2LU	4LD	2	\$538,560	\$852,000	\$1,390,560	\$234,944
Tampa Bay Blvd	Dale Mabry Hwy	Himes Ave	4LU	6LD	2	\$226,195	\$273,000	\$499,195	\$0
Trask St	Boy Scout	Cypress	2LU	2LU	0	\$0	\$0	\$0	\$0
Westshore Blvd	Kennedy Blvd	I-275	6LD	6LD	0	\$0	\$0	\$0	\$0
Westshore Blvd	I-275	Cypress St	4LD	6LD	2	\$134,640	\$162,500	\$297,140	\$0
Westshore Blvd	Cypress St	Spruce	4LD	6LD	2	\$538,560	\$650,000	\$1,188,560	\$0
Westshore Blvd	Tampa Bay Blvd	Buffalo Ave	2LU	4LD	2	\$538,560	\$852,000	\$1,390,560	\$0
Westshore Blvd	Buffalo Ave	Hillsborough Ave	2LU	6LD	4	\$2,154,240	\$3,004,000	\$5,158,240	\$472,432
**Cost Checked Against Study						\$63,293,117	\$116,148,749	\$179,441,866	\$28,482,619
*Cost From Study									
	ROW	CONST	TOTAL	TOTAL/MILE	CAP/MI				
	\$63,293,117	\$116,148,749	\$179,441,866	\$2,349,786	\$10604.6				



TRANSPORTATION

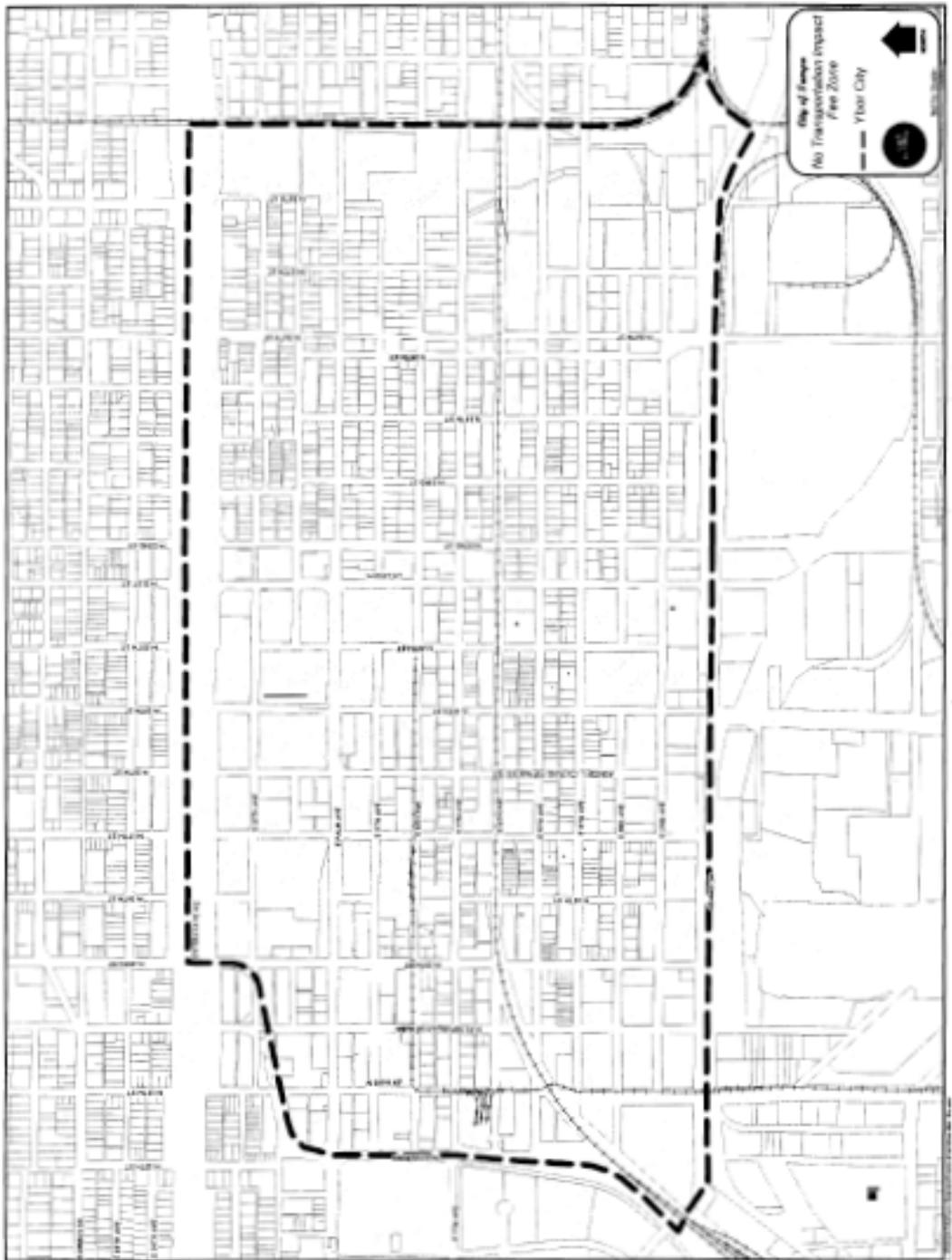
APPENDIX IV  
CHAPTER 25  
CITY OF TAMPA CODE

MAPS DEPICTING "NO TRANSPORTATION IMPACT FEE ZONES"





TRANSPORTATION



(Ord. No. 2000-92, § 3, 4-6-00; Ord. No. 2002-181, § 2, 8-22-02; Ord. No. 2005-45, § 5, 2-10-05; Ord. No. 2011-36, § 3, 3-17-2011)