Haskell's Proposal for:

Tampa Multimodal Network and Safety Improvements Project
(West River District BUILD)

22-C-00001

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ARCHITECTURE • ENGINEERING • CONSTRUCTION

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JULY 20, 2023

City of Tampa | Attention: Brad L. Baird, CCNA Chairman

RE: Tampa Multimodal Network and Safety Improvements Project (West River District BUILD) | 22-C-00001

Dear Mr. Baird and Selection Committee Members:

The Haskell team's approach to Tampa's West River BUILD Grant project is multi-faceted, incorporating best practices in urban design, placemaking, complete streets, safety, community engagement and participation, all through an integrated design-build approach that will result in timely and quality, phased construction.

Our goal is to deliver a legacy project to the City of Tampa. We will create a continuity of experience of tangible assets along the west side of the Hillsborough River that improves connectivity, increases local economic activity and enhances livability and public health for downtown and its surrounding neighborhoods. In addition to these benefits, the expansion of the Tampa Riverwalk will also help to achieve the city's Vision Zero goal of zero traffic fatalities by 2030. Our plan will make it safer for people to walk, bike and roll in areas that have traditionally been divided by design. Together we will better connect the surrounding neighborhoods to amenities and opportunities for all to share and enjoy.

We are honored to be a part of this legacy and our proposal reflects the work and commitment of our fully integrated, design-build team. As our qualifications indicate, our team will be a partner with the City and all of the local neighborhood stakeholders — providing professionalism and accountability through each step in the process from project kickoff through design development, preconstruction and construction. We will meet the City's goal of 15 percent SBE project participation and are committed to deeply engage the community through the Mayor's Workforce Council.

In addition to our own internal design and construction personnel, we have brought together leaders in transportation mobility, urban design, resiliency, and public engagement.

- Our team will be fortified with the assistance of **Valerin Group (SBE/WBE)** whose local knowledge and experience in communications and engagement will be critically important to ensure every aspect of the design and construction sequencing will be clear to the public and stakeholders.

Peter M. Kinsley, CGC, DBIA
Operations President Planning & Development
904.357.4868
Peter.Kinsley@Haskell.com

We Create Things That Matter

Integrated Design-build Matters

Haskell has completed over 2,300 design-build projects. This experience will bring to the City a well thought out approach for this project and a team that knows how to work together.

Thought Leadership Matters

The Haskell team brings together the most respected leaders in the field of complete streets, mobility, community engagement and living shorelines. Together these leaders bring the City lessons learned and innovative solutions for the successful completion of this project.

Small Businesses Matter

Haskell has been a leader in engaging small and emerging businesses, along with minority owned firms, for both design and construction. Our internal diversity team and the Valerin Group will ensure we meet or exceed all participation goals for this project.

Certainty Matters

Our team will ensure that the City of Tampa has a delivered mobility network by December 2026. The team we have compiled is dedicated to the successful completion of this project and is excited to be involved in the creation of a safer environment for the neighborhoods of the West River District.

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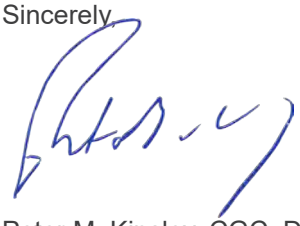
- Providing complete street oversight and alignment with the Tampa Vision Zero plan is **Kittelson & Associates**. Kittelson has been working with the City of Tampa for many years and has an intimate knowledge of the goals of their Vision Zero plan. **Gresham Smith** will be responsible for the trail portions of this project and brings multiple similar completed trail projects for both local and state agencies in Florida. Gresham has designed over 100 trail and park projects in the southeast and is the current multimodal roadway analysis consultant for FDOT D7 (Tampa).
- Complementary to Kittelson, **Dover, Kohl & Partners** will bring urban design, neighborhood engagement and visualization to our team. Dover, Kohl & Partners has been a leader in complete streets and bringing consensus to neighborhoods and key stakeholders. **Environmental Science Associates (ESA)** brings an expertise in living shorelines to the team. ESA has recently completed living shoreline projects for the City. Finally, for the two in-water bridges, we are proud to exclusively partner with **Orion Marine Group**, with its deep Tampa roots and international stature.

The expansion of the Riverwalk is a major undertaking, but it is one that will enhance the gestalt of the entire urban core. Our team looks forward to the opportunity to work with you to connect more people, places and experiences and continue to make Tampa and its riverfront a livable, sustainable, world-class destination.

Sincerely,



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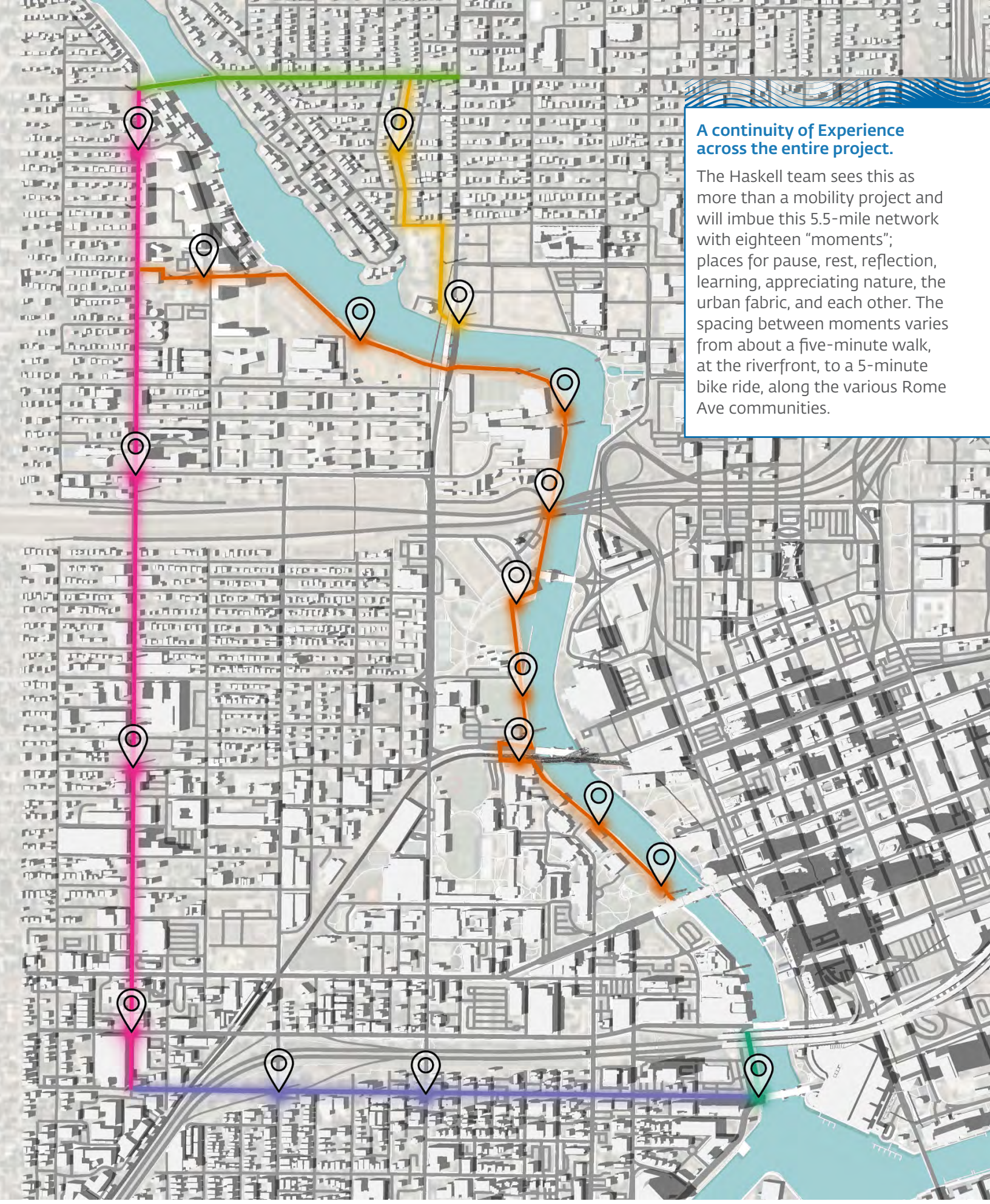
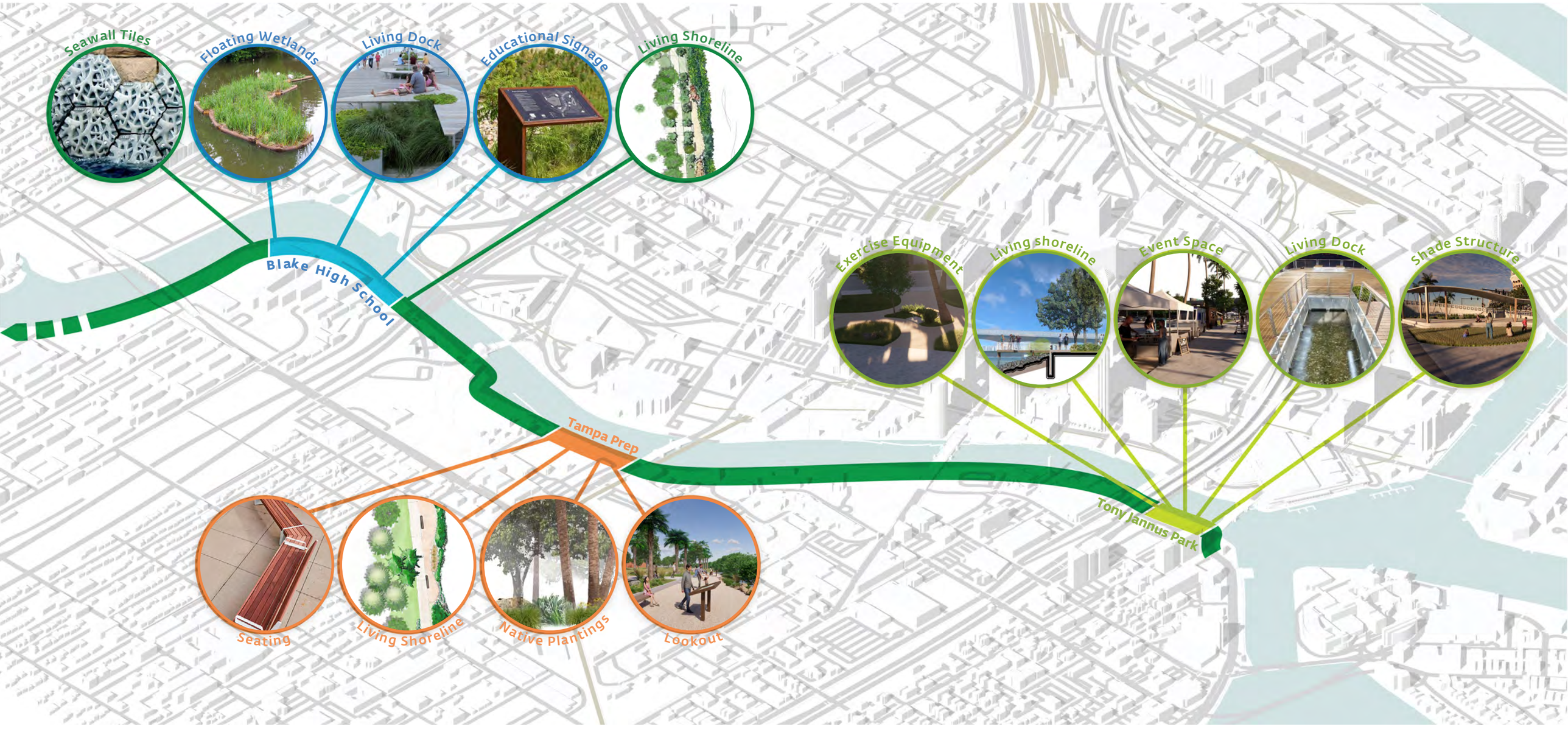
Section 1 | Project Approach



A continuity of Experience across the entire project.

The Haskell team sees this as more than a mobility project and will imbue this 5.5-mile network with eighteen “moments”; places for pause, rest, reflection, learning, appreciating nature, the urban fabric, and each other. The spacing between moments varies from about a five-minute walk, at the riverfront, to a 5-minute bike ride, along the various Rome Ave communities.



Design-Build is Haskell's DNA. From self-performing urban design, landscape architecture, and transportation/mobility design, to partnering with small, local contractors and specialists, our team takes maximum pride of ownership. We build relationships with the City to support, lead, design, permit, liaise with stakeholders, construct, and present you with an even better city.

Larry Levis, AIA, NCARB
Design Principal

Project Approach

> *"This project is an opportunity to leave a lasting impression upon the City of Tampa landscape with a project that connects residents and visitors with the rich history of our City and the unique environment along the shoreline of the Hillsborough River.*
>
> *Bryan D. Flynn, PE*
> *ESA*

Our approach to Tampa's West River BUILD Grant project is multi-faceted, incorporating urban design, best practices in mobility planning, community engagement and participation, local, state and federal permitting, maintenance of traffic at all times, and timely, phased construction. Our simultaneous efforts across multiple fronts will deliver a network of tangible assets to the west side of the Hillsborough River that provides continuity of experience with Tampa's world-class Riverwalk and recent downtown developments.

Our lead visionaries, planners, architects, engineers, schedulers, and builders all work together daily as part of Haskell's design-build process. Supported by our local subconsultants and subcontractors, we bring this habit of collaboration to our interactions with the city and its residents, as we plan, design, budget, notify and inform, and build this legacy project.

The Haskell team sees this as more than a mobility project and will imbue this 5.5-mile network with eighteen "moments"; places for pause, rest, reflection, learning, appreciating nature, the urban fabric, and each other. The spacing between moments varies from about a five-minute walk, at the riverfront, to a 5-minute bike ride, along the various Rome Ave communities.

These moments along the network epitomize our approach to the project. We will workshop with the city to plan and design them; liaise with stakeholders and the general public to garner input and support for them; innovatively communicate ever-changing traffic patterns and schedules as we plan to build them, and engage with local contractors and artists to construct them.

While our overall mobility network will reinforce the continuity of user experience, these unique moments will embody Tampa's physical and cultural diversity.

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Design Approach

Our entire concept incorporates global street and urban design best practices that celebrate the Hillsborough River and its tapestry of neighborhoods. This means every aspect of our design and programming is rooted in a connection to people, experiences and future desires.

Frederick Jones, AICP, RSP1
Client Liason and Director Planning & Design Collaborative

Platt/Bayshore protected intersection.

Design Approach

The project is a continuity of experience that combines waterside and landside components into one vision that beautifies, enhances, and brings together a community on the west side of the Hillsborough River.

Our overall design ethos is built around the philosophy that how we design our streets is how we feel about people. It is our collective responsibility to provide a safe multimodal network for everyone. Even one deadly crash is one too many. Our Team commits to taking the City's deadly crash epidemic head-on with deliberate, decisive design and engineering solutions guided by the data-driven, collaborative, and equitable approach of the City's Vision Zero program. Our designs incorporate NACTO-based practices, guidance, and features (including its latest working papers or urban bikeway design) to ensure that the overall multimodal facility components, both on-street and off-street, prioritize the safety and accessibility of all users, including pedestrians, cyclists, motorists, transit riders, and the disabled. Our design plans incorporate reconfigured roadway geometries and signals where necessary, using a toolkit of strategies and materials to meet the primary goal of reducing conflicts at intersections and crossings to create a low stress experience, while integrating opportunities for placemaking throughout the network.

Family respite at Platt St Pedestrian Bridge Overlook.

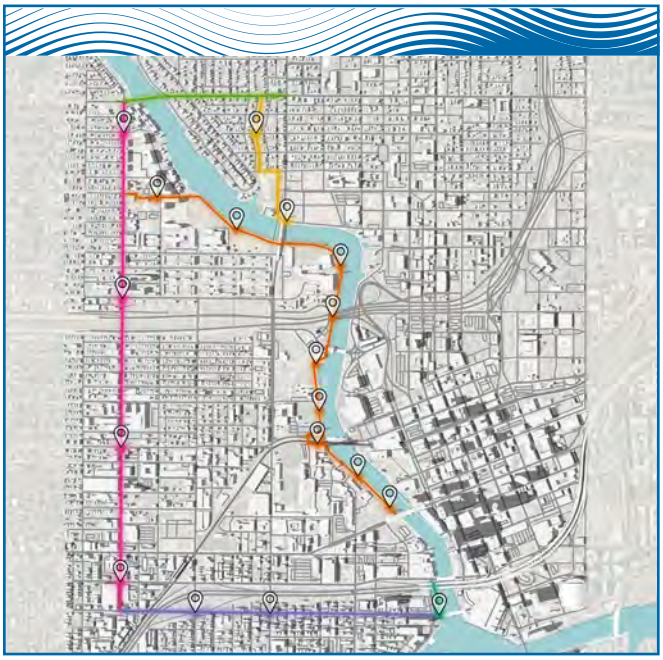
Aesthetics

Our aesthetics approach to the Tampa West River BUILD Grant is not imagined as people understand styles like mid-century modern or the Moorish Revival of University of Tampa's historic buildings. Rather, we focus on how the residents and visitors of diverse backgrounds will experience the city through their positive interactions with the riverwalk, trail, and associated elements. Seen holistically, the goal is for this project is to provide continuity of experience with the existing Riverwalk Tampa in general, while establishing unique moments that resonate at the level of individual neighborhoods and specific waterfronts and trail segments.

Good transportation engineering practices and NACTO standards use textures, signage, signals, and colors to engender a reassuring and universally accepted sense of safety and security. Upon this scaffold we build eighteen experiential "moments" over the 5-mile circuit this project traces through the West River area.

These moments include signature urban spaces, pedestrian over-river bridges, and intimate riverside areas for reflection or interactive learning, and

Signature Moments



protected intersections where pedestrians, and motorists, each feel empowered and supported by the city. The aesthetics guiding each moment vary from one to another but are all tied together with a sense of belonging in Tampa. This is achieved through the use of "Tampa brick" pavers, which not only line the UT segment but pop up at several "moments", and landscape which imparts a sense of Tampa with oaks,

sabal palms, tall grasses, and mangroves along the living shorelines. Paths of compacted crushed shell at Jannus Park, Tampa Prep and Blake High School also lend a Florida West Coast feel. Street furniture, benches, lighting, signage, and interactive elements all serve to reinforce aesthetic cohesion and continuity of experience. Apart from the UT campus, where these elements blend with the university aesthetic, public furnishings have a clean, timeless appeal.

Our approach leaves room for several “art in public places” moments and we have set aside 0.75 percent of the grant budget for public art, to be curated and selected in concert with the City. We envision working with local artists who represent the city’s diverse backgrounds and perspectives to enliven and elevate a few key moments.

Columbus Park to Brorein Bridge – Where it all comes together

Our aesthetic weaves the fabric of West River into every experience. Although outside the project boundary, the Columbus Park Statue is our starting point, where we take the baton from the magnificent 4.5-mile Bayshore Boulevard. From that statue, we create a continuous ribbon of experience through the Platt St. underpass bridge, swooping through a newly imagined Jannus Park Community Hub, including a living shoreline with an interactive boardwalk/overlook, weaving through a physical fitness/exercise zone under the Selmon Highway and continuing to the Brorein bridge.

The aesthetics of the two pedestrian bridges generally match Riverwalk’s recent bridges on the east shore of the river, but the Platt St bridge is interpreted with a unique shape that plays off the historic bridge structure, while creating two pockets of refuge to contemplate the river and the Bay or to just catch a breath with a small child off the beaten path.

In addition, this nexus point includes a reimagined and fully protected Bayshore/Platt St intersection, which combines the colors, curbs, and markings associated with safety and legibility, with uniquely Tampa elements such as brick crosswalks and a large city seal set in a matrix of pastel-tinged concrete. This intersection will have branding value for the city as it presides over Columbus Park, the Hillsborough River as it spills into Tampa Bay, Jannus Park, and the Convention Center and downtown across the bridge, while providing a large, safe, and Tampa-themed intersection that treats pedestrians, cyclists, and motorists as equally valued citizens.

Pedestrian Bridges

Brorein Bridge looking back to Jannus Park.

Public Art

Platt St. under Selmon Expressway before and after. Liaise with Art on the Block.

Rome Ave. at Platt St. integrating safe, comfortable and active transportation elements that support Vision Zero.

Safe Systems Approach To Support Tampa's Vision Zero Policy

Innovative Street Design & Safe Systems Approach to Support Tampa's Vision Zero Policy

There is a growing body of evidence that shows that complete street design can lead to significant reductions in traffic injuries and fatalities. Making it safer for people to walk, bike and take transit means incorporating design features Our designs are cognizant of the complete streets and Safe System approach to road safety acknowledging that humans make mistakes and that we have limited ability to tolerate crash impacts. This approach is critical to helping achieve Vision Zero as it provides a more comprehensive framework for making the city's transportation network safer for everyone.

While the City of Tampa is still in the early stages of its program, it has already made some progress in reducing traffic fatalities and serious injuries. In 2021, the city saw a 20% decrease in traffic fatalities compared to 2020. This West River BUILD project further demonstrates the city's commitment building streets for all ages and abilities and to continuing its work on Vision Zero and to achieving its goal of zero traffic fatalities by 2030

Our design plans not only include innovative features that prioritize the safety and accessibility of all users, but intentionally catalyze the potential for placemaking (through additional urban design and programming) within adjacent public spaces.

The Haskell Team has assembled statewide leaders in safety and roadway design oversight that will provide a value add to support Vision Zero throughout the design build process.

Research, innovation, and implementation has been at the core of Kittelson since the firm's founding in 1985. A member of the Haskell team on the West River District BUILD project, Kittelson's in-house "idea incubator" was established to foster a culture of innovation by encouraging their people to ideate new approaches to better serve the communities in which they work.

Wade Walker is a recognized thought leader in the complete streets space and will provide our team and roadway designers with advisory support as we continue to finalize design. Kittelson's work with FDOT led to the creation of the state's context classification system to better facilitate contextual-based roadway design. Among their hundreds of NCHRP publications includes relevant guidance on pedestrian and bicycle safety at alternative intersection designs and interchanges, traffic signal control optimization for bicycles and pedestrians and allocation toolboxes for curbside management.

Gresham Smith currently supports D7 under the push button design and safety contract and has completed two local pilot projects on Busch Blvd. and S.R. 60 to address the Tampa Bay region's challenge with two-way left turn lanes along busy, multilane corridors using innovative short medians—providing immediate safety benefit for pedestrians at mid-block locations at the fraction of the time and cost of typical access management improvements.

5 Principles of Safe Systems Approach

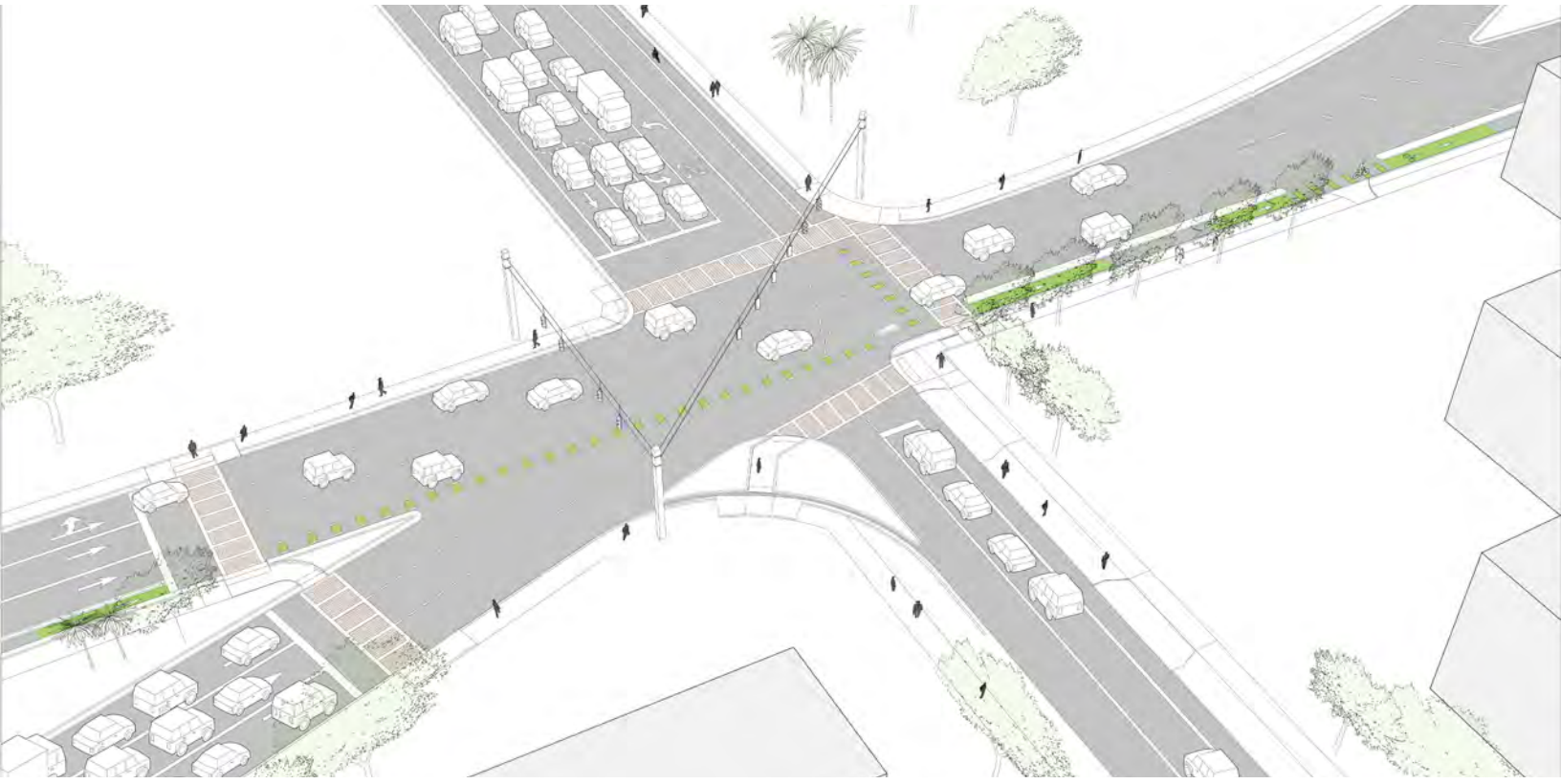
1. Safe road users. This includes educating road users about safe driving practices and providing them with the skills and knowledge they need to make safe decisions.
2. Safe vehicles. This includes designing vehicles that are safe in the event of a crash, such as by incorporating features like airbags and crumple zones.
3. Safe speeds. This includes setting speed limits that are appropriate for the road conditions and enforcing those limits.
4. Safe roads. This includes designing roads that are safe for all users, such as by providing adequate sidewalks and bike lanes.
5. Post-crash care. This includes providing timely and effective medical care to crash victims, as well as psychological support.

Traffic Crashes 2014-2023 within Study Area

Source: Signal 4 Analytics, University of Florida (2023).

All-red stop at Intersection of Willow Ave. and Platt St.

At the Platt/Willow Intersection, to support pedestrian and cyclist safety, the revised design illustrates the benefits of operationalizing existing signal timing to support exclusive manually actuated pedestrian phase (Barnes Dance/Pedestrian Scramble).



Illustrative graphic highlighting the protected two-way bike track and activated sidewalk along Rome Yards.

Complete Street Plans and Sections

The following detailed sections and plans are provided to highlight both innovative design solutions and key "moments" that support a low-stress multimodal network and, ultimately, create a 12.2-mile continuity of experience. We have incorporated complete street and urban design best practices throughout based upon the following three principles to enhance safety of the proposed segments and particularly the intersections, where conflicts between street users are most frequent:

Reduce turning speeds. We know that drivers will yield more frequently to people walking and biking when speeds are low. Reduced corner radii, narrower lane widths, landscaping/hardscaping, and an overall "rebalancing" of the existing roadway spaces are included to reduce speeding, give drivers more time to stop if needed, and reduce the severity of collisions when they do occur.

Increase visibility. Our proposed design provides clarity and cues for people driving, biking, and walking to see each other by using clear sightlines, well-placed signage, and contrasting colors.

Give priority to people-focused modes. Our intersections are designed so that people walking and biking along the expanded riverwalk multimodal network have the right of way and make it easy for them to cross streets safely.

Specific, innovative complete street-based treatments within our proposed design plans include:

- **Wider sidewalks and separated multiuse paths.** Make it easier for pedestrians to walk safely and comfortably. They also provide more space for people to wait for buses or cross the street.
- **Protected bike lanes.** Keep cyclists safe from traffic. They also make it easier for cyclists to travel longer distances and feel comfortable riding on the road.
- **Innovative Intersections and Signalization Strategies.** Protected intersections, the elimination of swooping "free flow" geometries, and optimized signals that include Leading Pedestrian Intervals (LPI) and "Barnes Dance" phasing serve to reduce conflicts and increase comfort and quality of experience for cyclists and pedestrians.
- **Crosswalks with good visibility.** Make it easier for pedestrians to see and be seen by motorists. This helps to prevent pedestrian-motorist crashes.
- **Traffic calming measures.** Chicanes, narrower lanes, and other vertical and horizontal deflection measures will help to slow down traffic. This will make the West River Multimodal network safe for everyone, including pedestrians, cyclists, and motorists.
- **Good lighting.** Helps improve visibility and reduce the risk of nighttime crashes.
- **Landscaping.** Establishes a more inviting and attractive street environment, which can encourage people to walk, bike, and take public transportation more often.

The following excerpts from our 30% design package illustrate many of the aforementioned complete street best practices. For the detailed 30% drawings, see this link.

"The project embodies why I chose the path to be a professional urban planner. It is at the intersection of community, mobility, urban design, resiliency, and equity. This provides the opportunity to not only implement an accessible, vibrant public space, but to continue making Tampa a world class destination.

Our team has been assembled to not only complete an active transportation-based corridor, but to create a generational "network of opportunity" that enhances quality of life and experiences for all, from the residents who call Tampa home to first time visitors.

Since 1965, Haskell has built its ethos, reputation and reliability around design-build. This project allows us to leverage this legacy, integrating our collaborative, self-performing team of planners, architects, engineers, landscape architects, construction, and visualization specialists to provide the city with what will be the number one riverwalk experience in the world.

Frederick Jones, AICP, RSP
Client Liason and Director Planning & Design Collaborative

Columbus Statue to Brorein St. Bridge Mobility Overview

1. To reduce stress levels, provide a continuous greenway experience and support the City's VZ Call to Action, Platt St. has been redesigned as a fully protected intersection with a focus on reducing higher speed swooping geometries for vehicles.

2. The suggested alignment of the proposed 15' trail connecting the Platt and Brorein Pedestrian Underpasses retains mature tree canopy along the existing concrete path while creating a new public space activity node and enhanced multimodal circulation.

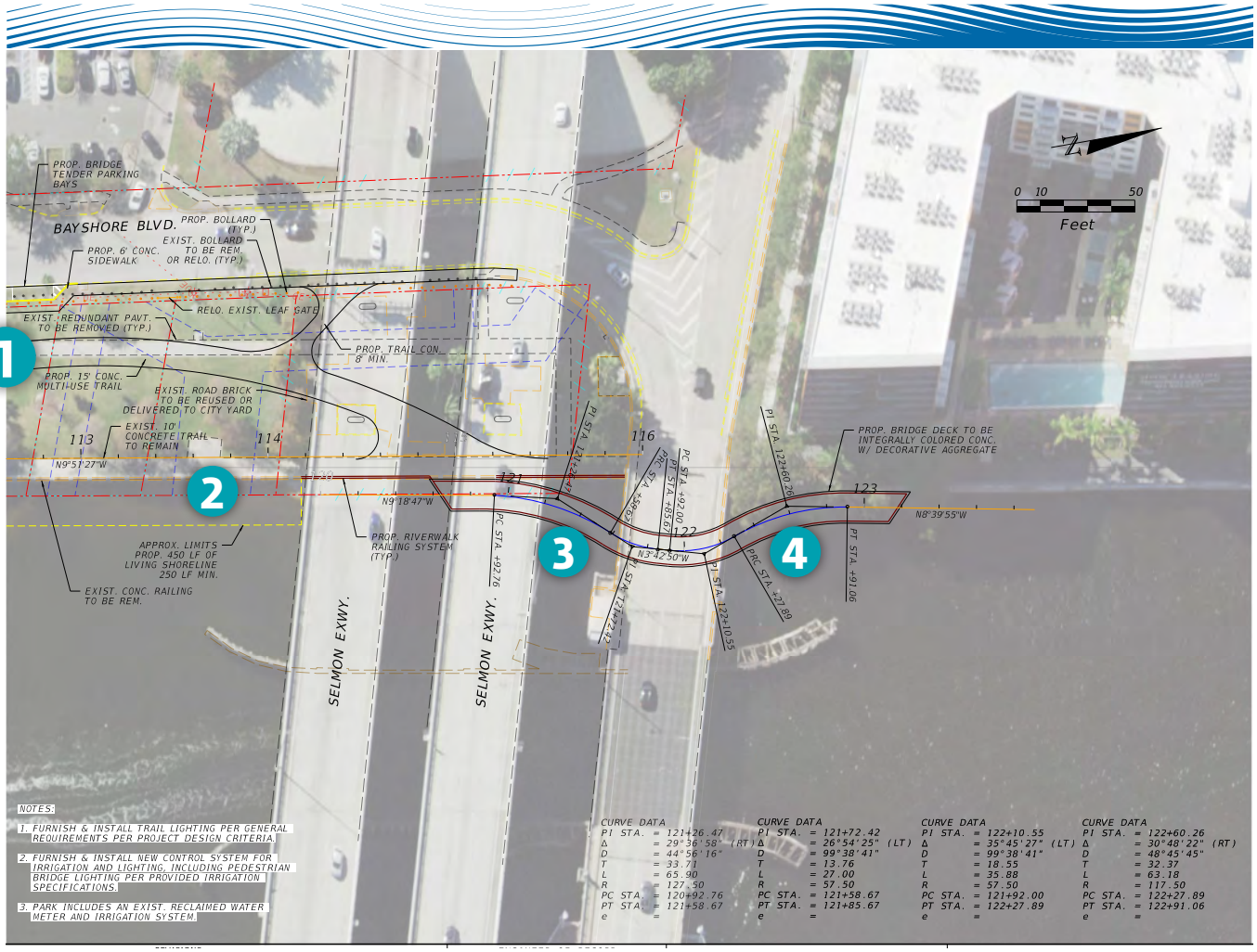
3. The new plaza style connection links the Platt/ Bayshore protected intersection to the new Tony Jannus Park Trail and Bayshore sidewalk.

4. The new pedestrian underpass incorporates a 50' minimum radius at the inside railing to balance cost savings and the city's preference for larger curves.

5. The non-parallel curve provides Riverwalk users a respite and viewing area with potential benches while providing continuity of experience and matching the aesthetic of East Riverwalk Pedestrian Bridge.

6. The existing 10' pavement will remain as an alternate trail connection with the existing railing to be removed and the living shoreline to supplement as drop-off hazard protection.

Columbus Statue to Brorein St. Bridge Mobility Overview



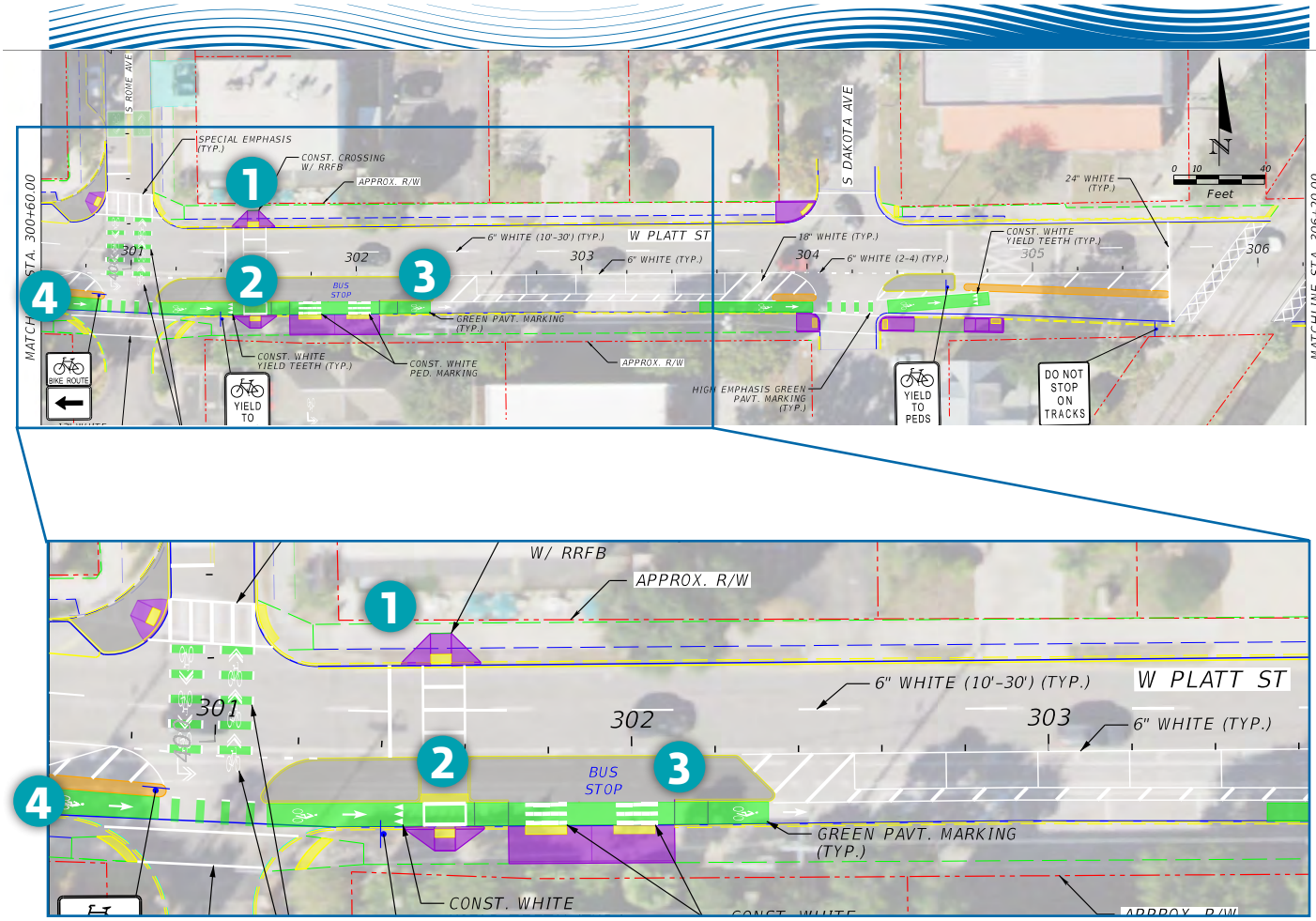
1. The suggested alignment of the proposed 15' trail connecting the Platt and Brorein Pedestrian Underpasses retains mature tree canopy along the existing concrete path while creating a new public space activity node and enhanced multimodal circulation.

2. The existing 10' pavement will remain as an alternate trail connection with the existing railing to be removed and the living shoreline to supplement as drop-off hazard protection.

3. The Brorein pedestrian underpass slopes at a maximum of 5% to accommodate the difference in grade between Tony Jannus Park and the Manor Riverwalk.

4. The existing 10' pavement will remain as an alternate trail connection with the existing railing to be removed and the living shoreline to supplement as drop-off hazard protection.

Signing, Signal and Pavement Marking Plans



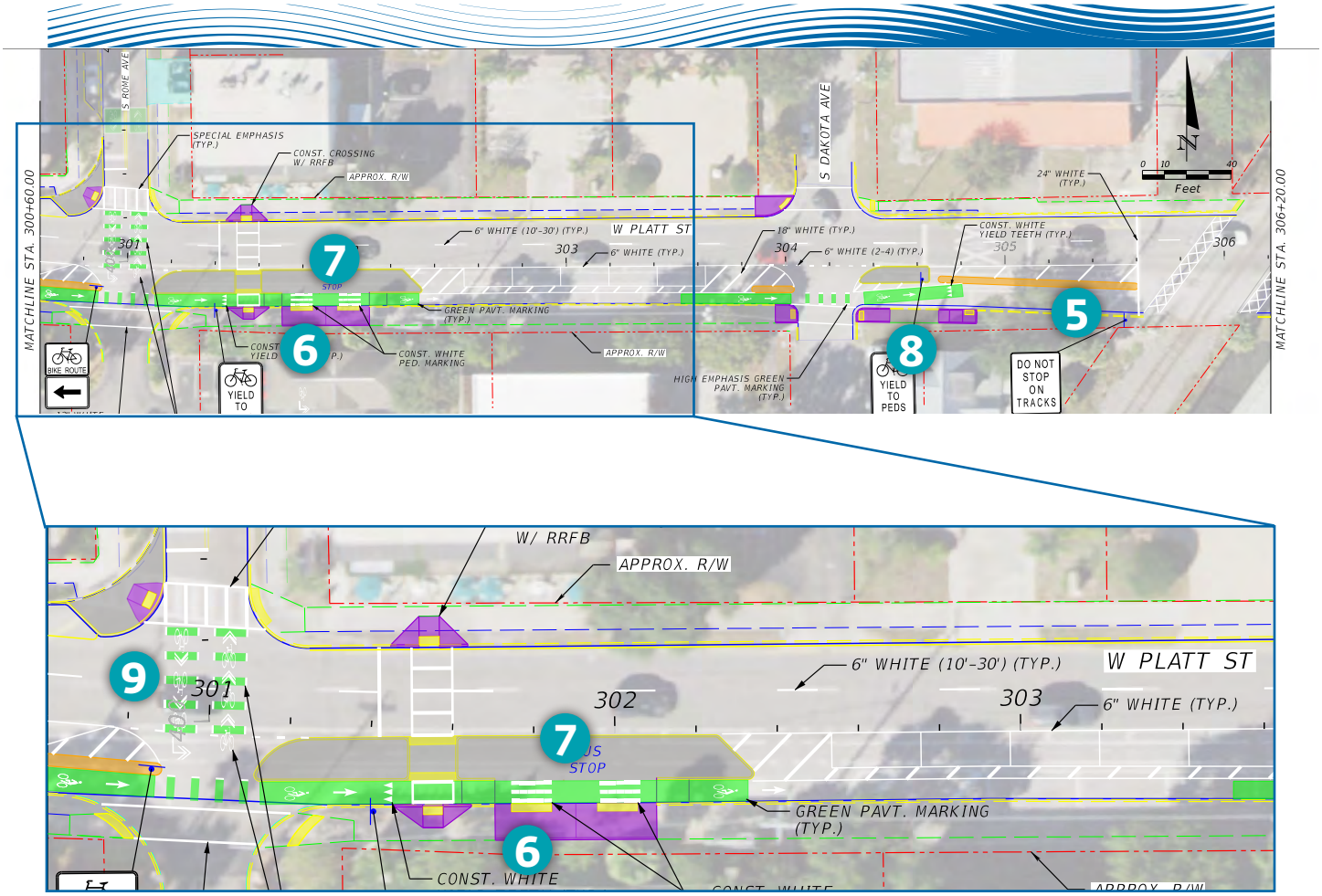
1. A mid-block crossing with Rectangular Rapid Flashing Beacons (RRFB) connects S. Rome Ave. and West Platt St. multimodal networks.

2. A NACTO-recommended feature, an accessible ramp at the crosswalk and refuge island tip is incorporated for pedestrian protection (6' minimum width).

3. A proposed side boarding island stop is recommended per the NACTO Transit Street Design Guide.

4. Green bicycle markings and special emphasis bicycle markings are provided throughout corridor. The markings promote the multimodal nature of corridor, increase visibility of cyclists, discourage incorrect movements or illegal parking, indicate potential conflict areas to cyclists, increase yielding behaviors in drivers, and increase cyclists comfort.

Signing, Signal and Pavement Marking Plans



5. The sidewalk from S. Dakota Ave. to S. Willow Ave. is partially supplemented by a 12' minimum shared use path protected by a 3' raised separator and parallel parking bays.

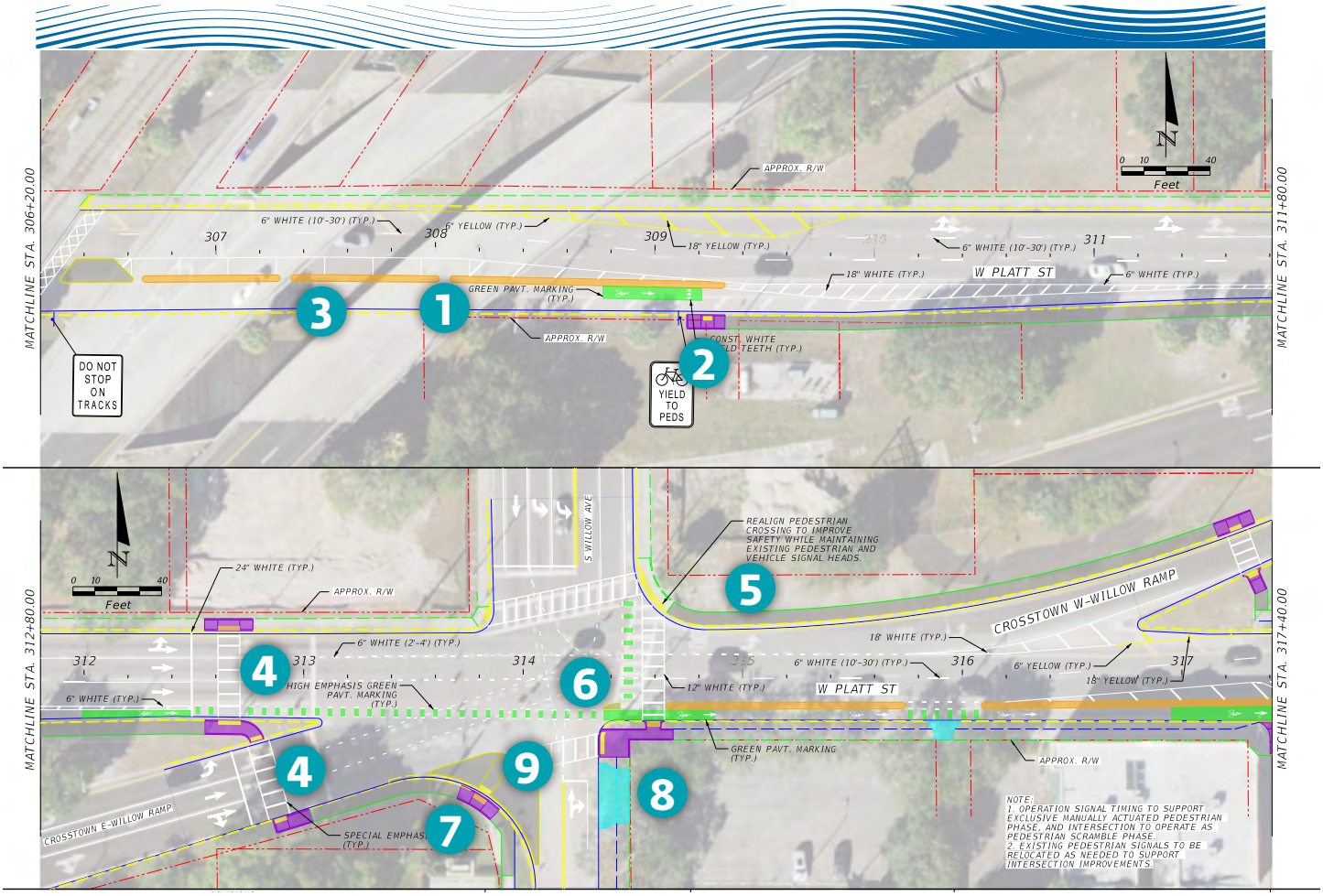
6. A NACTO-recommended feature, a raised crosswalk across the cycle track encourages cyclists to yield to people accessing the island. The cycle track is to include signing and pavement markings to promote cyclists yielding to pedestrians.

7. The City is to incorporate shelter, seating, and wayfinding on the island if feasible. Shelters are to be located at least 10' from the cycle track crossing to allow visibility between cyclists and pedestrians exiting the island.

8. The cycle track and pedestrian intersection will include signing and pavement markings to promote cyclists yielding to pedestrians and to reduce potential bike-pedestrian collisions.

9. Incorporate optional shared intersection crossing markings to guide bicyclists through the intersection to the bike facility and raise awareness for both bicyclists and motorists to potential conflict areas.

Signing, Signal and Pavement Marking Plans



1. The 3' raised concrete separator is gapped at existing drainage inlets to maintain existing drainage patterns. Hydraulic spread is to be maintained within parking bays and will not impact travel lanes.

2. The cycle track and pedestrian intersection will include signing and pavement markings to promote cyclists yielding to pedestrians and to reduce potential bike-pedestrian collisions.

3. The shared use path (12' minimum) is to be protected by a 3' raised concrete separator and parallel parking bays.

4. New pedestrian crossings will operationalize signal timing to support exclusive manually actuated pedestrian phase. The intersection will operate as pedestrian scramble phase.

5. Realigned pedestrian crossing and continuation of the sidewalk across Crosstown Ramp provides enhanced safety and connectivity with the north side of W. Platt St.

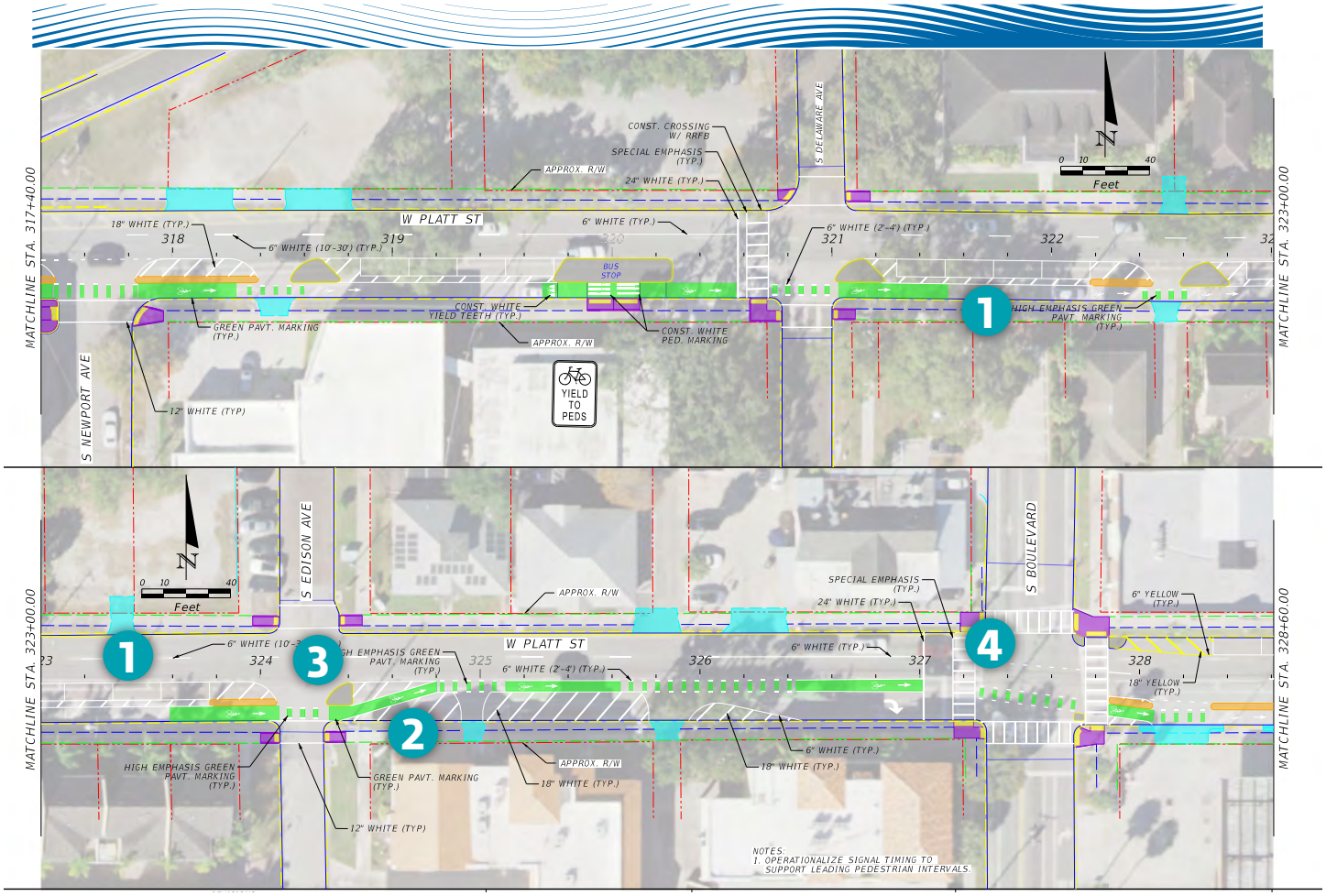
6. Special emphasis bicycle markings provided for N/S and E/Q bicycle movements.

7. The existing gutterline is to be maintained to reduce impacts to the existing drainage patterns. At-grade protected pedestrian crossings avoid the need for ADA grates at the existing proposed connections.

8. Provide bike lane striping in this area to connect N/S and E/W bicycle networks.

9. Incorporating a raised traffic island realigns the pedestrian crossing and reduces pedestrian crossing distances.

Signing, Signal and Pavement Marking Plans



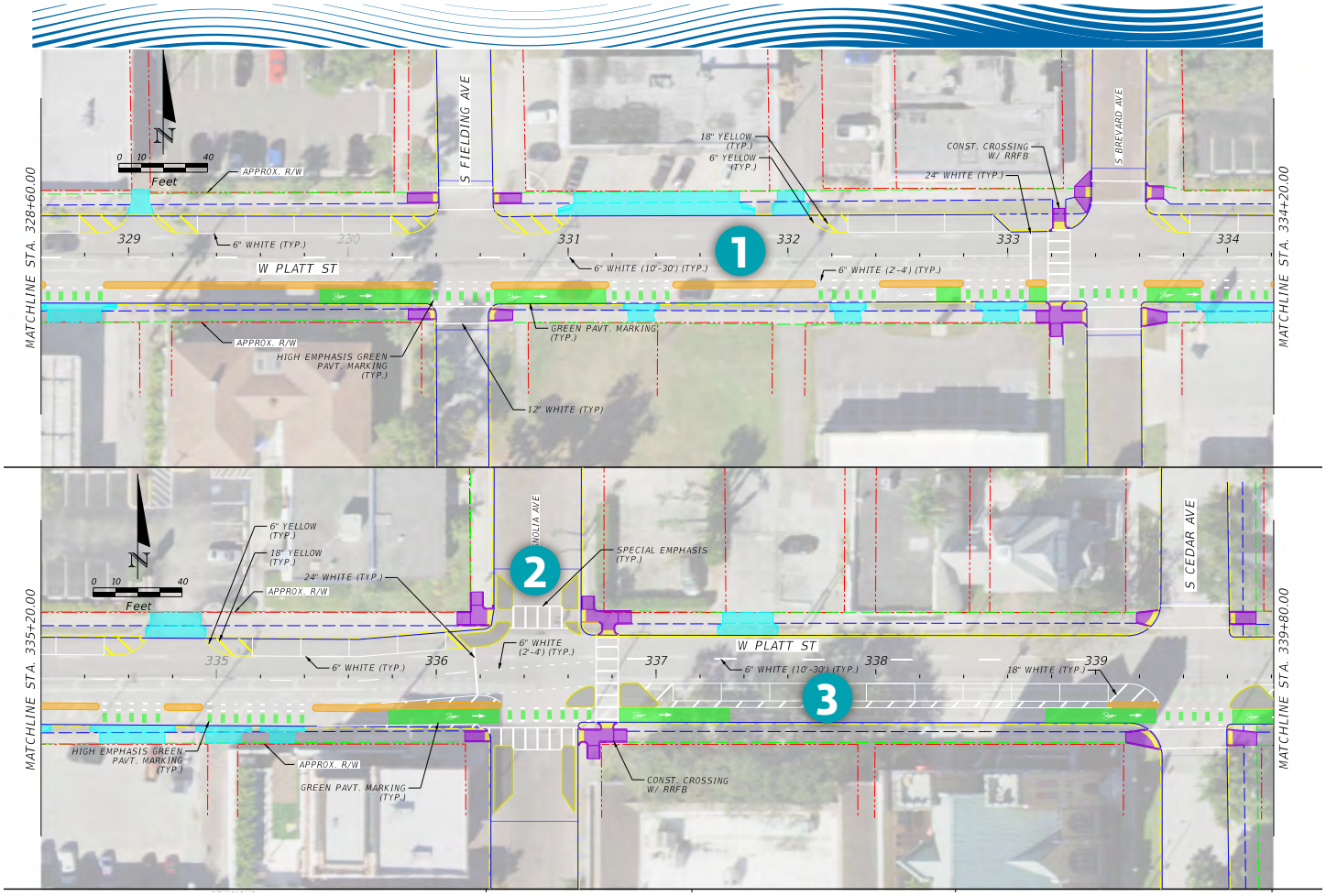
1. The parking-protected cycle track maintained on the south side of W. Platt St. is to accommodate existing driveways not shown on the concept plans.

2. Keeping the parking on the south side of W. Platt Street between S. Delaware Ave. and S. Edison Ave. reduces the need for travel lane transition occurring simultaneously with the cycle track, diminishing the likelihood of conflict.

3. A large traffic island provides protection for cyclist during this movement.

4. Operationalize signals to incorporate Leading Pedestrian Interval (LPI) at crossings

Signing, Signal and Pavement Marking Plans

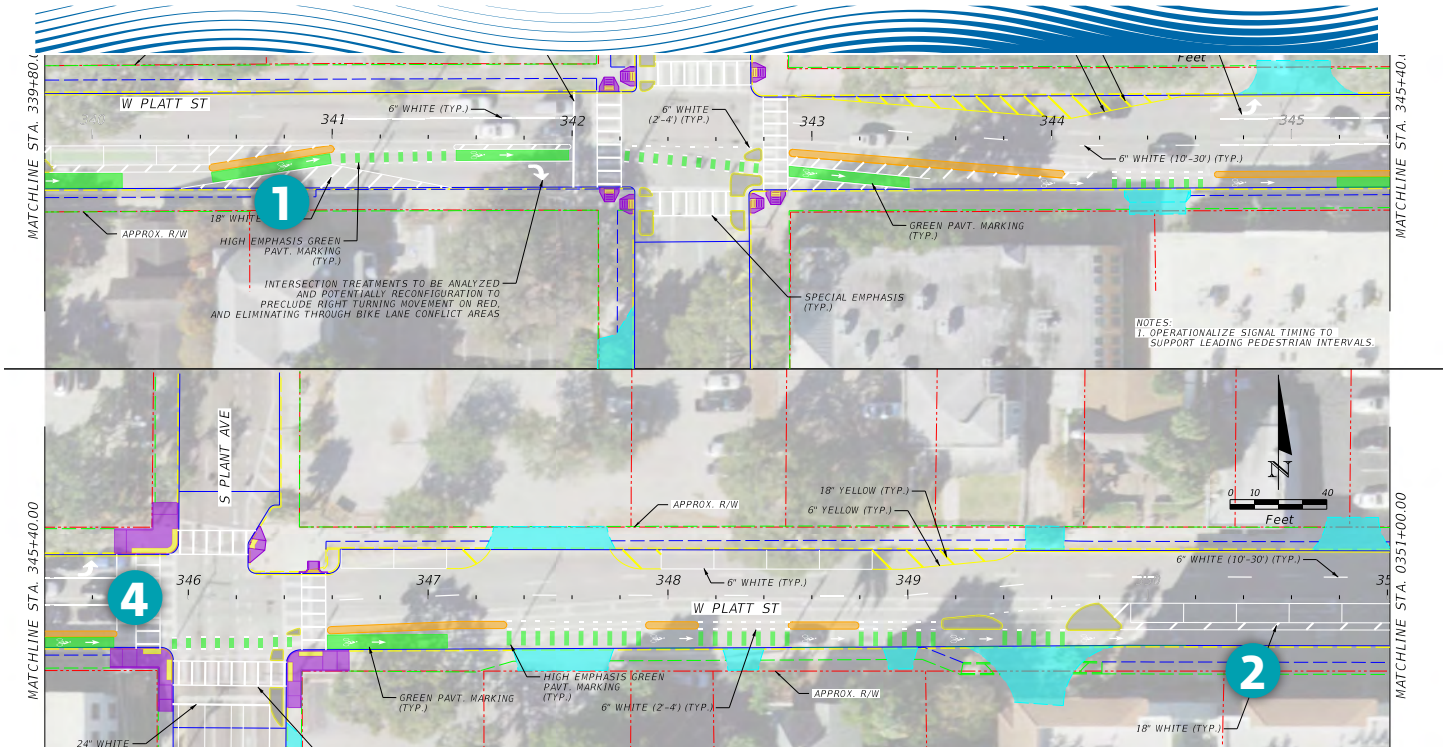


1. A 3' raised concrete separator is provided where parking protection is not feasible due to driveway spacing.

2. Raised traffic islands are proposed to reduce vehicle turning radii, shorten pedestrian crossing distances, and protect pedestrians. Pedestrian crossings will be maintained at-grade within the curbed traffic island. This allows existing flowlines along existing curb lines to remain with little to no impacts and removes the need for unsafe ADA grates as proposed in the Conceptual Drawings.

3. The parallel parking proposed on the south side of W. Platt St. provides protected cycle track as recommended by NACTO.

Signing, Signal and Pavement Marking Plans



1. Parking is proposed along the south side of W. Platt St. from Magnolia to Hyde Park Ave. to provide a singular, smoother and less complicated transition for cyclists prior to the right turn key hole. The distance from the last parking bay provides adequate sight distance between motorists and cyclists leading up to the key hole transition.

2. Parking is proposed along the south side of W. Platt St. to prioritize and promote a low-stress bicycle network while striving to reach Tampa's Vision Zero objective.

3. Parking is proposed along the south side of W. Platt St. to prioritize and promote a low-stress bicycle network, while striving to reach Tampa's Vision Zero objective. The design also provides a more seamless transition to the Platt/Bayshore intersection.

4. Operationalize signals to incorporate Leading Pedestrian Interval (LPI) at crossings

Signing, Signal and Pavement Marking Plans

1. The removal of the existing slip lanes eliminates the need for pedestrian islands and improves intersection geometry for pedestrians, cyclists, and other micro-mobility alternatives. Additionally, this design element reduces pedestrian crossing distances, improves visibility of all intersection users, and improves predictability of vehicle, bicyclist, and pedestrian behavior. Signal timing is simplified and improves user expectations.

2. The protected and raised cycle channel provides cyclist connection to Tony Jannus Park "Micromobility Hub"

3. Widening of the Jannus Park area connects all forms of alternative mobility users between Platt Street, Bayshore, Tony Jannus Park, East Riverwalk, Columbus Statue Park, Bayshore Greenway, and the future West Riverwalk. This element also provides space for commingling of micro-mobility alternatives, reduces turning radii of right turn vehicle movements to promote reduced vehicle speeds, and reduces pedestrian crossing distances.

4. Dedicated parking for bridge tender staff

Signing, Signal and Pavement Marking Plans

5. Raised corner islands provide a protected intersection for cyclists, while reducing turning radii to promote reduced vehicle speeds.

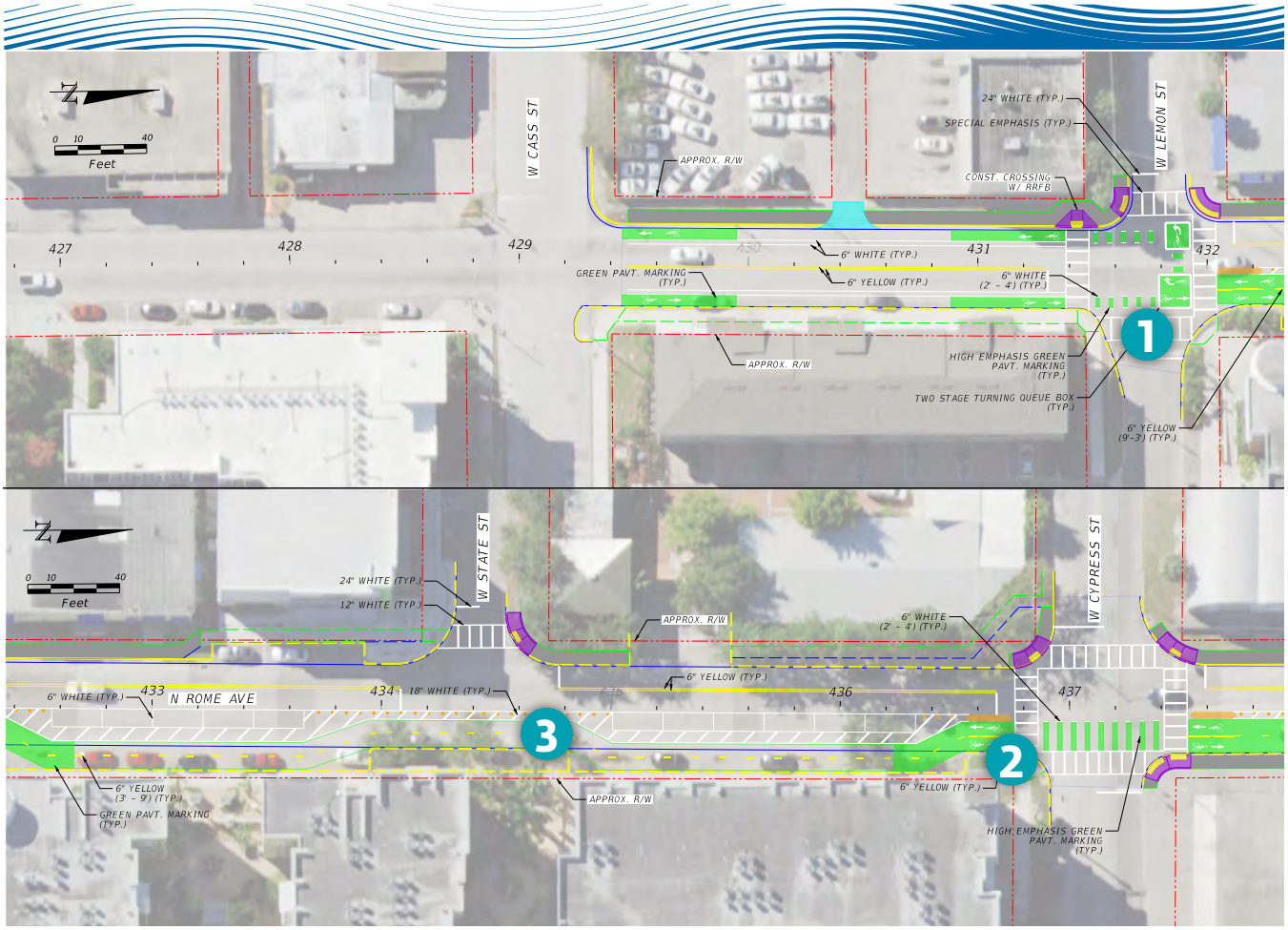
6. Bicycle intersection channels with special emphasis are sized to allow bi-directional bicycle movements throughout the intersection.

7. Green bicycle markings and special emphasis bicycle markings throughout corridor promote the multimodal nature of corridor, increase visibility of cyclists, discourage incorrect movements or illegal parking, indicate potential conflict areas to cyclists, increase yielding behaviors, and increase cyclists comfort.

8. New mast arm signals and pedestrian push button signals are provided for the reconfigured, protected intersection.

9. Operationalize signal timing to support leading pedestrian interval

Signing, Signal and Pavement Marking Plans

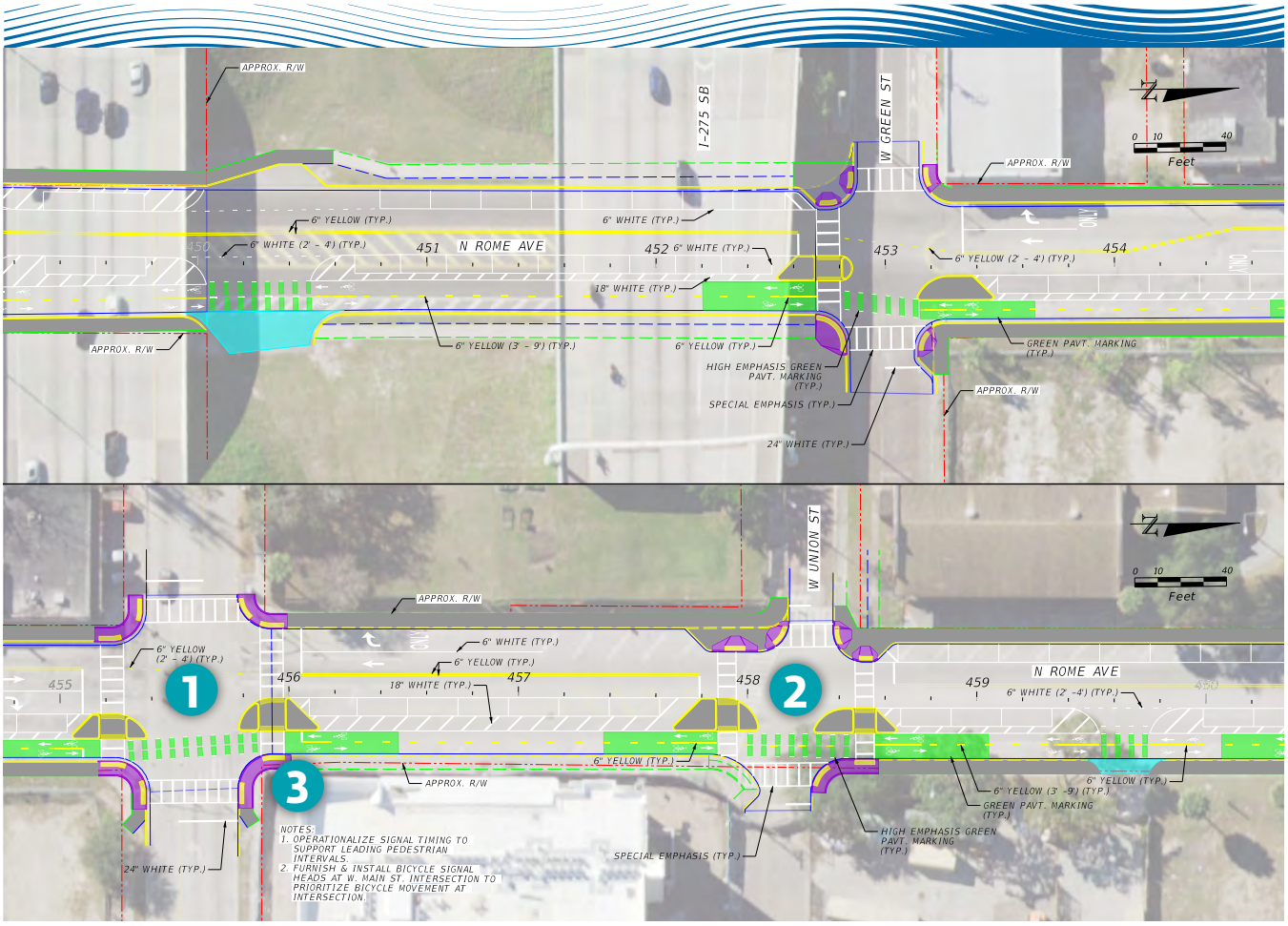


1. The cycle track transitions to buffered bike lanes with high emphasis bike markings, bike boxes, and directional markings.

2. The proposed cycle track chicanes to utilize the existing parallel parking footprint. The proposed parallel parking is to be used as protection between vehicle traffic and the cycle track.

3. The vertical delineator is to be either armadillos, bike curbs, planters or a combination of more than one.

Signing, Signal and Pavement Marking Plans

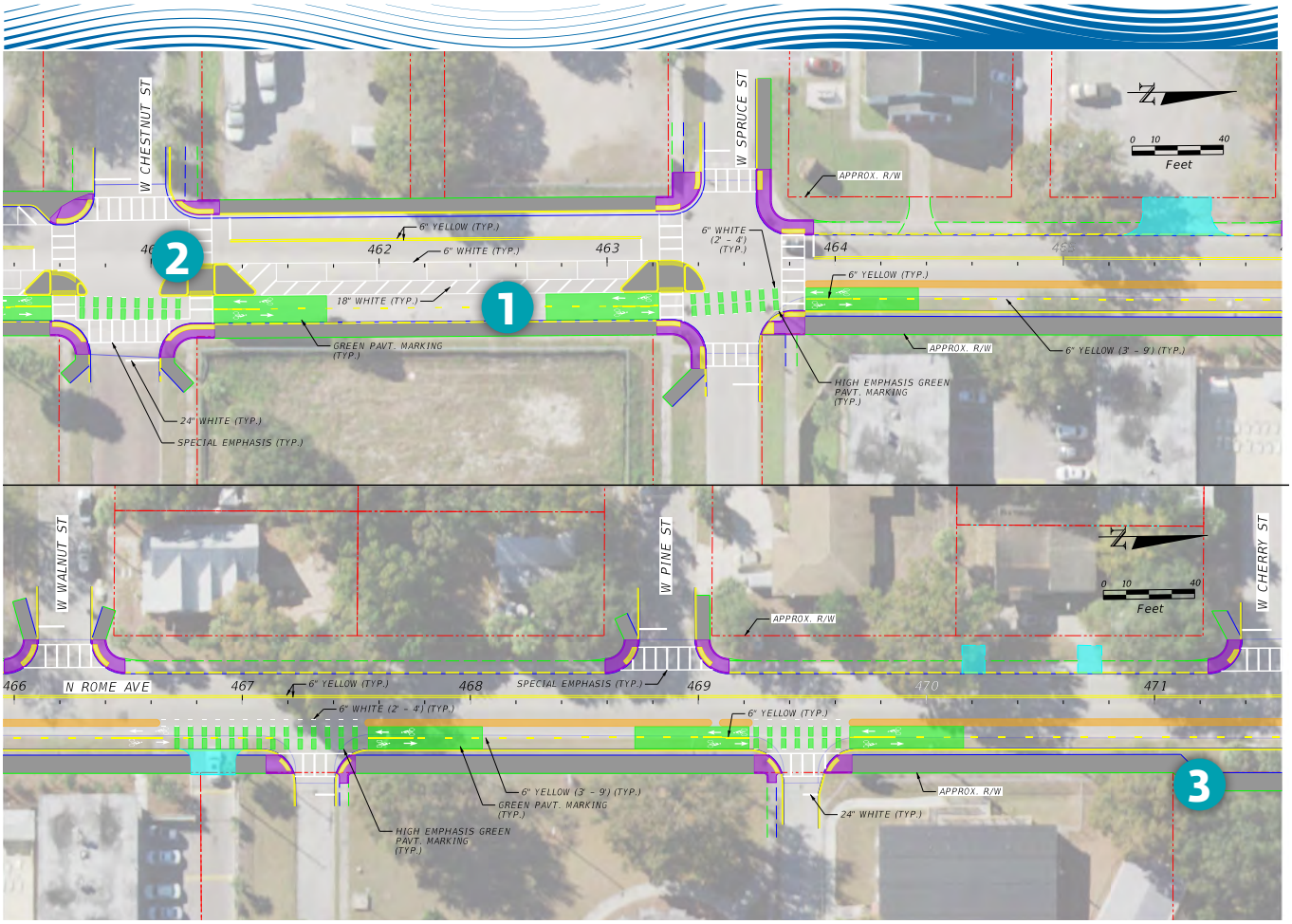


1. The cycle track and parking configuration reduces intersection deflection to diminish the probability of conflicts and collisions.

2. Operationalize signal timing to support leading pedestrian interval

3. Furnish and install bicycle signal heads at W. Main St. Intersection to prioritize bicycle movement at intersection

Signing, Signal and Pavement Marking Plans

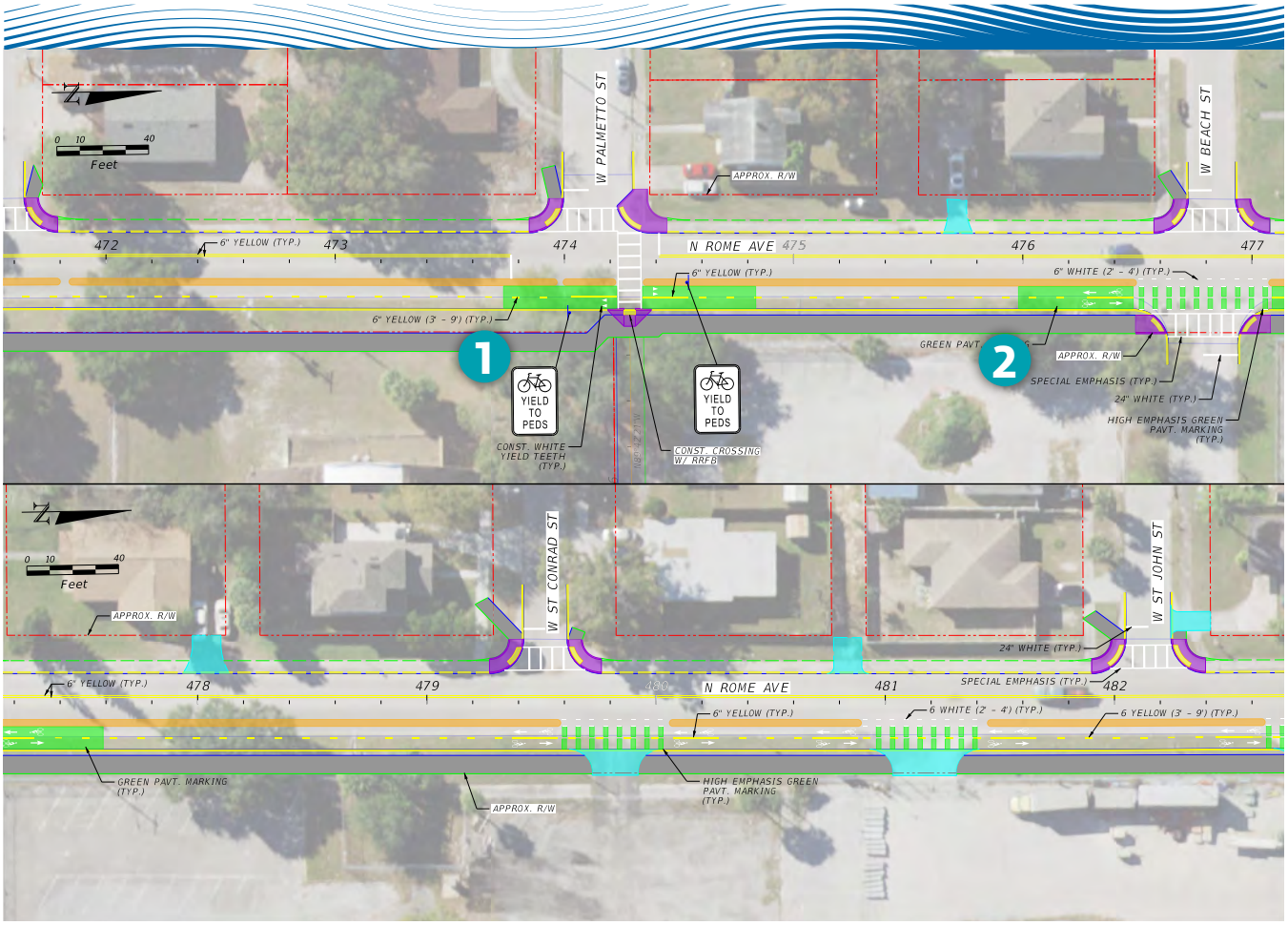


1. On the street, the two-way cycle track will be continued from Spruce St. to Lemon St. The cycle track will be parking protected where applicable and will provide some type of vertical delineator where parking is not feasible.

2. Raised concrete islands will be provided to reduce turning radii, promote reduced vehicle speeds, increases driver awareness, provide pedestrian crossing refuge areas, reduce pedestrian crossing distances, and reduce veering of vehicles in the intersection into the parallel parking bays and cycle track.

3. Sidewalks located on City property provide landscaping opportunities between pedestrian and bicycle facilities.

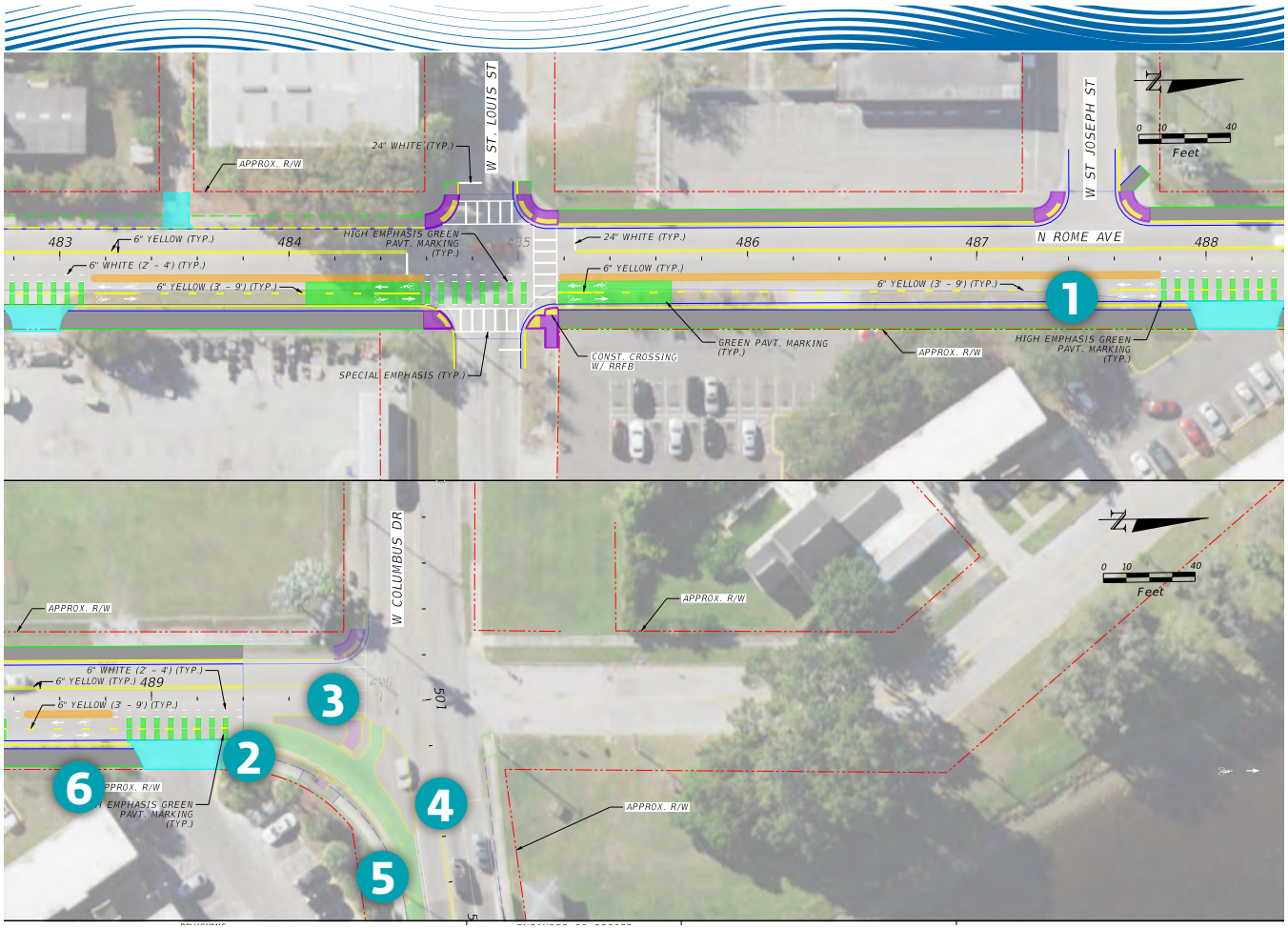
Signing, Signal and Pavement Marking Plans



1. Sidewalks located on City property provide landscaping opportunities between pedestrian and bicycle facilities.

2. The Rome Yard developer is to build an 8' sidewalk in place of the originally contracted 12' shared use path.

Signing, Signal and Pavement Marking Plans



1. The new 2-way cycle track on Rome Ave. is protected by a 3' wide raised concrete separator from Columbus Dr. to Spruce St. The separator will be provided with breaks at existing storm inlets to maintain existing drainage patterns.

2. The dedicated on-street, 2-way protected cycle track on Rome Ave., prioritizes the City's desire for a low-stress bicycle network.

3. An at-grade pedestrian crossing provides queuing opportunities for pedestrians crossing Rome Ave.

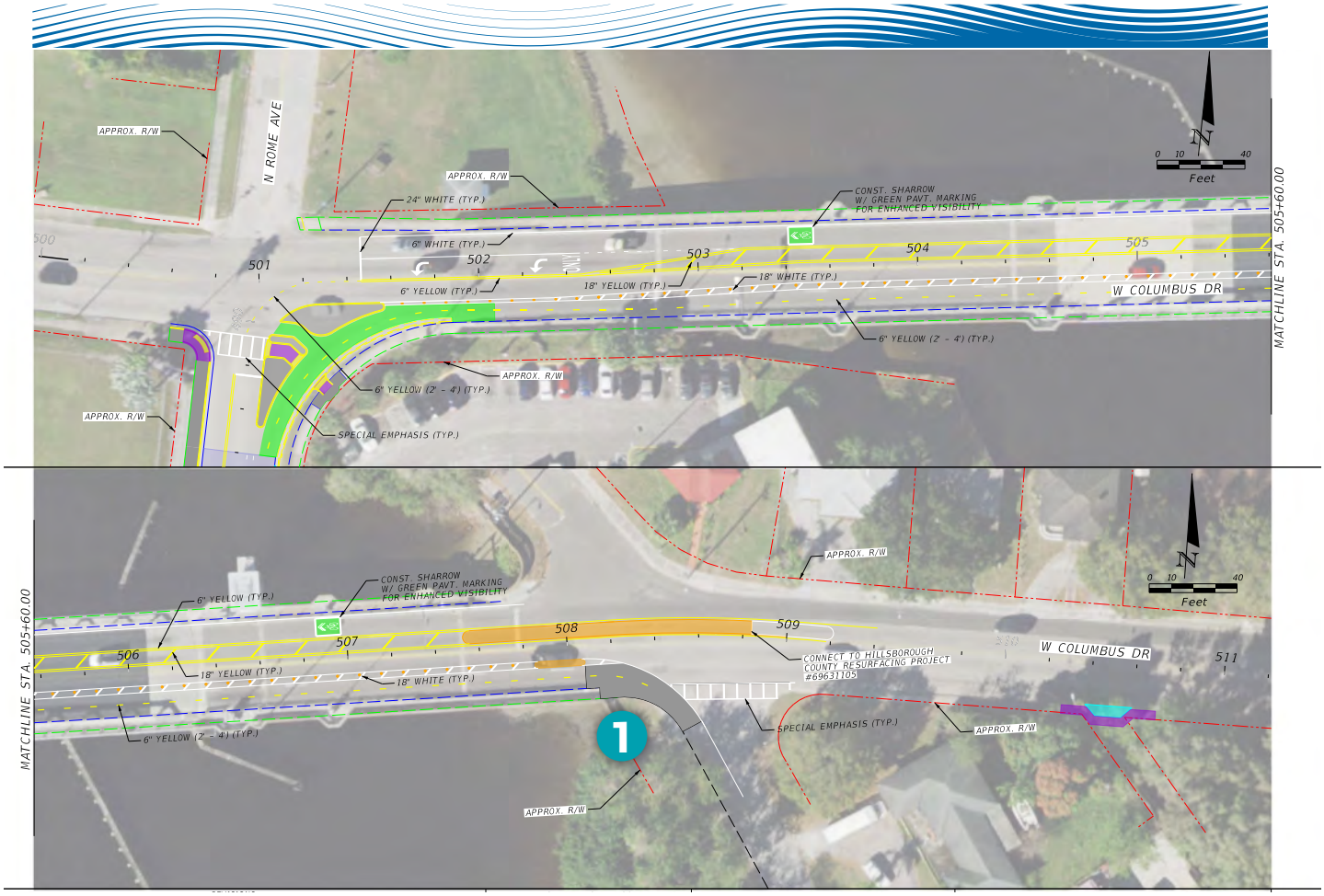
4. A raised traffic island provides a protected transition for pedestrians and cyclists between Columbus Dr. and Rome Ave. The island also serves to reduce turning radii, speeding, and pedestrian crossing distances.

5. Green bike pavement markings provide cyclists awareness as they transition to and from the 2-way cycle track and approach a pedestrian crossing where they may potentially need to yield.

6. The 8' sidewalk and on-street cycle track configuration provides additional landscape opportunity areas between Columbus Dr. and Spruce St.

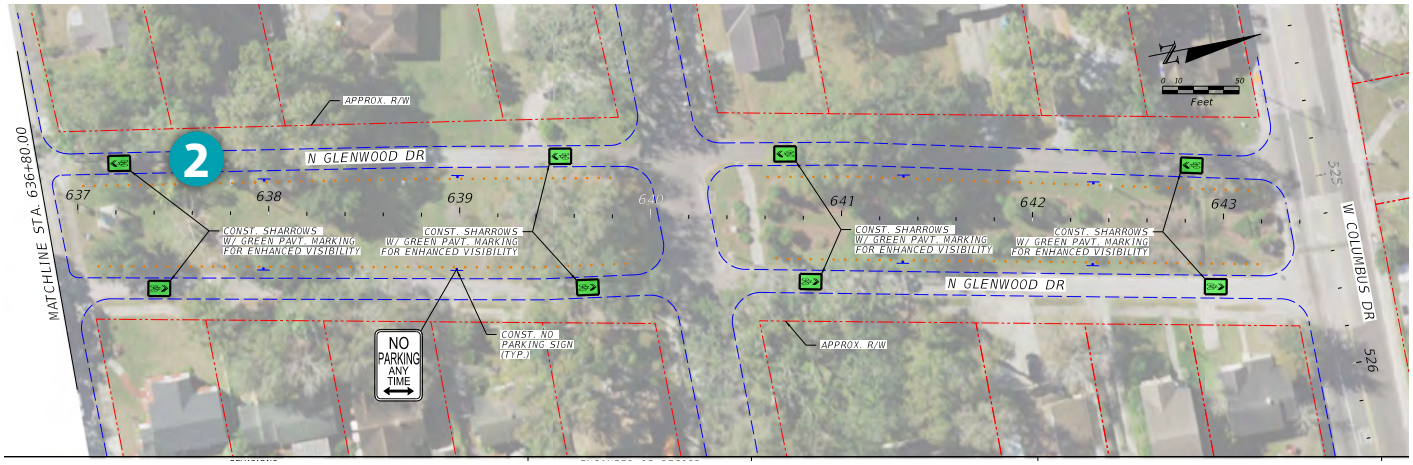
For more detail click this link to view the 30% design plans

Signing, Signal and Pavement Marking Plans



1. The cycle track and sidewalk transition to a shared-use path.

2. The green paint under the sharrow is to provide high visibility and emphasize the corridor as a true bicycle boulevard.



Continuity of Experience amongst all Tampa Riverwalk bridges.

Pedestrian Bridge

The proposed pedestrian bridges in this project aim to ensure safe access to the planned West River multimodal trail. To achieve this, the Haskell team has adjusted the original bridge concept geometry provided by the City of Tampa (see Concept Plans). These changes prioritize user visibility while traveling on the bridges, improving overall safety.

An exciting addition to the project is the inclusion of two overlooks on the pedestrian bridge located beneath the existing Platt Street Bridge. These overlooks serve as scenic spots where travelers can pause and enjoy breathtaking views at the mouth of the Hillsborough River. Additionally, travelers can view art by local and regional artists on the precast columns and underside of the vehicular bridges spanning the river. Public art builds a shared community identity, fosters pride in local artists, and enhances the traveler's visual experience with enjoyable art in an unexpected location.

They also provide a safe refuge for pedestrians to allow others to pass along the trail. The bridges are designed to maintain a minimum clearance of 7 feet and 9 inches beneath the Platt Street and Brorein Street Bridges, while also considering factors such as high tide elevation and potential sea level rise. Brorein Street Bridge also accommodates the 4-foot elevation difference between Jannus Park and the Manor Apartments riverwalk via a gently sloped deck.

The bridge components, including the superstructure, substructure, and foundations, are designed to maintain aesthetic continuity with the existing East

Riverwalk. The pedestrian bridge's superstructure consists of a cast-in-place deck supported by precast U-beams resting on a substructure comprising a precast pile cap founded on a steel-pipe-encased concrete caisson embedded in the Florida limestone.

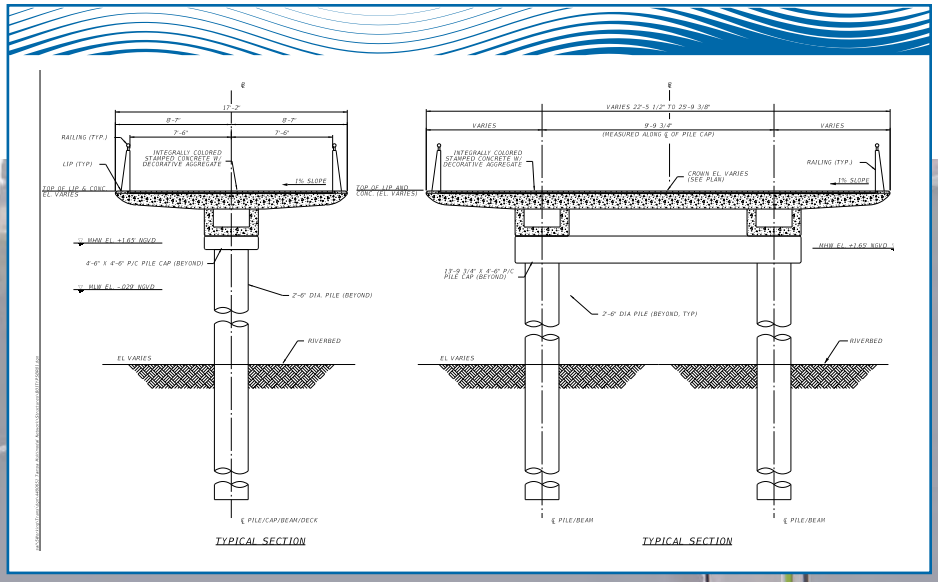
To ensure long-lasting durability, the bridge design considers the saline environment in which the bridges will be situated. This necessitates either protecting all steel components with adequate concrete cover to prevent rapid degradation or utilizing materials such as glass-fiber, carbon fiber, or stainless steel reinforcing that are resistant to corrosion. The Haskell team is committed to exploring innovative and sustainable materials that are approved by the Florida Department of Transportation (FDOT).

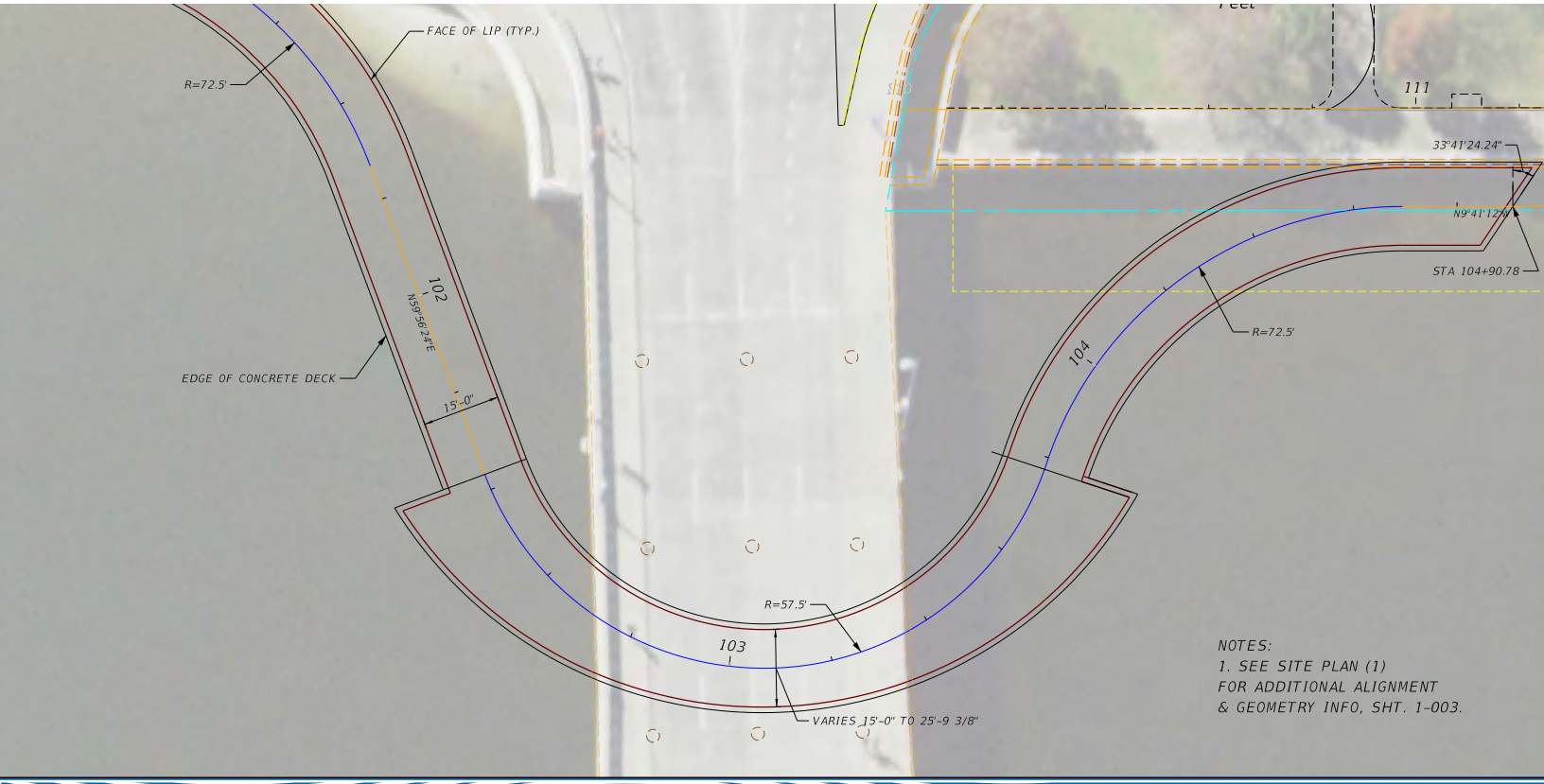
Our goal is to provide materials that enhance durability and minimize maintenance requirements for each bridge component.

The design and construction of the pedestrian bridges align with all specifications, standards, and policies outlined in the Request for Proposal (RFP). The Haskell team's expertise and dedication ensure that the bridges will not only provide safe access but also contribute to the beauty and longevity of the West River trail.

For more detail on structures and bridge construction, see the following section and our construction plans starting on page 79.

Bridge Typical Section





Pedestrian Bridge Structural Design

The Haskell team will design precast structures wherever possible to minimize costs and vessel disruptions. Our bridge design-build partner, Orion Marine Construction, pioneered the first marine section of the East Bank Riverwalk along the Hillsborough River in 2012. They implemented a precast design, saving months of construction time compared to cast-in-place concrete, and reducing disruption to recreational vessel traffic.

Since the construction of the east bank Riverwalk bridges, our team members have sought to improve design constructability. The sections under the Brorein Street and Platt Street bridges present a significant design challenge.

- We will evaluate the feasibility of a longer spans under the bridges, which would allow foundations to be built outside the bridge envelope, reducing costs and avoiding the need for low- clearance foundations.
- If this isn't practical, we will develop a foundation plan that can be installed under the bridge, utilizing several techniques including low-headroom pile driving and potential splicing of piling elements.
  - For the superstructure spans below the bridges, we will implement a float plan that will allow precast sections to be floated over the foundations and then lowered into position.
  - This precision-demanding activity requires expertise that Haskell/Orion confidently possesses.

Illustrative graphic highlighting the Living Shoreline at Blake High School.

Trail Layouts Including Conceptual Grading

The project goals are to complete a safe multimodal network throughout the West River area and enhance the sustainability and resilience of the City. The multimodal network will be completed by: constructing new pathways, improving existing pathways as needed, constructing pedestrian bridges, adding lighting, converting existing roadways into Complete Streets, and providing enhanced crossing facilities at major roadway intersections.

Sustainability and resilience will be enhanced by: constructing living shorelines, using solar-powered lights, and providing safe walking and biking facilities. The project will expand connections and provide a variety of safe mobility options for pedestrians and bicyclists throughout the neighborhoods that make up the West River area.

The landside, multiuse trail portions of the West River project lie within Segments 2 (Kennedy to Rome) and 6 (Ridgewood Park). These sections provide an opportunity to expand connectivity along the west side of the river, while more significantly establishing a clearer "public realm" adjacent to UT, Tampa Preparatory School, and Blake High School. The following section highlights the key design features and safety elements proposed within both segments, with the full design plans for review included in Section 2 of our proposal. Adhering to the requirements of the design criteria

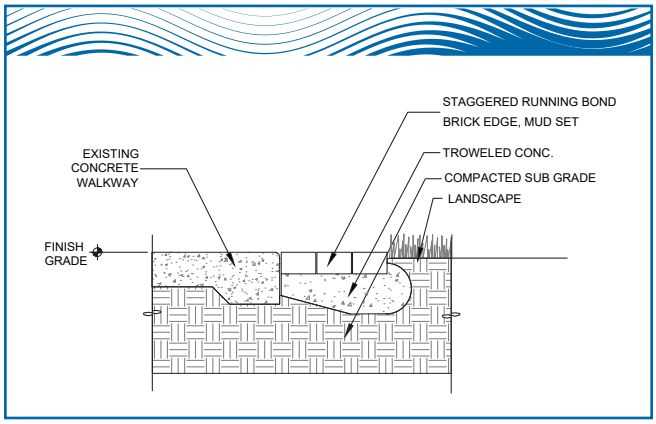
"The project provides an opportunity to connect adjacent neighborhoods to the existing Tampa Riverwalk. The connectivity the Riverwalk provides, both existing and current, really adds to the culture of the City. Seeing first hand the pedestrian traffic along the proposed trail, especially at UT, as well as the foot traffic the original Riverwalk added to the City, I know the project will be fully utilized.

Arie Elvambuena, PE
Gresham Smith

package, our primary directive is to design and construct a seamless, multiuse concrete trail along the Hillsborough River that meets safety and ADA requirements; honors historical and architectural preservation; and provides a comfortable experience for walkers, cyclists, and rollers. More significantly, these segments integrate with several key experiential "moments" celebrating the riverfront, the living shorelines, and providing interactive educational opportunities to promote understanding of local ecology and resilience.

Recognizing the critical nature of safety and security, particularly associated with the UT dormitory facilities and the high schools, we shall coordinate and confirm direction from the institutional stakeholder partners on construction timing and integrate protocols to minimize all disruption while meeting Jessica Lunsford Act requirements.

Typical Brick Edge Detail



Segment 2 (Kennedy Blvd to Rome Ave)

Our team will design and construct the proposed 12' concrete trail along the Hillsborough River, removing portions of the existing sidewalk in poor condition, replacing them with the 6" concrete, and enhancing the safety measure, including ADA improvements.

We proposed to construct a 12' wide trail from the existing brick plaza at Plant Park to the University of Tampa (UT) property line, including 12" brick banding along both sides of the existing concrete trail to match the historical brick features on the campus. Parts of the existing trail and palm trees that conflict with the new trail will be removed.

All disturbed and cleared ground adjacent to each of the trail's edges will be sodded. Our team is not recommending vertical or horizontal alignment changes to the existing walkway being upgraded with the 12" brick band within the UT campus. A gravity retaining wall will be needed to widen the trail and protect the pedestrians and cyclists from drop-off hazards as the proposed trail approaches the CSX Railroad. Our team will coordinate with UT for the removal of the existing gates located at the campus's W Cass Street entrance.

UT Existing Gates

Our design plans to utilize the existing sidewalk and mid-block crossing at W Cass St. We will remove the existing sidewalk north of W. Cass St. and replace it with the proposed trail. We plan to widen the sidewalk up to 12" from the Tampa preparatory school fence. Our team plans to utilize 65' horizontal curves north of W. Cass St. to avoid costly utility relocation and conflicts with the draw bridge signal.

After the proposed trail departs from W. Cass St., our team proposes constructing a gravity retaining wall to protect pedestrians and cyclists from drop-off hazards on the Hillsborough River side. A living shoreline will be placed between the proposed wall and the riverbank. The living shoreline will extend to the existing Riverwalk between the proposed trial and the riverbank.

Stewart Middle Magnet School Pond Drop-off Hazard

Our team will design and construct the proposed trail to maintain the integrity and design parameters of the existing retention pond located on the Tampa Preparatory School near the existing Riverwalk's trail termini. The proposed trail will be placed on top of the retaining pond's berm, and a railing will be needed on the trail's west side and a retaining wall on the east side to protect pedestrians and cyclists from stormwater pond hazard and the river.

Our team will design an 8' wide concrete trail connection between the sidewalk at Green St. and the existing trail. We proposed to use 65' horizontal curves on north side of the Stewart Middle Magnet School running track to avoid the pond drop-off hazard. Our team will coordinate with the Rome Yard developer to connect the proposed trail to the portion of the Riverwalk Trail being designed and constructed by their firm. We proposed to remove the existing asphalt pavement at MLK Recreational complex and construct the 12' wide trail from Oregon Ave to Rome Ave. Together, these changes will increase the connectivity in this area and delineate a welcoming public space.

Segment 6 (Ridgewood Park)

The proposed Riverwalk Trail within Segment 6 will utilize or upgrade existing roadway and sidewalk facilities on N. Glenwood Drive, Ross Street, and North Avenue with a section of newly constructed trail on Cruis-A-Cade Place and 7th Street.

We propose constructing a 12' wide trail starting on the south side of 7th Avenue directly across from the existing Riverwalk's terminus and installing an RRFB. We will continue under the North Blvd. Bridge to Cruis-A-Cade Place, follow Cruis-A-Cade Place to a point, and then transition the trail to the existing pedestrian crosswalk at the roundabout on North Avenue. We proposed constructing a Type D curb along the proposed trail's length along Cruis-A-Cade Place. The trail on North Avenue will utilize, widen and replace portions of the sidewalk on North Avenue to Ross Avenue.

Our designs will include a retaining wall to protect the concrete bridge rip-rap structure. We plan to replace the existing inlet that conflicts with the proposed trail location. We plan to remove the cul-de-sac pavement at the south end of Cruis-A-Cade Place.

We propose to connect the proposed trail to the existing sidewalk on North Boulevard and add 12" concrete on both sides of the existing sidewalk. We plan to relocate the existing bus pad back to the proposed trail. The proposed trail alignment will be placed behind the existing sidewalk at the North Blvd. and W. Ross Ave. intersection to avoid the relocation of a water meter.

Our team will replace the existing 5' sidewalk with the 12' proposed trail along W. Ross Avenue and connect to the existing sidewalk on N. Glenwood Drive with the crossing and RRFB. We will place the sharrows on N. Glenwood Drive in the north and southbound directions. Overall, the new additions and enhancements to the existing space will allow for easy access around the project corridor and promote a sense of shared space for community members.

The 30% conceptual grading drawings can be found in section 2, or by clicking this link.

Living shoreline and interactive/educational opportunity near Blake High School.

Living Shoreline System(s)

The Hillsborough river has an amazing capacity to heal itself. Even with the old bulkheads and untreated outfalls have dumped nutrient laden stormwater and trash directly into the waterway. A proper living shoreline plan can help the Hillsborough renew itself and become a green and inviting destination for decades to come.

The living shorelines that the Haskell team has designed will dissipate wave energy, provide habitat for a variety of native species and increase resiliency along the shores of the Hillsborough River. This shoreline is designed to grow stronger over time with roots binding substrate and preventing erosion. Living shorelines allow vegetative changes with increasing sea levels and oysters and barnacles build outcroppings that rise in elevation with higher sea levels, providing and increased level of protection over time.

Living shorelines may require some limited vegetative maintenance over time or after large storm events, but comparatively, the cost of maintenance over the life of the structure decreases with a living shoreline as the plants mature and their root structure becomes interlaced with the limestone rip rap, creating a more cohesive and stable shoreline.

This design will minimize environment impact and improve construction duration. Traditional seawalls reflect wave energy, have little habitat value, deteriorate over time and have no flexibility to change with increasing sea levels. Seawalls require more maintenance as chlorides seep through the concrete into the supporting steel rebar resulting in rusting and eventually spalling and cracking of the concrete, costing more over time to maintain the serviceable life. The living shoreline approach by the Haskell team solves these issues.

Renewal of Habitats, Plants and Ecosystems

This estuarine portion of the river experiences seasonal changes in water temperature and salinity. The living shoreline will create marsh, intertidal and benthic habitat that was lost when seawalls were originally implemented along the shorelines of the lower section of the Hillsborough River.

- The area around **Jannus Park and the Selmon Expressway Bridge** should recruit oysters over time and the living shoreline at this location will be designed to optimize that recruitment.
- **Tampa Prep** has some barnacle and limited oyster growth along the shoreline as the water conditions are not as conducive to oyster recruitment and growth but as conditions in the Hillsborough River change over the project lifetime with rising sea levels, oysters may become more prevalent.
- At **Blake High School** there is little evidence of existing oyster growth, but the immediate area across the river at Ulele Spring, and upstream at Stewart Middle School, the living shoreline have generated good habitat for smooth cordgrass (Spartina alterniflora) and red mangrove (Rhizophora mangle). These plants will provide shelter for crustaceans, juvenile fish and an excellent foraging area for wading birds.

In these areas, the root structure of the marsh grasses and mangroves will further stabilize the shoreline and dissipate wave energy. As mangroves grow, 10-15 years after project installation, they can be trimmed, hedged or windowed, per Florida Department of Environmental Protection regulations and guidance, to preserve the viewshed of the river.

Tie-Ins to the Trail and Landscape

Oak trees along the river will be preserved in place and cabbage palms will be maintained to the extent possible along the trail and incorporated into the planting plan of the new living shorelines. Foot traffic in the vegetated portion of the living shorelines will need to be controlled, especially during the establishment period. This may be accomplished with temporary stakes, ropes and signage.

The living shoreline presents an excellent opportunity for public education and some small informational signage or kiosks may be incorporated along the trail. Designated viewing overlooks will be incorporated into each living shoreline design. The overwater portion of the trail near the Selmon Expressway Bridge and Jannus Park presents the additional opportunity to view the living shorelines from onshore and offshore. A living dock feature could be incorporated into the Blake High School living shorelines to further educational opportunities for teachers and students.

Haskell Team In Action: Living Shorelines Success Along the Hillsborough River

Environmental Science Associates (ESA), a key member of the Haskell team, has successfully been able to design, permit and integrate this living shoreline concept onto the Hillsborough River. ESA installed a living shoreline at Haya Park, Stewart Middle School and across the river at Ulele Springs.

At Haya Park, within months of stabilizing the shoreline with limestone rip rap sills, native vegetation like softstem bulrush (Schoenoplectos tabernaemontani) naturally came back into the project area and is now flourishing. While the team as able to maintain all of the protection the old bulkheads supported.

Building on the success of the Ulele Spring Living Shoreline Project, we are proposing a design that will expand the living shoreline creating even more habitat for manatees, dolphin, snook, redfish, tarpon, crabs, shrimp and wading birds along the City's waterfront.

Our design for the living shoreline takes a tiered approach which protects the shoreline at all water levels from wind waves, currents and boat wakes. The design is consistent with guidance from the Tampa Bay Regional Planning Council which recommends that the crest height of shore protection reach at least elevation +5 NAVD 88 to combat sea level rise into the next century. The living shoreline is designed to become more resilient and dissipate more wave energy over time as the native estuarine vegetation matures.

Bryan D. Flynn, PE
ESA | Environmental Science Associates

At Tampa Prep, the design takes advantage of the higher elevation along the southern portion of the property to provide a view looking northward.

Constructability, Accounting for Various Bathymetric And Sedimentation Patterns

The existing seawall will remain in place along most of the living shoreline areas, but the cap may be removed, or damaged panels may be replaced. The seawall will become entombed in the living shoreline with fill and riprap placed in front of and over top of the existing wall. The existing wall will still retain sediment and by only removing or demolishing the minimal portions necessary, the demolition costs can instead be applied to new living shoreline applications. Much of the rubble mound structure that forms the base of the living shoreline will be installed with the help of barge-mounted equipment (cranes and excavators), but a portion can also be constructed from the upland which will reduce costs as well. Upland access may be limited at Jannus Park where maintenance of traffic will be critical for upland construction activities. Upland access will be available at Blake and Tampa Prep through parking lots or other access corridors out of the mainstream of traffic.

Based on the information provided and site visits performed by ESA, bathymetric conditions at Jannus Park are suitable and appropriate for living shoreline applications within 30 feet of the existing seawall with water depths less than 6 feet and 2 feet or less of unconsolidated material along the river bottom. Tampa Prep had water depths between 4 and 8 feet and 2-5 feet of unconsolidated material consisting of mostly clayey material with some shell hash. The northern portion of this project area presented conditions that were more conducive to living shorelines. Blake High School had water depths of 5 feet or greater and unconsolidated sediments that ranged from 3 feet to over 5 feet. The area immediately downstream of North Boulevard along the north facing portion of the Blake High School seawall is deeper and has loose sediments. This portion of the project is not suitable for traditional living shoreline applications; however, that area may be a candidate for living seawalls or habitat panels attached to the existing seawall. Habitat panels provide interstitial spaces for crustaceans and microorganisms to thrive and can help to reduce wave reflection.

Maturity Process and Longevity

Typically, living shorelines take 6 months to 2 years for the vegetation to coalesce depending on seed sources, rainfall amounts and impacts from storms (high waves, high water). Living shorelines are limited in the level of protection they can provide by their upland elevation or crest height. Typically, living shorelines are not designed to withstand a 100-year storm as they are typically submerged under those conditions. Even submerged, the living shorelines still are increasing the bottom friction and can "trip" a wave causing it to break and dissipate energy. Living shorelines are typically designed based on 10-year

or 25-year return period storm conditions. However, those design conditions can occur during construction or immediately afterwards before the shoreline vegetation has a chance to become fully integrated into the rest of the living shoreline infrastructure. In these major storm events that occur during or immediately after construction, minor replanting may need to occur. As stated earlier the living shoreline grows stronger over time as the plants mature and roots can stabilize the fill and shoreline requires less maintenance.

Qualifications and Assumptions

ESA staff have been involved with multiple successful living shoreline projects along the Hillsborough River, each with its own unique challenges that we were able to overcome. In each of those projects, a coastal conditions analyses provided by our coastal engineers included water level and boat wake analysis to determine project design parameters. Wave run up analyses, no-rise certifications and slope stability analyses were not required by the City of Tampa or the regulatory agencies (EPC, SWFWMD, DEP, USACE), therefore we do not anticipate performing them for this project either.

The FEMA firmette for this area shows a base-flood elevation (BFE) between 11 and 13 feet NAVD 88, which is well above the crest height for the living shorelines of approximately +6 feet NAVD 88. The living shorelines are shore parallel improvements that do not impede or change the natural flow way of the Hillsborough River which is a drainage basin open to the upper reaches of the river and to Tampa Bay. Additionally, existing and readily available riverine and estuarine hydrodynamic modeling would likely not be at a resolution that could show any measurable benefits of placing the living shorelines in this section of the river. Therefore, no numerical modeling is proposed for this project either. ESA will provide a Basis of Design report at the 60% design submittal detailing how the design parameters were established and how the construction plans and technical specifications address those concerns.

Additional Bidding Opportunity: Living Shoreline

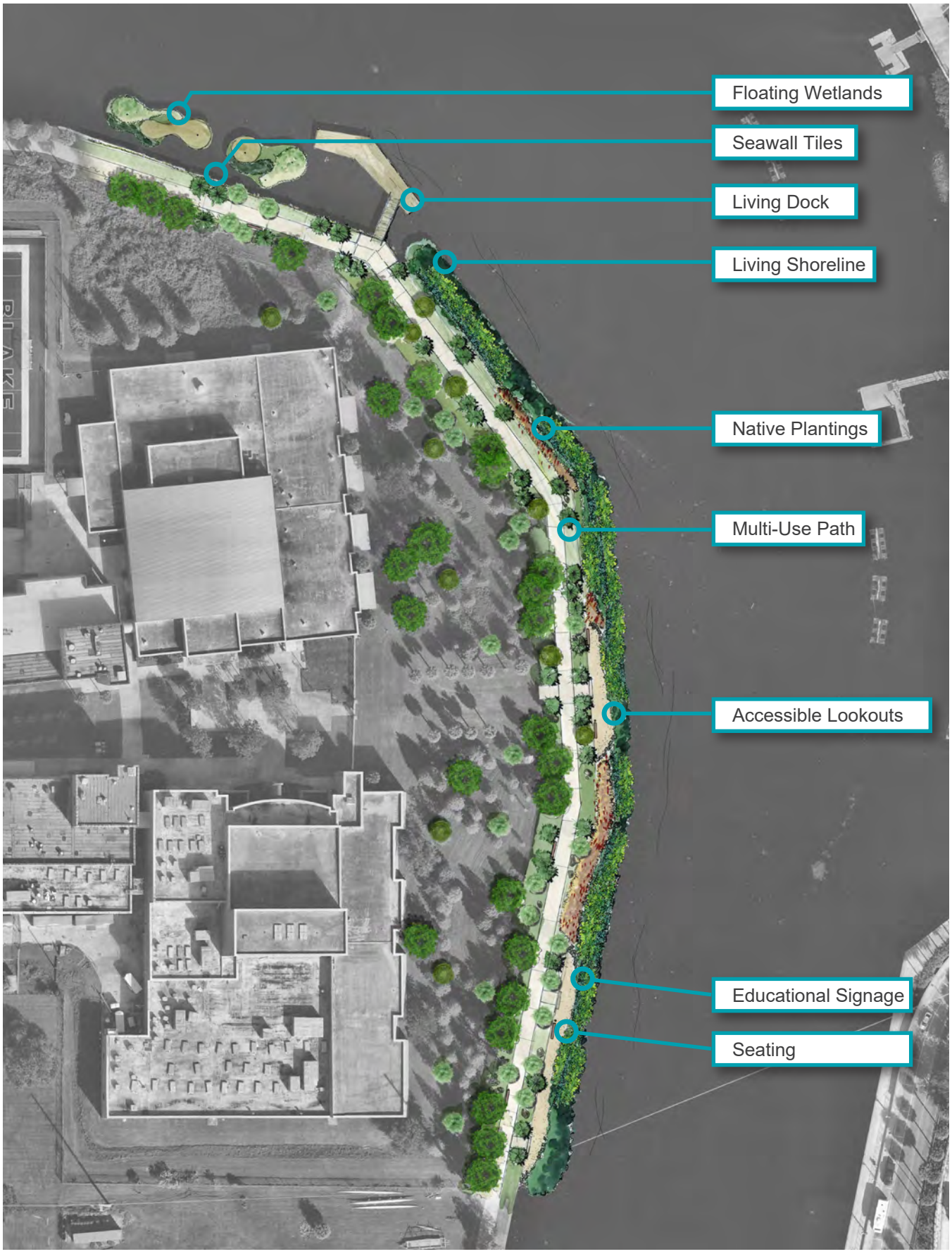
The additional 1,500 linear feet of living shoreline, requested in the additional bid price in the RFP, can be accomplished through a combination of approaches.

- **Add an additional tier of protection to the Jannus Park/Cross-town Bridge project area** by installing a freestanding, wave screen, or vertical oyster garden, constructed of timber or concrete, adjacent to new overwater boardwalk trail. This would dampen the effects of boat wakes before they reach the new living shoreline. The wave screen would look like the fendering system on the adjacent bridges and provide more substrate for oyster attachment. This would add approximately 600 linear feet of additional living shoreline habitat and protection for the shoreline.

- **Affixing habitat panels to the existing seawall that are concrete-based** and aesthetically mimic the prop roots of red mangrove trees. These panels provide interstitial space for marine organisms, crustaceans and small fish to congregate while also providing a reduction in wave reflection. This would primarily be recommended for the north-facing portion of Blake High School seawall and would add approximately 650 feet of living seawall.
- **Exploring additional areas of shoreline along the northern portion of the University of Tampa immediately south of the Cass Street Bridge,** providing additional living shoreline and seawall enhancements to Julian B. Lane Park. This could add between 300 and 1,000 feet of additional living shoreline area.

We look forward to working with the City on the right solution for this project.

Living Shoreline Site Plan: Blake High School

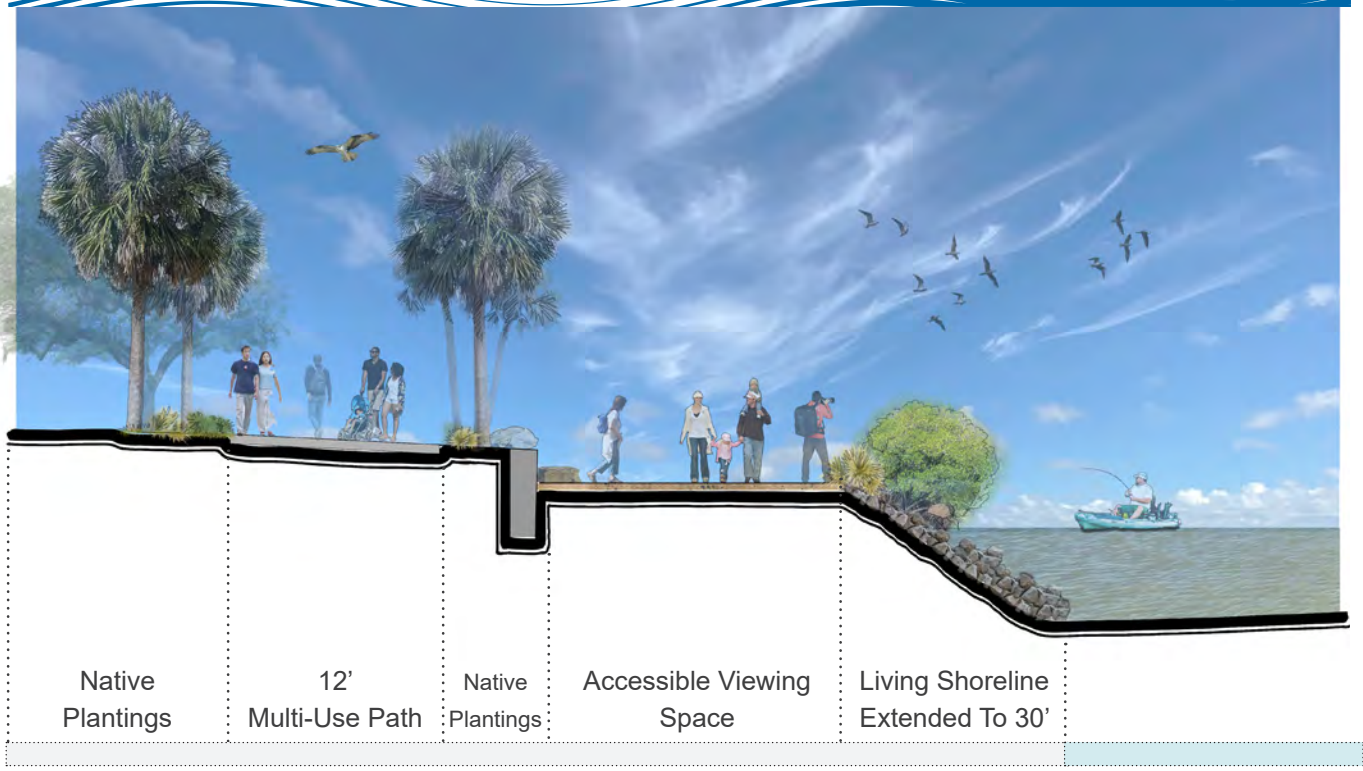


Living Shoreline Typical Section: Tampa Prep

Living Shoreline Typical Section: Tampa Prep

Living Shoreline Site Plan: Tampa Prep

Living Shoreline Typical Section: Blake High School



Living Shoreline Typical Section: Tony Jannus Park

Living Shoreline Typical Section: Tony Jannus Park

With this project, Tampa is committing to a future where people of all ages and abilities have true choices in how they move about the community. By providing a world-class active transportation network, the City is taking care of its citizens whether they walk and bike by choice or out of necessity. The cities that are doing this will be the standard bearers into the next generation.

G. Wade Walker, P.E., Hon. ASLA
Kittelson & Associates, Inc.

Landscape Design

Tampa Prep

Serving as a key connecting segment of the riverwalk is the portion directly adjacent to Tampa Prep. This segment will include an observation point with views of the river, living shoreline and moments of interest along the shared trail. By providing a diverse blend of native plants and maximizing diversity, the living shoreline will be more resilient and help to preserve biodiversity in an urban environment. This segment combined with the interactive shoreline edge will serve an important part in ongoing community education about ecosystems and sustainable strategies.

Blake High School

Blake High School, located at a dynamic bend along the Hillsborough River will be another jewel of the overall trail. The newly constructed shared path will be designed placing high priority for existing tree preservation. Within the 1,000’ feet of living shoreline will be resting points with benches. Interactive moments within the living edge will encourage users to step off the trail and experience the biodiversity that a living shore brings. In the center of the river bend will be a floating dock. This dock will offer a new vantage point back towards the land and existing seawall. Where living shorelines are not feasible due to water depth, textured panels will be applied to the wall that provide habitat for smaller wildlife.

Restoration/Improvement of Tony Jannus Park

Jannus Park will serve as a high-profile node along the Riverwalk that celebrates both sustainability and the rich history Tampa boasts.

As an extension of the park, the riverwalk will interact with a living shoreline that seamlessly connects the river with the park. The northside of the park will take advantage of the shade created by the Selmon Expressway by creating a moment along the riverwalk that incorporates fitness equipment and seating.

1. Located at a key intersection downtown the park will provide space for temporary uses such as food trucks or tents during events.
2. The naturalistic design will incorporate native understory and canopy trees to increase shade within the park and along the riverwalk.
3. Featured in the park will be a permanent pavilion that can serve as a stage for events or shade for residents or visitors.
4. Optional Living Dock
5. 10' Existing Trail
6. Flexible Gathering Space
7. Pedestrian Underpass
8. Exercise Area (equipment NIC)
9. Living Shoreline
10. 15' Multi-Use Trail
11. Shade Structure

Environmental Design/Permitting

Our team has effectively used our regulatory knowledge and strong relationships with regulatory agency staff to permit complex projects in coastal and riverine environments throughout the Tampa Bay area.

Our Team has effectively used our regulatory knowledge and strong relationships with regulatory agency staff to permit complex projects in coastal and riverine environments throughout the Tampa Bay area. Our knowledge will guide our approach and our relationships will be relied upon during execution. The project's location along and within the Hillsborough River results in a project falling under the regulatory permitting jurisdiction of multiple agencies.

In-water work associated with construction of living shorelines and boardwalk trail structures over water will require the following anticipated permits:

U.S. Army Corps of Engineers – Jacksonville District, Tampa Permits Office

- Section 10/404 Nationwide or Standard Permit (9-12 months)
- Section 408 Permit (9-12 months)

Southwest Florida Water Management District

- Individual Environmental Resource Permit (6-9 months)

Tampa Port Authority

- Standard Work Permit (6-9 months)
- Sovereignty Land Consent or Easement (6-9 months)

Hillsborough County EPC

- Misc. Activities in Wetlands (MAIW) permit (4-6 months)

In addition, multiple resource protection agencies will act as commenting agencies including the U.S. Fish and Wildlife Service (USFWS), National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Services (NMFS), and Florida Fish and Wildlife Conservation Commission (FWC). In addition, local wetland or surface water impact review through the Hillsborough County Environmental Protection Commission may be required for the proposed structures.

Our approach includes early coordination with the regulatory agencies to discuss the project details and receive agency concurrence of the permitting approach. This early coordination will include pre-application meetings that build on the previous pre-

application meetings (completed by the City) with a focus on our proposed conceptual plan.

Our goal will be to complete the permitting as efficiently as possible while ensuring that the intent of the project is not compromised to arbitrarily meet permit thresholds or to reduce the permitting timeline. Options to expedite permitting will be evaluated to ensure that the options do not result in a project that diminishes the value of the project to the citizens or environment. For example, obtaining USACE Nationwide Permit authorizations for living shorelines may reduce the permitting timeline but segmenting the living shoreline to meet the 500-foot linear threshold could reduce the design flexibility needed to sufficiently protect the shoreline and provide the desired ecological benefits.

Our team will focus on submitting applications as early as possible in the process, which may include initial application submittals prior to finalizing 60-percent plans. This strategy would allow the application process to focus on the extent and types of impacts while ancillary design details are finalized. This approach has the added value of allowing minor design changes to benefit the permitting process while avoiding major changes during later phases of design. To further optimize the schedule, the permit processes having longer processing timelines will be expedited. For example, as soon as the work adjacent to the navigation channel can be tied down, we will work with the USACE to start the Section 408 permit process that has a 6-12 month timeline and is largely focused on internal USACE coordination.

The second key part of our approach is the submittal of thorough, clear permit packages that address the agency review requirements. This includes ESA relying on our experience to not only provide the information the agencies require, but to provide that information in a manner that is easily consumed and utilized by the agencies to navigate their internal coordination processes and complete their internal review checklists. This approach also includes ensuring necessary design information is collected following seasonal restrictions. For example, our Team plans on completing the submerged aquatic vegetation (SAV), or seagrass, surveys during the 2023 growing season that ends on September 30, 2023, to avoid delaying the survey until the start of the 2024 survey window that starts June 1, 2024.

We also recognize that our role in permitting extends through completion of the project and final certification to the regulatory agencies. Our Team is experienced in permit compliance during construction and well-versed in conducting compliance inspections, addressing dewatering permit needs, managing water quality monitoring requirements, and ensuring BMPs are effectively installed and maintained throughout the life of the project.

Our proposed permitting schedule is as follows:

- September 2023: Complete environmental data collection (e.g. SAV survey)
- January 2024: Schedule and conduct pre-application meetings
- April 2024 (prior to or concurrent with 60% plans): Submit permit applications to all agencies
- November 2024: SWFWMD, TPA, and EPC permit approvals (anticipated)
- February 2025: USACE Section 404/10 and 408 permit approvals (anticipated)

Haskell's plans to minimize environmental impact are continued beginning on page 83.

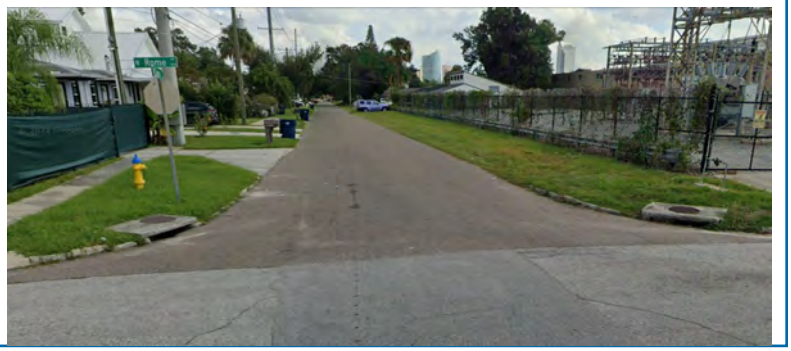
Drainage Design

The roadway corridor primarily consists of a closed drainage system where runoff is collected in a series of curb inlets. From our wet weather field review, we identified several areas of standing ponding along Rome Ave and Platt St. These occurrences are consistent with substandard longitudinal grades adjacent to the curb inlets. We found locations of both vegetation/sediments build up and erosion. We also found cracked MESs and curb inlet edges. We will inspect and inventory all existing drainage features, identify structures that need repair and document them for replacement. Our field investigations found no evidence of pavement failures adjacent to drainage crossings, however the Haskell Team is experienced in video inspection and remediation if warranted.

Pavement Design

The main goal for this project is to resurface the pavement in order to extend the life of the roadway as well as reconfiguring the layout of travel lanes, parking stalls and bicycle facilities. From our field review, the pavement along Platt St. seemed to be in fair to good condition. However, Rome Ave experienced generally poor pavement conditions along with isolated areas exhibiting extensive distress. There was evidence of patchwork at suspected potholes and substantial rutting. All areas will be studies extensively to determine if any underlying conditions attributed to these failures. Our history denotes utilizing multiple pavement designs as a location specific tool. Utilizing multiple pavement designs will reduce the cost of construction thus reducing the MOT impacts to the motoring public, businesses, and residences.

Example of Existing Inlet With Poor Drainage



Minimizing Impacts Through Design

The primary measure of the project's success is minimizing impacts to adjacent property owners, residences and businesses, utility owners and key stake holders. Through thoughtful design and coordination our team will establish site-specific management plan for each segment to reduce construction duration and identify potential issues that may impact the traveling public. The development of the Transportation Management Plan is discussed below.

These detailed plans will be developed in accordance with the MUTCD, City and FDOT standards. These plans will address each phase of construction. The design approach would prioritize major earthwork disruption and utilize existing drainage infrastructure as much as possible. Plan set packages will be sent to utility owners to identity potential conflicts. Also, maintaining proper traffic control devices and erosion control measures will be key to reduce debris.

More detail on our plans to minimize impacts to the environment, public, schools, adjacent properties, businesses and structures can be found on page 83.

Transportation Management Plan and Maintenance of Traffic Plan

It is crucially important that proper maintenance of traffic (MOT) occurs to ensure the safety of the traveling public, construction workers, and the surrounding communities throughout the West River BUILD construction process. Under these temporary conditions, traffic flow and construction activities will be occurring simultaneously. As such, our proposed MOT plan will incorporate applicable traffic management solutions necessary to facilitate safe travel through identified work zones. Our MOT Plan will maintain pavement markings, barriers, signage, traffic signals, lighting, pedestrian walkways, bicycle lanes, and drainage throughout construction so that the project does not inhibit the well-being of pedestrians, cyclists, drivers, persons with disabilities, or the surrounding residential and commercial public relying on these corridors. Additionally, our team will identify authorized personnel responsible for overseeing interim traffic control solutions including flaggers, spotters, law enforcement, and traffic observers. The Plan will also include technical guidelines addressing the four primary traffic maintenance areas: advanced warning areas; transition areas; construction activity areas; and termination areas.

Our MOT approach will be guided by the following principles:

Safety

Safety is embedded in the Haskell culture and will always be our North Star. This is part and parcel of Tampa's Vision Zero efforts and MOT will be a critical opportunity to demonstrate our adherence to this program. We will use the work zone spaces to integrate safety countermeasures and monitor conditions to reduce preventable incidents, including data collection to determine where additional countermeasures (engineering, education and enforcement-based) may be necessary to forgive human errors. Our Team, leveraging the local knowledge and communications expertise of Valerin, will address and account for the safety of all forms of public travel in our work zones, including vehicular, pedestrian, and bicycle traffic. The use of temporary traffic controls and/or alternative detours will be safely designed to compensate for any unexpected situations faced by road users on way to their destinations.

Expectation

Another important factor in MOT safety is driver expectation. Working together, our integrated design build team will route users through construction activity zones utilizing geometrics and devices to replicated as close as possible the normal expected roadway conditions and traveling experience. This will serve to maintain driver expectations, allowing anticipation of the temporary condition to occur. Visibility and sight distance are both factors that influence driver expectation. Recognizing daytime and nighttime traffic conditions, our MOT Plan will account for the additional provisions required to keep roadway users safe and informed.

Flexibility

As the potential complexity and magnitude of roadway construction or maintenance vary, so does the design and implementation of the temporary traffic control. MOTs can be as simple as a temporary shoulder closure for short term work outside of the travel lanes, which can be implemented using a pre-engineered standard design from the MUTCD. MOT can also be complex, requiring years of construction staging involving multiple lane shifts and changes to travel lane configurations. With this level of complexity, our MOT plan will be thorough and flexible to potentially address any foreseeable issues so as to minimize delays and incidents. At the same time, the MOT plan will meet all applicable standards to provide the contractor with clear and concise direction on the intent of the design resulting in work and MOT zones that maximize safety.

Specific Considerations

Given the specific nature of the West River BUILD project, it is anticipated that the available ROW in many areas will facilitate the sequencing of the roadway space “reallocation” (including lane width reductions/cycle track installations) process. This will better support temporary lane assignments that minimize disruption and maintain safety and driver expectation. As such, existing travel lane areas to be converted to some combination of bicycle facilities and/or on street parking will be utilized first to accommodate temporary travel lanes. The Platt/Bayshore intersection likely represent the most challenging MOT zone and as such our plan and schedule will ensure that appropriate MOT zones and notification procedures are followed.

Incident Management Plan

Safety Manager Chris Bunch Chris Bunch, CHST, CSP and Project Director Ivan Robles, will lead the incident management response team for the Tampa. They will be supported by Haskell's internal Incident Management Group functions under the direction of the Director of Safety and Quality Operations. The primary responsibility is to coordinate with the field project management team of unplanned incidents and to communicate back to Haskell, the City and required public entities.

Incident Management within the Safety and Risk Management Group

All project generated incident reports, including injury and non injury shall be forwarded to incident management as standard operating procedure. All incidents and injuries scenarios shall be reviewed quarterly with the safety group to determine if a "best practices" recommendation should be made.

The Safety Manager will review all project safety action plans to determine if any activities within the scope of planned work present additional risks to employees and if so, work with the safety group to remove, train and control the risks. Additionally, the Safety Manager will verify that approved medical facilities have received a workman's compensation package that includes letters of introductions, restricted and/ or "light" duty work availability and Haskell contact names and telephone numbers.

Incident Management and Project Injuries

In the event of an incident, the Safety Manager becomes involved after the notification has been received and will ascertain the status of the incident, review the incident with the Superintendent, monitor medical care, work status and facilitate communication with medical facilities. The Safety Manager will keep risk management, insurance carrier and the safety management group informed during the medical care process.

When an employee is injured and placed on light or restricted duty, the Safety Manager will coordinate with the project site so that the work-related activities conform with the restrictions set forth by the medical provider.

Rapid Response Team

In the event of a critical, catastrophic or fatal incident, a rapid response team will be deployed. The team will includes the following;

- Project Director or Designate
- Safety Manager or Designate
- Assigned Regional Safety Supervisor or Designate
- Project Manager
- Superintendent
- Delivery Group President or Designate

The Project Director and Delivery Group President will convey all information and recovery procedures to the City and to media relations. The Superintendent will continue to oversee the project and provide expectations and communications with all subcontractors and local authorities. The Safety Manager will coordinate medical care, risk management, insurance functions, and assist with investigations and needed retraining. The safety group will spearhead the investigation; recommend stand downs, additional training and approve (if needed) the resumption of work-related activities after conferring with the operations group. The safety group and the Safety Manager will, after the fact, publish a "Best Practices" for field safety procedures. This recommendation will only refer to the procedures utilized to eliminate hazards and control risk.

Utility Coordination

Utility impacts will be minimized to the extent possible through thoughtful design. The Haskell Team will work closely with all utility companies early in the design process to provide utility conflict matrix, coordination and a utility adjustment schedule. To assure this effort, we will use the Sunshine 811Ticket system and will directly contact nearby Utility Agency Owners (UAO). Prior to underground work, we will utilize ground penetrating radar (GPR) and perform soft digs to properly identify existing utilities.

We will coordinate with the UAOs on site to keep them fully informed and discuss any conflicts. Our experience shows that this reduces the number of damaged utilities, minimizing schedule delays and helping to maintain the project budget.

Example of Self-Watering Planters

Design Considerations Which Improve Recycling and Reuse Opportunities

We aim to employ all of the following ideas:

- Participate in the city's recycling of stored bricks, notably for reuse as pedestrian crosswalks at key intersections and along the borders of the concrete trail at UT.
- Carefully remove granite curbs to reuse wherever possible
- Use recycled thermoplastic paints for roadway striping
- Recycle the trail's existing unsuitable concrete as aggregate for the new sections of concrete trail and provide an informative sign in Segment 2 describing the process.
- Procure concrete throughout that uses recycled content in the mix
- Purchase products with recycled plastics – ocean plastics where possible - or composite wood for all street furniture
- Install self-watering planters made of recycled content to separate bike lanes from street traffic
- Recycle compromised seawall caps as the bedding stone for the living shoreline
- Recycle existing rip rap slurry at Tampa Prep as bedding stone for living shorelines
- Install light poles and traffic signal poles that are Cradle to Cradle Certified® Silver

Bridge walking surfaces are integrally colored concrete for maintainability and longevity.

Maintainability

The success of our finished project will fully be earned over time, as it proves easy to maintain.

Whereas a small residential project may benefit from minimizing impervious materials, a public project such as this should trade minor points for long-term maintainability. We therefore avoid thin strips of grass or plantings that are difficult to mow - preferring solid raised concrete islands, and will mortar our brick pavers in place at UT, rather than loosely laying them.

The liberal use of green paint was formerly seen as essential to mark bike paths, but current wisdom advocates to limit paint to within 50 feet of intersections and crossings, thus reducing maintenance costs while preserving user legibility. We will avoid paint coatings on metals wherever possible.

Reduce Use of Green Paint on Bike Paths

BUILD Grant as catalyst to energize neglected areas such as under highways. An imagined Brorein Bridge Fitness Zone.

Context Sensitive Design Including Architectural Elements/Finishes

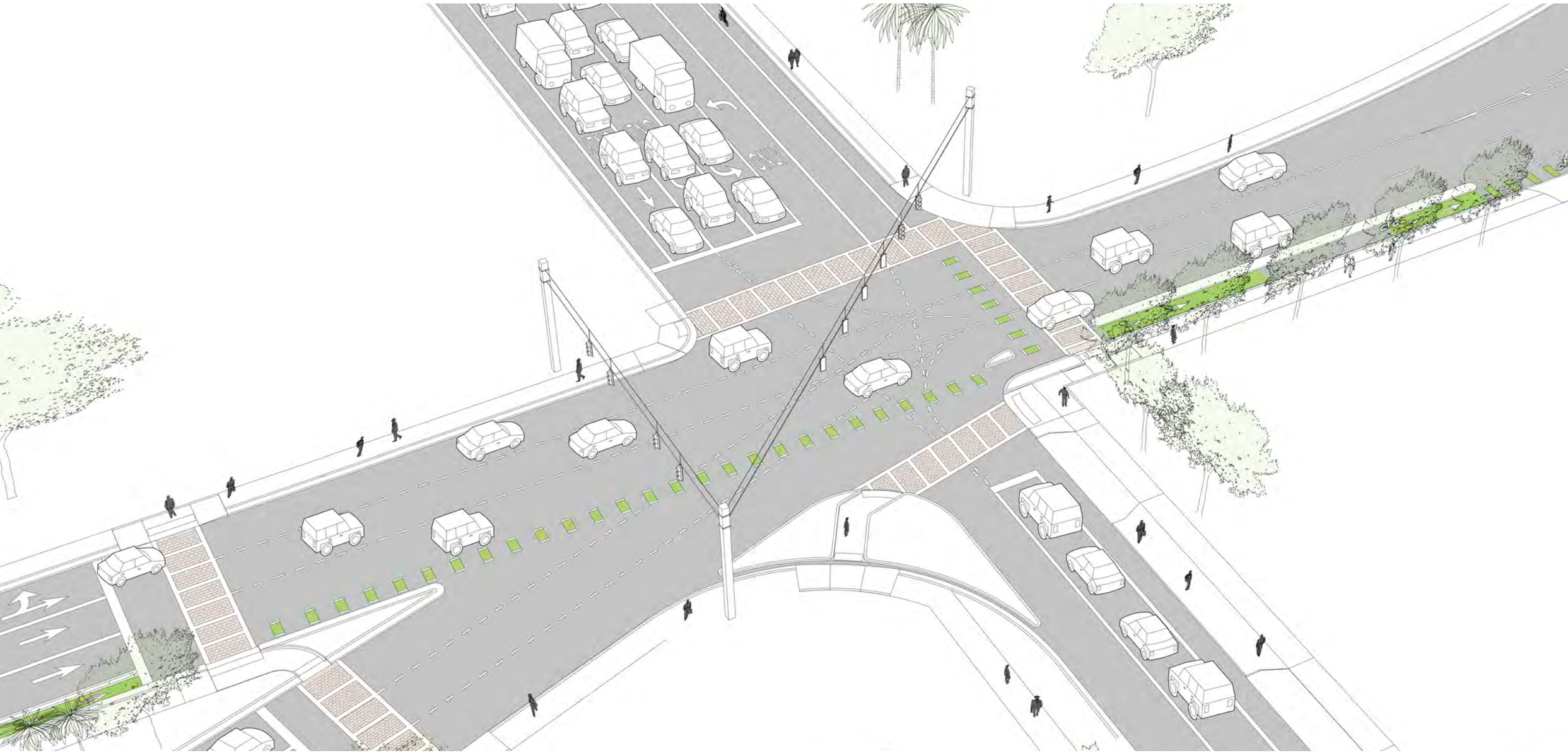
The Hillsborough River context, as it opens into Tampa Bay, is a warm, humid, saline environment, with subtropical solar radiation, subject to intense rainfall, hurricanes, and storm surges. Tampa's built context harkens to late 19th and early 20th century elements such as brick, industrial ironworks, and Moorish Revival architecture with playful metal accents. Our design uses primarily non-painted materials such as concrete and brick, which stand up well to the sun. We support the City's intent to use integrally colored concrete on the pedestrian bridge walkways rather than tiles or pavers, as the monolithic concrete will not degrade from exposure to the sun or storm-related inundation.

Where metals are necessary in railings and light fixtures, we specify anodized aluminum, which is very resistant to corrosion, with its neutral pH. In areas of public interaction with our proposed living shorelines, we underscore the region's unique environment by using crushed shell walkways, planting mangrove habitats and fostering natural ecosystems such as oyster beds in tidal pools. Public and interpretive kiosks will use recycled ocean plastics or composite "wood" which are resistant to the harsh elements and importantly are not hot to the touch on sunny days.

The selection of light fixtures and poles is important, and we plan to confer with the City to collectively decide whether, apart from the mandated fixture on the UT campus, one or more fixtures is desired to either unify the trail sections or to provide differentiation of the various micro-sections and moments. Regardless of the models selected, the fixtures will provide ample lighting, support CPTED best practices, and be maintenance-free for their entire lifecycle, having an anodized aluminum finish. We have included solar-powered LED light poles and fixtures in our Base Bid as they are operationally cost-effective, work well in Tampa's generally sunny climate, and don't require underground wiring.

HASKELL

Construction Approach



I am proud to be leading this signature Design-Build project for the City of Tampa having just finished the Legacy Trail and the Bay Park in Sarasota, which is similar to yours in many ways. Along with Project Manager Kyle Skaltsas, who will have the same role for this project, we converted forgotten sites to give them new lives. It was so rewarding to hear trail and park users (locals and tourists) express their happiness for the trail and park we built and I look forward to being a part of a similar transformation and to bringing my kids to Tampa's newest gem.

Iván Robles
Project Director

Construction Approach

The Haskell construction plan will minimize impact on the community, while prioritizing safety, schedule and budget.

We will complete the project eight months early with final completion by April 26, 2026.

The Tampa Multimodal Network and Safety Improvement project, as a design-build project, follows an efficient and assertive sequence that maximizes time available in the field, minimizes community impact and prioritizes keeping the project on schedule and in budget. Our sequencing schedule assumes parallel execution of landside segments while design and permitting development for the waterside components are in process.

Our schedule is based on receiving a notice to proceed by mid-November, which will enable us to continue to develop the design drawings and start the permitting process. The permitting timeframe for the waterside components has a longer duration than the permitting for the landside components. As detailed in our permitting section (page 54), and our schedule (page 72), we are targeting that the permitting will take between 6-9 months to complete, and the waterside permitting will take between 9-12 months to complete. We anticipate completing the permitting for the landside components around summer of 2024 and that will allow us to start construction on Segments 3, 4, 5 and 6 simultaneously. This will allow us to complete those segments and turn them over to the City by the end of 2025.

We are also planning to start and complete the riverwalk trail work near McKay Hall at University of Tampa during summer of 2024. This is approximately 1,500 LF of trail. The design and permitting of this section of the riverwalk trail will be prioritized to allow construction to start as soon as possible around May of next year.

Segment 1 (Platt to Brorein)

The intent is to complete permitting by the end of 2024 and start construction at both locations simultaneously at the beginning of 2025 with a completion by end of 2025.

This segment includes upland improvements to the walkway, landscaping and in water including revetment, living shore lines and new pedestrian bridge sections improving accessibility under the Platt and Brorein Street bridges. We anticipate the permitting for the upland work will be available much sooner that permitting for the in water work, however, access along both Columbus Statue Park and Jannus Park will need to be maintained in order to stage and transfer material for the living shore line and pedestrian bridges.

The in water work will be sequenced with the revetment for the living shore line and any necessary fill installed before the pedestrian bridge. The living shoreline revetement will be install from the landside where possible, however areas under the Platt St., Selmon Expressway and Brorein Street Bridges will need to be done from a barge.

We anticipate the living shoreline work will start at Platt Street and move north. Once the revetment and fill operations clear Platt Street, the Pedestrian Bridge work will begin. This work will be installed from cranes on barges. The bridge sections will be a combination of precast sections and cast in place sections where overhead access is limited. The sections will be supported by driven steel piles. In areas under Platt Street and Brorein Street bridges, where the overhead clearance is limited, steel piles will be drive in sections and spliced together to achieve the required pile depths.

Turbidity control will need to be in place during the in water operations and monitored for compliance with permit requirements. A combination of high visibility turbidity curtains, buoys, signage and lighting will provide a clear delineation between the in water operations and thru boat traffic on the Hillsborough river.

Upland work will begin with plantings along the shoreline, tying in the living shoreline with the riverwalk landscaping. The hardscapes improvements will then be installed, connecting the new pedestrian bridges to the upland river walk.

Segment 2 (Kennedy to Rome)

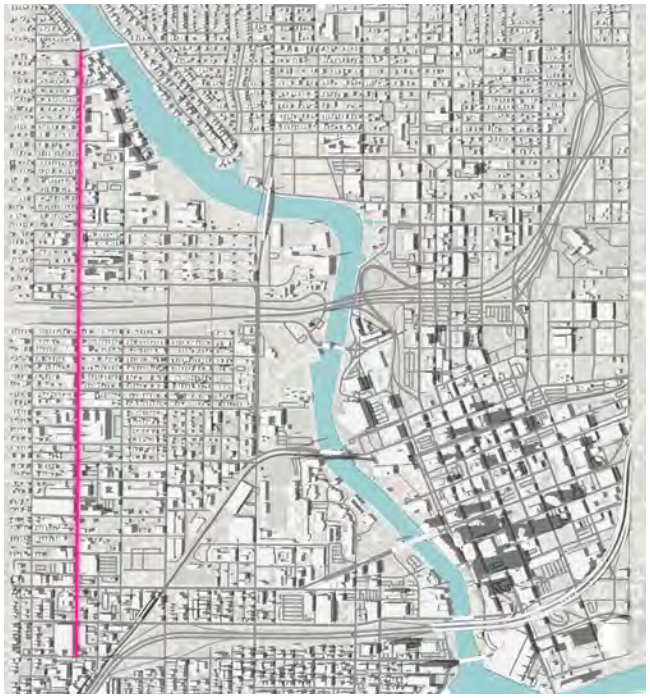
The intent will be to complete approximately 1,500 LF of trail within the UT campus during the summer of 2024 while we wait on the permits to build the north half of the riverwalk and the living shoreline during the summer of 2025.

Segment 3 (Platt Street)

In coordination with the City and the community, we are planning to start construction from west to east and divide this segment into sections of approximately three blocks and move toward Bayshore. We will provide temporary access to business and residents to access their properties while construction activities are happening.

At Bayshore Drive, the plan is to perform the modifications while the intersection is open and any lane closures will be perform at night.

Segment 4 (Rome Avenue)



Similar to Platt Street, in coordination with the City and the community, we are planning to start construction from south to north starting at Platt Street. We will divide this segment into sections of approximately three blocks when feasible for the community and businesses and move toward Columbus Dr. We will provide temporary access to business and residents to access their properties while construction activities are happening. We will coordinate the construction activities at Platt Street and Columbus Avenue intersection to be seamless while maintaining traffic flow.

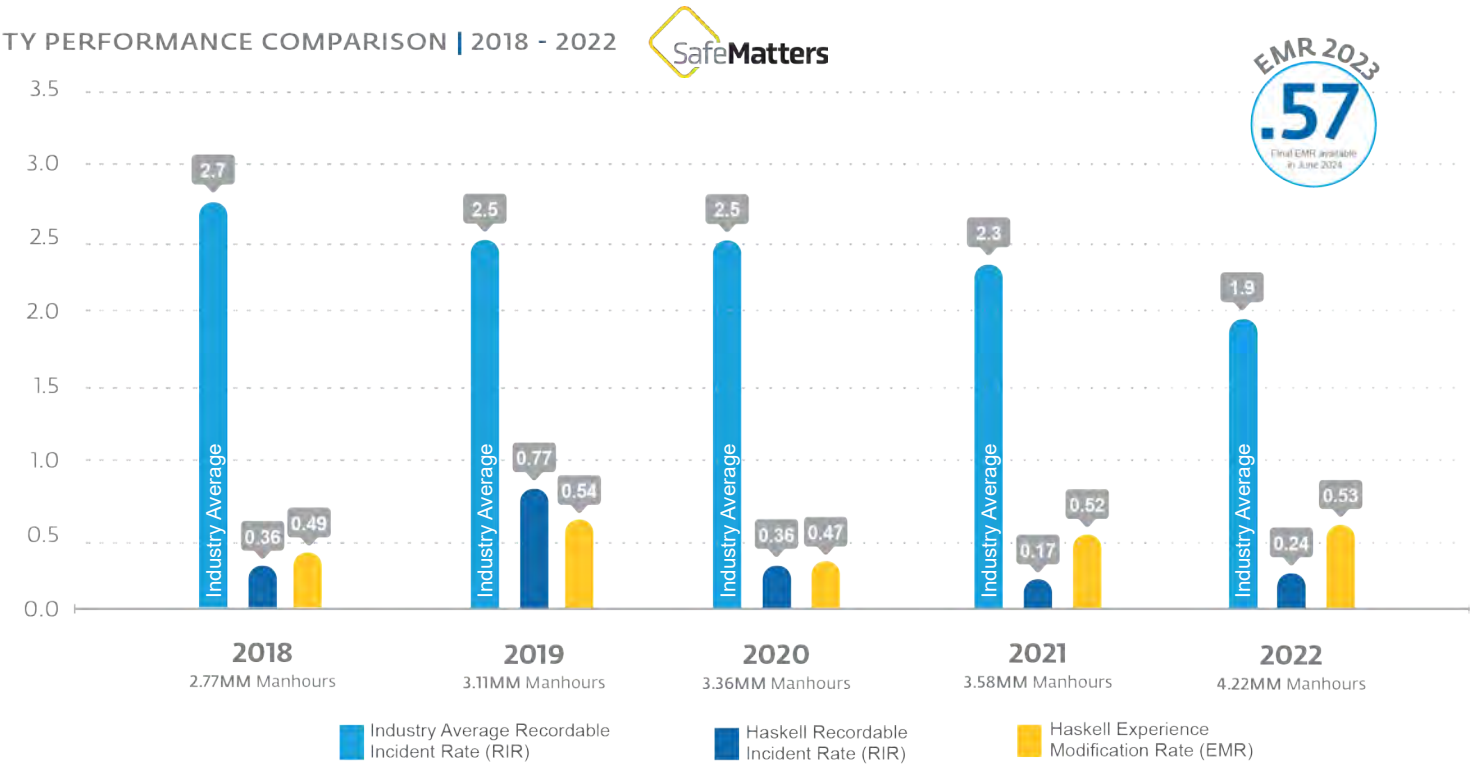
Segment 5 (Columbus Rome to Boulevard)

Similar to the previous two segments and in coordination with the City and the community, we are planning to start construction from west to east starting at Rome Avenue. This section is much shorter, and completion can be achieved sooner but careful coordination is needed for the work at the historic bridge in order to maintain traffic flow while construction activities are happening.

Segment 6 (Ridgewood Park)

We are planning to sequence the construction of this segment from south to north starting with the gravity wall and approximately 1,000 LF of concrete trail between North Boulevard and Cruis A Cadel Pl. Once this scope is completed, we will move north through N. Glenwood Drive toward W. Columbus Dr. where Segment 5 & 6 meets.

SAFETY PERFORMANCE COMPARISON | 2018 - 2022



Safety

Haskell is committed to a commitment to a zero-injury, zero-incident construction site.

As noted in the Qualifications Phase, Haskell assesses each project's unique risks and exposures, and ensures a safe environment through a project-specific Incident Management Plan (i.e., Safe Work Plan) and the commitment of the entire project team – from client to craftsmen. Our team members are our most valuable assets, and we strive to return them home safely to their families every night. Our safety program comprises the following phases: premobilization, mobilization, and execution.

Premobilization

Safe Start Planning Meeting

Immediately following contract award, Haskell's senior management, project director, project manager, project Superintendent Rick Craven, Assistant Superintendent Oni Ramirez, and Safety Manager Chris Bunch meet to discuss every aspect of project safety, including project risks and exposure, site staffing plans, site utilization, and key contract partners. Clients are involved to confirm alignment, and we often learn about "blind spots" or aspects of work that require additional action. Outcomes from the safe start meeting become project commitments supported by the entire project team.

Hazard assessment

Upon review of the RFP and design standards, Safety Director Brian R. Roundtree and key members of the project team, including Safety Manager Chris Bunch, develop a project-specific hazard assessment. This collaborative analysis identifies and captures potential risks, and high hazard activities and assigns a corresponding mitigation action.

Mobilization

SafeMatters Safety Orientation

This interactive, web-based program clearly communicates project and jobsite safety expectations and practices. It drives safety awareness and establishes ownership for creating a safe work environment free of recognized hazards. Employees, subcontractors, and new hires must complete the program before starting any production activities.

Field Management and Leadership Involvement

Project phasing calls for working concurrently on all landside segments of the project, Segment 3, 4, 5, and 6, and later the waterside segments, Segment 1 and 2, as permitting for these areas is more extensive. Each segment will be assigned its own crew with field managers, including a safety coordinator to oversee team members in their crew. For landside segments, we anticipate working in three-block sections. Segments 5 and 6 will be completed faster than Segments 3 and 4 as they are shorter, so when Segments 5 and 6 are complete, these crews will shift to Segments 3 and 4 to continue work on these segments. Each crew's safety coordinator will report directly to on-site Safety Manager Chris Bunch, Superintendent Rick Craven and Assistant Superintendent Oni Ramirez who oversee the work and safety compliance of all direct hire and subcontracted employees.

Haskell's field leadership will host regularly scheduled safety meetings held daily with Haskell's own workforce, weekly with the subcontractor's workforce, and at the start of each new on-site task with all individuals involved. A daily pre-task planning procedure will be implemented consisting of each foreman completing a daily safe work plan identifying the day's activities and potential safety hazards. Our Superintendent and Safety Manager review and sign the plans prior to work commencing. Our field managers are supported by the Regional Safety Manager (assigned based on a job's location) and Corporate Safety Officer. Haskell's Regional Safety Manager will regularly visit the site to ensure and assist with safety compliance. With our structured hierarchy of safety professionals monitoring and supporting field efforts, Haskell draws direct lines of responsibility for safety from the chief executive to on-site field managers, including subcontractors.

Leadership Qualifications for Subcontractors

Leadership during project planning and trade partner prequalification is critical to jobsite safety. At a minimum, trade supervisors must have completed the OSHA 30-hour for Construction Training Course and maintain competency training related to risks and exposures associated with their work.

Jobsite Safety Orientation

Upon mobilization to the jobsite, Haskell's Safety Manager Chris Bunch conducts a mandatory, site-specific orientation to discuss evacuation procedures, client-specific requirement and safety expectations.

Daily Safe Work Plan

Communication with the crew before starting a task promotes thorough understanding of the work, associated goals and most important, corresponding risks. The Incident Management Plan provides specific safety requirements, exposures and actions necessary to ensure the safety of all personnel. The document incorporates a documented hazard and mitigation process and aligns crews with the activities required for execution. The Incident Management Plan is maintained in the immediate work area, and if it changes due to means, methods or crew make-up, it is revisited to ensure consistent and clear understanding.

Each subcontractor will be required to submit a site-specific Incident Management Plan identifying how they intend to complete their work in a safe manner. In addition, Activity Hazard Analysis (AHA) forms will be required for each identifiable feature of work. These are required in advance of the start of work to allow time for review and modifications. These will then be reviewed on-site as part of the preconstruction / preparatory meeting with all employees to ensure understanding.

Ensuring Public Safety

The greatest risk to be addressed by our Daily Safe Work Plan involves ensuring the safety of pedestrians, cyclists and motorists during construction as this project intersects existing roadways, sidewalks and cycling paths. Please see our Implementation of Maintenance of Traffic Plan (MOT) section for more information on our specific traffic control plans. In general, Haskell will prioritize standard DOT procedures for maintaining traffic and access for pedestrians and cyclist based on the specific layout and obstacles encountered on each section of the project. After award, Haskell will complete surveys of the existing site to gain updated information on the existing conditions and layout of the planned project path that will allow us to fully develop our MOT procedures and overall safety plan.

Generally, for motorists, there will be advanced warning of the work zone through signs warning them of impending changes in driving conditions, a transition area using traffic control devices for lane closures and traffic pattern shifts, a buffer area, the work area, and a termination area to allow traffic to resume back to normal and a sign indicating that the work zone has ended. All traffic control devices will comply with the Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD), along with any FDOT requirements. Workers will wear high-visibility garments (compliant with minimum day and night work standards) and proper personal protective equipment (PPE), such as OSHA-compliant hard hats and proper footwear, to ensure they are visible to motorist and prepared for work conditions.

Jessica Lunsford Badging

In compliance with the Jessica Lunsford Act, Tampa Preparatory School and the school district's guidelines, all construction workers on the school easement will be required to pass a background check and will be badged properly. The safety and security of students and faculty is our top priority.

Craft and Contract Partner Engagement

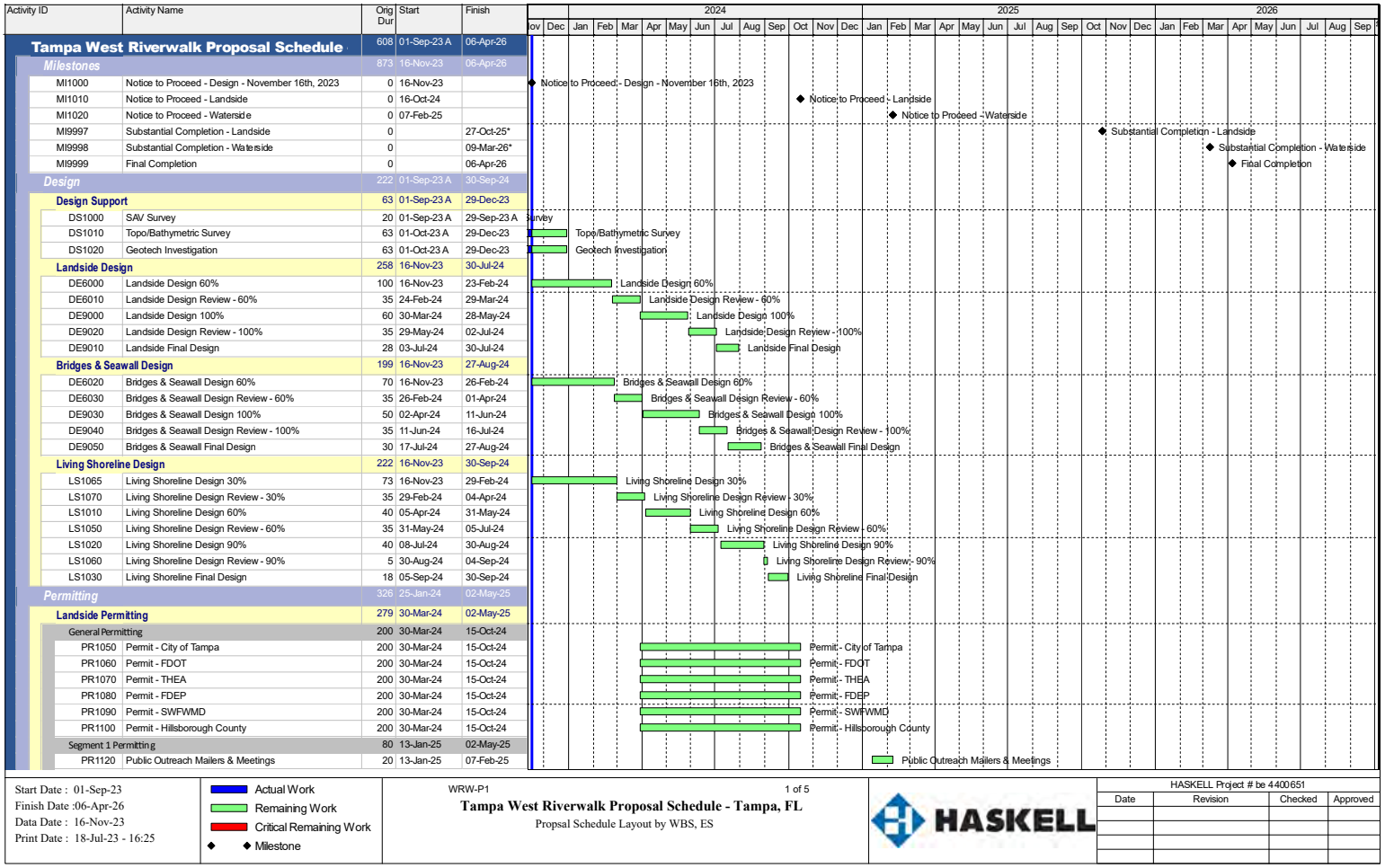
Employees, craft workers and our trade partners attend weekly project-wide safety meetings. Demonstrations promote hazard recognition and site awareness, and keep team members informed of upcoming work, project communications and recognition. These weekly meetings also close communication gaps between site management and craft workers. Contract partners also hold required safety meetings on a weekly basis.

Safety Reports Project Audits

Haskell requires all levels of the organization to participate in project-specific safety audits and to correct at-risk behavior and conditions. Our safety managers use Safety Reports to create a real-time matrix of leading indicators and future risk predictions based on inspections and on-site observations. Trends, potential blind spots and areas needing additional focus are identified. Safety Reports is also used to discuss recurring hazards, leverage observations illustrating compliance with safety expectations and to identify and address trade partners and individuals not meeting these goals.

"Take 5" Safety Survey

Haskell's senior management is also responsible for jobsite safety. During periodic site visits they observe crew activities, talk with trade workers, note safe behaviors and conditions and rectify those unsafe. They ask crew members to complete the "Take 5" electronic survey and follow up with the Superintendent regarding negative responses and corrective action.



Activity ID	Activity Name	Orig Dur	Start	Finish
Tampa West Riverwalk Proposal Schedule		608	01-Sep-23 A	06-Apr-26
Milestones		873	16-Nov-23	06-Apr-26
MI1000	Notice to Proceed - Design - November 16th, 2023	0	16-Nov-23	
MI1010	Notice to Proceed - Landside	0	16-Oct-24	
MI1020	Notice to Proceed - Waterside	0	07-Feb-25	
MI9997	Substantial Completion - Landside	0		27-Oct-25*
MI9998	Substantial Completion - Waterside	0		09-Mar-26*
MI9999	Final Completion	0		06-Apr-26
Design		222	01-Sep-23 A	30-Sep-24
Design Support		63	01-Sep-23 A	29-Dec-23
DS1000	SAV Survey	20	01-Sep-23 A	29-Sep-23 A
DS1010	Topo/Bathymetric Survey	63	01-Oct-23 A	29-Dec-23
DS1020	Geotech Investigation	63	01-Oct-23 A	29-Dec-23
Landside Design		258	16-Nov-23	30-Jul-24
DE6000	Landside Design 60%	100	16-Nov-23	23-Feb-24
DE6010	Landside Design Review - 60%	35	24-Feb-24	29-Mar-24
DE9000	Landside Design 100%	60	30-Mar-24	28-May-24
DE9020	Landside Design Review - 100%	35	29-May-24	02-Jul-24
DE9010	Landside Final Design	28	03-Jul-24	30-Jul-24
Bridges & Seawall Design		199	16-Nov-23	27-Aug-24
DE6020	Bridges & Seawall Design 60%	70	16-Nov-23	26-Feb-24
DE6030	Bridges & Seawall Design Review - 60%	35	26-Feb-24	01-Apr-24
DE9030	Bridges & Seawall Design 100%	50	02-Apr-24	11-Jun-24
DE9040	Bridges & Seawall Design Review - 100%	35	11-Jun-24	16-Jul-24
DE9050	Bridges & Seawall Final Design	30	17-Jul-24	27-Aug-24
Living Shoreline Design		222	16-Nov-23	30-Sep-24
LS1065	Living Shoreline Design 30%	73	16-Nov-23	29-Feb-24
LS1070	Living Shoreline Design Review - 30%	35	29-Feb-24	04-Apr-24
LS1010	Living Shoreline Design 60%	40	05-Apr-24	31-May-24
LS1050	Living Shoreline Design Review - 60%	35	31-May-24	05-Jul-24
LS1020	Living Shoreline Design 90%	40	08-Jul-24	30-Aug-24
LS1060	Living Shoreline Design Review - 90%	5	30-Aug-24	04-Sep-24
LS1030	Living Shoreline Final Design	18	05-Sep-24	30-Sep-24
Permitting		326	25-Jan-24	02-May-25
Landside Permitting		279	30-Mar-24	02-May-25
General Permitting		200	30-Mar-24	15-Oct-24
PR1050	Permit - City of Tampa	200	30-Mar-24	15-Oct-24
PR1060	Permit - FDOT	200	30-Mar-24	15-Oct-24
PR1070	Permit - THEA	200	30-Mar-24	15-Oct-24
PR1080	Permit - FDEP	200	30-Mar-24	15-Oct-24
PR1090	Permit - SWFWMD	200	30-Mar-24	15-Oct-24
PR1100	Permit - Hillsborough County	200	30-Mar-24	15-Oct-24
Segment 1 Permitting		80	13-Jan-25	02-May-25
PR1120	Public Outreach Mailers & Meetings	20	13-Jan-25	07-Feb-25

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Actual Work
Remaining Work
Critical Remaining Work
Milestone

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Tampa West Riverwalk Proposal Schedule - Tampa, FL

Propsal Schedule Layout by WBS, ES

HASKELL

HASKELL Project # be 4400651

Date	Revision	Checked	Approved

Preliminary Proposal Schedule

Haskell will provide eight month schedule savings compared to the City's recommended timeline for the Tampa Multimodal Network and Safety Improvement project. The Haskell team will achieve substantial completion of the Landside work by October 2025 and waterside work by March 2026, with final completion by April 26, 2026.

The proposal schedule for the Tampa West Riverwalk has been put together in Primavera P6.

There are several Notice to Proceed dates in this schedule indicating the separate times of design and construction of the landside and waterside scope.

The overall duration of the schedule for this Design-Build project is from Notice to Proceed for design (November 16th, 2023) through final completion (April 6th, 2026) – with substantial completion of the landside and waterside of the project falling on October 27th, 2025 and March 9th, 2026 respectively.

Landside work broadly consists of trail construction and bringing existing streets into compliance with a Complete streets policy for the safety and enjoyment and cyclists and pedestrians.

The landside work will begin once design and permitting are completed and is not expected to be the critical path for this project. Work for each segment will begin as soon as possible and the schedule is written to reflect this fact.

The scope at the University of Tampa must occur during summer months (June through August). After

preliminary analysis, it is expected that the scope on the University of Tampa campus will occur during the summer of 2025.

Living shoreline work is a constraint to some of the riverfront trail scope as the shoreline construction will need to be completed prior to the start of some of the trail construction. Locations that require this approach include Tony Jannus Park, Tampa Preparatory School and Blake High School. It should be noted that some of the landside scope is dependent on the waterside permitting requirements and therefore should be expected to be delivered after waterside permitting is received.

The schedule assumes that the waterside work will heavily depend on permits from the United States Army Corp of Engineers and treats waterside work separately from landside. The majority of work in the established water way are the two pedestrian bridges under Platt Street and Brorein Street. Work will occur simultaneously on both bridges to reduce total schedule duration.

Public outreach materials and meetings with residents and stakeholders precede and pave the way for the construction of each segment.

Commitment to Schedule

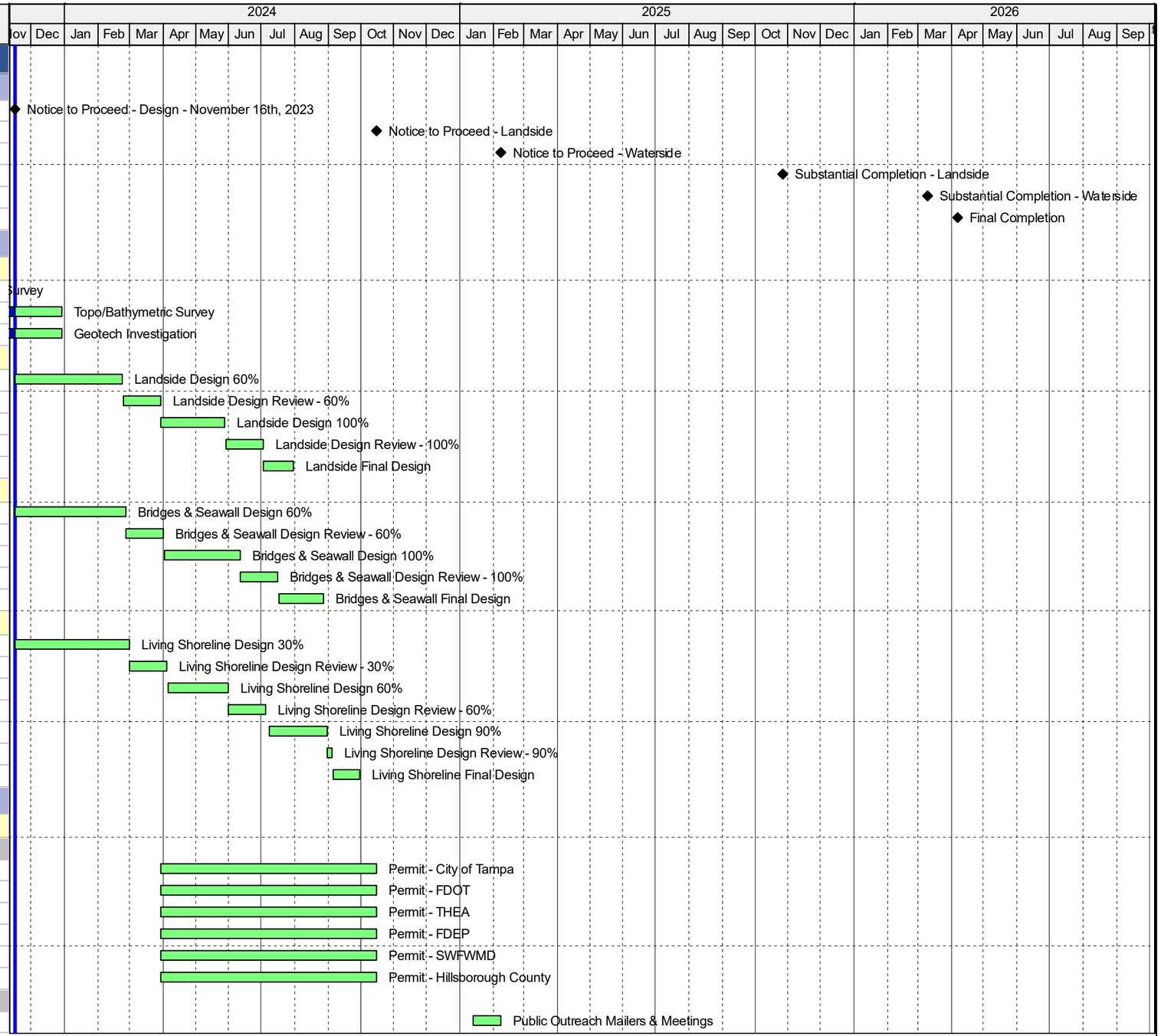
The key to maintaining and expediting a schedule is securing commitments from all parties involved. Planning and communication must occur among all team members, including the subcontractors and materials vendors. This creates realistic schedule demands and assures team members that commitments made will be kept. Early project decisions have enormous impacts on final costs. It is never too early in the project to manage and control costs. Haskell's scheduling system is comprised of several schedule subsections that vary in level of detail and duration.

Schedule Management

The schedule will be updated weekly, led by our the City manager, with input from the design team, Owner and construction staff. It will be reviewed during progress meetings with the City and adjusted accordingly to show improvements or acceleration as required to stay on track. Our scheduling department will administer quality control over the logic. This extra set of eyes will allow us to keep our pulse on the critical path, understand where the float is and look for opportunities to improve.

The Haskell team proposal schedule can be found on the following pages.

Activity ID	Activity Name	Orig Dur	Start	Finish
Tampa West Riverwalk Proposal Schedule		608	01-Sep-23 A	06-Apr-26
Milestones		873	16-Nov-23	06-Apr-26
MI1000	Notice to Proceed - Design - November 16th, 2023	0	16-Nov-23	
MI1010	Notice to Proceed - Landside	0	16-Oct-24	
MI1020	Notice to Proceed - Waterside	0	07-Feb-25	
MI9997	Substantial Completion - Landside	0		27-Oct-25*
MI9998	Substantial Completion - Waterside	0		09-Mar-26*
MI9999	Final Completion	0		06-Apr-26
Design		222	01-Sep-23 A	30-Sep-24
Design Support		63	01-Sep-23 A	29-Dec-23
DS1000	SAV Survey	20	01-Sep-23 A	29-Sep-23 A
DS1010	Topo/Bathymetric Survey	63	01-Oct-23 A	29-Dec-23
DS1020	Geotech Investigation	63	01-Oct-23 A	29-Dec-23
Landside Design		258	16-Nov-23	30-Jul-24
DE6000	Landside Design 60%	100	16-Nov-23	23-Feb-24
DE6010	Landside Design Review - 60%	35	24-Feb-24	29-Mar-24
DE9000	Landside Design 100%	60	30-Mar-24	28-May-24
DE9020	Landside Design Review - 100%	35	29-May-24	02-Jul-24
DE9010	Landside Final Design	28	03-Jul-24	30-Jul-24
Bridges & Seawall Design		199	16-Nov-23	27-Aug-24
DE6020	Bridges & Seawall Design 60%	70	16-Nov-23	26-Feb-24
DE6030	Bridges & Seawall Design Review - 60%	35	26-Feb-24	01-Apr-24
DE9030	Bridges & Seawall Design 100%	50	02-Apr-24	11-Jun-24
DE9040	Bridges & Seawall Design Review - 100%	35	11-Jun-24	16-Jul-24
DE9050	Bridges & Seawall Final Design	30	17-Jul-24	27-Aug-24
Living Shoreline Design		222	16-Nov-23	30-Sep-24
LS1065	Living Shoreline Design 30%	73	16-Nov-23	29-Feb-24
LS1070	Living Shoreline Design Review - 30%	35	29-Feb-24	04-Apr-24
LS1010	Living Shoreline Design 60%	40	05-Apr-24	31-May-24
LS1050	Living Shoreline Design Review - 60%	35	31-May-24	05-Jul-24
LS1020	Living Shoreline Design 90%	40	08-Jul-24	30-Aug-24
LS1060	Living Shoreline Design Review - 90%	5	30-Aug-24	04-Sep-24
LS1030	Living Shoreline Final Design	18	05-Sep-24	30-Sep-24
Permitting		326	25-Jan-24	02-May-25
Landside Permitting		279	30-Mar-24	02-May-25
General Permitting		200	30-Mar-24	15-Oct-24
PR1050	Permit - City of Tampa	200	30-Mar-24	15-Oct-24
PR1060	Permit - FDOT	200	30-Mar-24	15-Oct-24
PR1070	Permit - THEA	200	30-Mar-24	15-Oct-24
PR1080	Permit - FDEP	200	30-Mar-24	15-Oct-24
PR1090	Permit - SWFWMD	200	30-Mar-24	15-Oct-24
PR1100	Permit - Hillsborough County	200	30-Mar-24	15-Oct-24
Segment 1 Permitting		80	13-Jan-25	02-May-25
PR1120	Public Outreach Mailers & Meetings	20	13-Jan-25	07-Feb-25



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Remaining Work
Critical Remaining Work
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Tampa West Riverwalk Proposal Schedule - Tampa, FL

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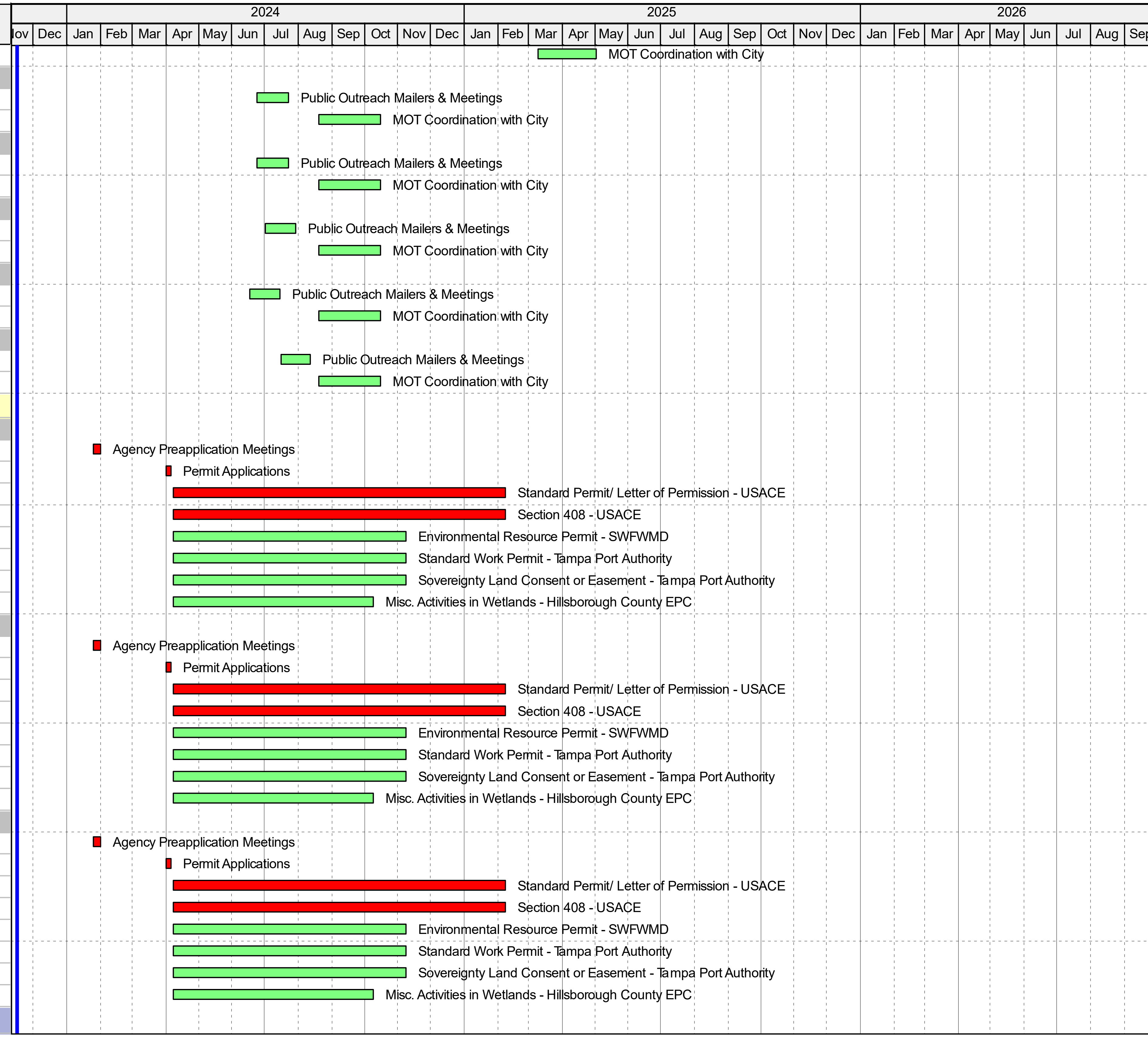
Activity ID	Activity Name	Orig Dur	Start	Finish
PR1170	MOT Coordination with City	40	10-Mar-25	02-May-25
Segment 2 Permitting		80	24-Jun-24	15-Oct-24
PR1160	Public Outreach Mailers & Meetings	20	24-Jun-24	22-Jul-24
PR1220	MOT Coordination with City	40	20-Aug-24	15-Oct-24
Segment 3 Permitting		80	24-Jun-24	15-Oct-24
PR1130	Public Outreach Mailers & Meetings	20	24-Jun-24	22-Jul-24
PR1180	MOT Coordination with City	40	20-Aug-24	15-Oct-24
Segment 4 Permitting		75	01-Jul-24	15-Oct-24
PR1140	Public Outreach Mailers & Meetings	20	01-Jul-24	29-Jul-24
PR1190	MOT Coordination with City	40	20-Aug-24	15-Oct-24
Segment 5 Permitting		85	17-Jun-24	15-Oct-24
PR1110	Public Outreach Mailers & Meetings	20	17-Jun-24	15-Jul-24
PR1200	MOT Coordination with City	40	20-Aug-24	15-Oct-24
Segment 6 Permitting		65	16-Jul-24	15-Oct-24
PR1150	Public Outreach Mailers & Meetings	20	16-Jul-24	12-Aug-24
PR1210	MOT Coordination with City	40	20-Aug-24	15-Oct-24
Waterside Permitting		266	25-Jan-24	07-Feb-25
Living Shoreline Permitting		266	25-Jan-24	07-Feb-25
PR1030	Agency Preapplication Meetings	5	25-Jan-24*	31-Jan-24
PR1230	Permit Applications	5	01-Apr-24	05-Apr-24
PR1040	Standard Permit/ Letter of Permission - USACE	214	08-Apr-24	07-Feb-25
PR1000	Section 408 - USACE	214	08-Apr-24	07-Feb-25
PR1010	Environmental Resource Permit - SWFWMD	152	08-Apr-24	08-Nov-24
PR1020	Standard Work Permit - Tampa Port Authority	152	08-Apr-24	08-Nov-24
PR1240	Sovereignty Land Consent or Easement - Tampa Port	152	08-Apr-24	08-Nov-24
PR1250	Misc. Activities in Wetlands - Hillsborough County EPC	130	08-Apr-24	09-Oct-24
Pedestrian Bridge Permitting		266	25-Jan-24	07-Feb-25
PR1260	Agency Preapplication Meetings	5	25-Jan-24*	31-Jan-24
PR1270	Permit Applications	5	01-Apr-24	05-Apr-24
PR1280	Standard Permit/ Letter of Permission - USACE	214	08-Apr-24	07-Feb-25
PR1290	Section 408 - USACE	214	08-Apr-24	07-Feb-25
PR1300	Environmental Resource Permit - SWFWMD	152	08-Apr-24	08-Nov-24
PR1310	Standard Work Permit - Tampa Port Authority	152	08-Apr-24	08-Nov-24
PR1320	Sovereignty Land Consent or Easement - Tampa Port	152	08-Apr-24	08-Nov-24
PR1330	Misc. Activities in Wetlands - Hillsborough County EPC	130	08-Apr-24	09-Oct-24
Seawall/Gravity Walls/Bulkheads Permitting		266	25-Jan-24	07-Feb-25
PR1340	Agency Preapplication Meetings	5	25-Jan-24*	31-Jan-24
PR1350	Permit Applications	5	01-Apr-24	05-Apr-24
PR1360	Standard Permit/ Letter of Permission - USACE	214	08-Apr-24	07-Feb-25
PR1370	Section 408 - USACE	214	08-Apr-24	07-Feb-25
PR1380	Environmental Resource Permit - SWFWMD	152	08-Apr-24	08-Nov-24
PR1390	Standard Work Permit - Tampa Port Authority	152	08-Apr-24	08-Nov-24
PR1400	Sovereignty Land Consent or Easement - Tampa Port	152	08-Apr-24	08-Nov-24
PR1410	Misc. Activities in Wetlands - Hillsborough County EPC	130	08-Apr-24	09-Oct-24
Construction		375	16-Oct-24	06-Apr-26



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Actual Work
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Milestone

WRW-P1

Tampa West Riverwalk Proposal Schedule - Tampa, FL

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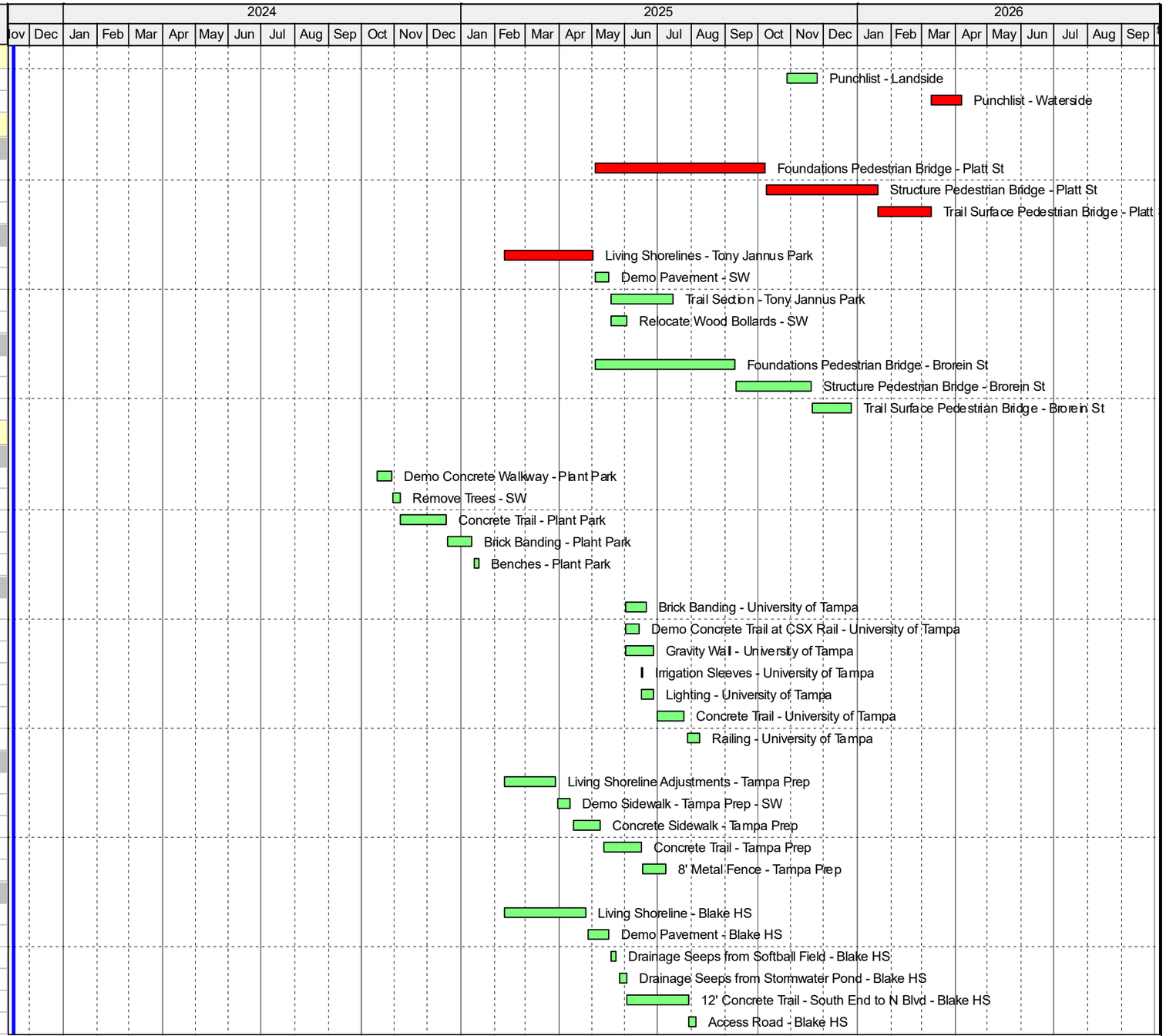
Date	Revision	Checked	Approved

Activity ID	Activity Name	Orig Dur	Start	Finish
Project General		112	28-Oct-25	06-Apr-26
PG1000	Punchlist - Landside	20	28-Oct-25	24-Nov-25
PG1010	Punchlist - Waterside	20	10-Mar-26	06-Apr-26
Segment 1 - Platt Crossing to Brorein Crossing		275	10-Feb-25	09-Mar-26
Platt St Pedestrian Bridge		215	05-May-25	09-Mar-26
S1-1030	Foundations Pedestrian Bridge - Platt St	110	05-May-25	08-Oct-25
S1-1060	Structure Pedestrian Bridge - Platt St	70	09-Oct-25	19-Jan-26
S1-1080	Trail Surface Pedestrian Bridge - Platt St	35	20-Jan-26	09-Mar-26
Tony Jannus Park Improvements		110	10-Feb-25	15-Jul-25
S1-1050	Living Shorelines - Tony Jannus Park	60	10-Feb-25	02-May-25
S1-1000	Demo Pavement - SW	10	05-May-25	16-May-25
S1-1010	Trail Section - Tony Jannus Park	40	19-May-25	15-Jul-25
S1-1020	Relocate Wood Bollards - SW	10	19-May-25	02-Jun-25
Brorein St Pedestrian Bridge		165	05-May-25	26-Dec-25
S1-1040	Foundations Pedestrian Bridge - Brorein St	90	05-May-25	10-Sep-25
S1-1070	Structure Pedestrian Bridge - Brorein St	50	11-Sep-25	19-Nov-25
S1-1090	Trail Surface Pedestrian Bridge - Brorein St	25	20-Nov-25	26-Dec-25
Segment 2 - Kennedy Blvd to N Rome Ave		215	16-Oct-24	19-Aug-25
Plant Park		65	16-Oct-24	17-Jan-25
S2-1030	Demo Concrete Walkway - Plant Park	10	16-Oct-24	29-Oct-24
S2-1040	Remove Trees - SW	5	30-Oct-24	05-Nov-24
S2-1050	Concrete Trail - Plant Park	30	06-Nov-24	18-Dec-24
S2-1060	Brick Banding - Plant Park	15	19-Dec-24	10-Jan-25
S2-1090	Benches - Plant Park	5	13-Jan-25	17-Jan-25
University of Tampa		50	02-Jun-25	08-Aug-25
S2-1200	Brick Banding - University of Tampa	15	02-Jun-25	20-Jun-25
S2-1210	Demo Concrete Trail at CSX Rail - University of Tampa	10	02-Jun-25	13-Jun-25
S2-1260	Gravity Wall - University of Tampa	20	02-Jun-25	27-Jun-25
S2-1230	Irrigation Sleeves - University of Tampa	2	16-Jun-25	17-Jun-25
S2-1240	Lighting - University of Tampa	10	16-Jun-25	27-Jun-25
S2-1270	Concrete Trail - University of Tampa	20	30-Jun-25	25-Jul-25
S2-1250	Railing - University of Tampa	10	28-Jul-25	08-Aug-25
Tampa Preparatory School		105	10-Feb-25	08-Jul-25
S2-1070	Living Shoreline Adjustments - Tampa Prep	35	10-Feb-25	28-Mar-25
S2-1100	Demo Sidewalk - Tampa Prep - SW	10	31-Mar-25	11-Apr-25
S2-1120	Concrete Sidewalk - Tampa Prep	20	14-Apr-25	09-May-25
S2-1150	Concrete Trail - Tampa Prep	25	12-May-25	16-Jun-25
S2-1170	8' Metal Fence - Tampa Prep	15	17-Jun-25	08-Jul-25
Blake High School		135	10-Feb-25	19-Aug-25
S2-1080	Living Shoreline - Blake HS	55	10-Feb-25	25-Apr-25
S2-1110	Demo Pavement - Blake HS	15	28-Apr-25	16-May-25
S2-1130	Drainage Seeps from Softball Field - Blake HS	5	19-May-25	23-May-25
S2-1140	Drainage Seeps from Stormwater Pond - Blake HS	5	27-May-25	02-Jun-25
S2-1160	12' Concrete Trail - South End to N Blvd - Blake HS	40	03-Jun-25	29-Jul-25
S2-1180	Access Road - Blake HS	5	30-Jul-25	05-Aug-25



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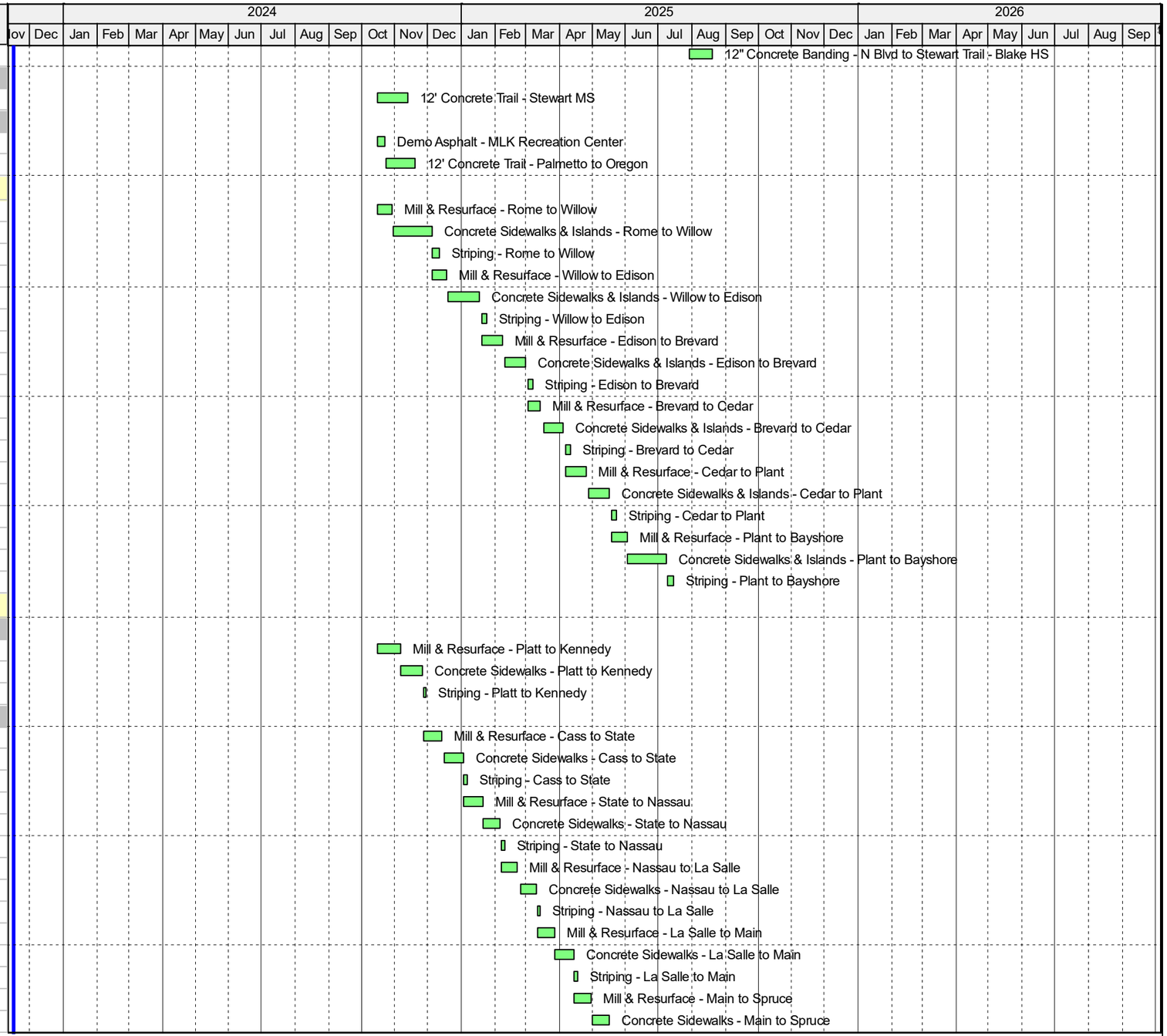
Activity ID	Activity Name	Orig Dur	Start	Finish
S2-1190	12" Concrete Banding - N Blvd to Stewart Trail - Blake	15	30-Jul-25	19-Aug-25
Stewart Middle Magnet School		20	16-Oct-24	12-Nov-24
S2-1000	12' Concrete Trail - Stewart MS	20	16-Oct-24	12-Nov-24
W Palmetto St to N Oregon Ave		25	16-Oct-24	19-Nov-24
S2-1010	Demo Asphalt - MLK Recreation Center	5	16-Oct-24	22-Oct-24
S2-1020	12' Concrete Trail - Palmetto to Oregon	20	23-Oct-24	19-Nov-24
Segment 3 - W Platt St		190	16-Oct-24	15-Jul-25
S3-1000	Mill & Resurface - Rome to Willow	10	16-Oct-24	29-Oct-24
S3-1010	Concrete Sidewalks & Islands - Rome to Willow	25	30-Oct-24	04-Dec-24
S3-1040	Striping - Rome to Willow	5	05-Dec-24	11-Dec-24
S3-1020	Mill & Resurface - Willow to Edison	10	05-Dec-24	18-Dec-24
S3-1050	Concrete Sidewalks & Islands - Willow to Edison	20	19-Dec-24	17-Jan-25
S3-1080	Striping - Willow to Edison	5	20-Jan-25	24-Jan-25
S3-1030	Mill & Resurface - Edison to Brevard	15	20-Jan-25	07-Feb-25
S3-1090	Concrete Sidewalks & Islands - Edison to Brevard	15	10-Feb-25	28-Feb-25
S3-1110	Striping - Edison to Brevard	5	03-Mar-25	07-Mar-25
S3-1060	Mill & Resurface - Brevard to Cedar	10	03-Mar-25	14-Mar-25
S3-1120	Concrete Sidewalks & Islands - Brevard to Cedar	15	17-Mar-25	04-Apr-25
S3-1130	Striping - Brevard to Cedar	5	07-Apr-25	11-Apr-25
S3-1070	Mill & Resurface - Cedar to Plant	15	07-Apr-25	25-Apr-25
S3-1140	Concrete Sidewalks & Islands - Cedar to Plant	15	28-Apr-25	16-May-25
S3-1150	Striping - Cedar to Plant	5	19-May-25	23-May-25
S3-1100	Mill & Resurface - Plant to Bayshore	10	19-May-25	02-Jun-25
S3-1160	Concrete Sidewalks & Islands - Plant to Bayshore	25	03-Jun-25	08-Jul-25
S3-1170	Striping - Plant to Bayshore	5	09-Jul-25	15-Jul-25
Segment 4 - Rome Ave		263	16-Oct-24	27-Oct-25
W Platt St to W Kennedy Blvd		32	16-Oct-24	29-Nov-24
S4-1000	Mill & Resurface - Platt to Kennedy	15	16-Oct-24	05-Nov-24
S4-1010	Concrete Sidewalks - Platt to Kennedy	15	06-Nov-24	26-Nov-24
S4-1040	Striping - Platt to Kennedy	2	27-Nov-24	29-Nov-24
W Cass St to W Columbus Dr		233	27-Nov-24	27-Oct-25
S4-1020	Mill & Resurface - Cass to State	12	27-Nov-24	13-Dec-24
S4-1050	Concrete Sidewalks - Cass to State	12	16-Dec-24	02-Jan-25
S4-1060	Striping - Cass to State	2	03-Jan-25	06-Jan-25
S4-1030	Mill & Resurface - State to Nassau	12	03-Jan-25	20-Jan-25
S4-1070	Concrete Sidewalks - State to Nassau	12	21-Jan-25	05-Feb-25
S4-1090	Striping - State to Nassau	3	06-Feb-25	10-Feb-25
S4-1080	Mill & Resurface - Nassau to La Salle	12	06-Feb-25	21-Feb-25
S4-1100	Concrete Sidewalks - Nassau to La Salle	12	24-Feb-25	11-Mar-25
S4-1120	Striping - Nassau to La Salle	3	12-Mar-25	14-Mar-25
S4-1110	Mill & Resurface - La Salle to Main	12	12-Mar-25	27-Mar-25
S4-1130	Concrete Sidewalks - La Salle to Main	12	28-Mar-25	14-Apr-25
S4-1150	Striping - La Salle to Main	4	15-Apr-25	18-Apr-25
S4-1140	Mill & Resurface - Main to Spruce	12	15-Apr-25	30-Apr-25
S4-1160	Concrete Sidewalks - Main to Spruce	12	01-May-25	16-May-25



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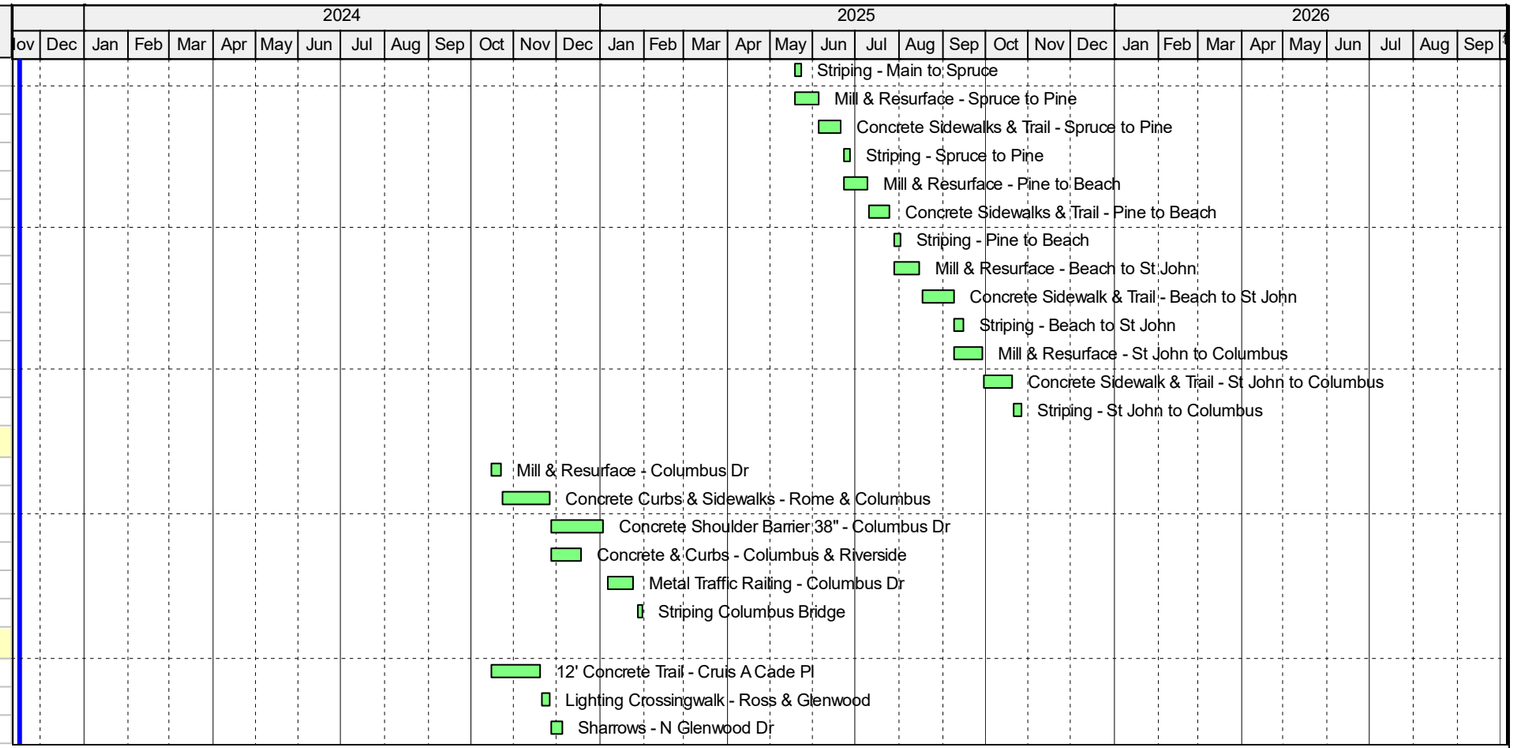
Activity ID	Activity Name	Orig Dur	Start	Finish
S4-1180	Striping - Main to Spruce	5	19-May-25	23-May-25
S4-1170	Mill & Resurface - Spruce to Pine	12	19-May-25	04-Jun-25
S4-1190	Concrete Sidewalks & Trail - Spruce to Pine	12	05-Jun-25	20-Jun-25
S4-1210	Striping - Spruce to Pine	5	23-Jun-25	27-Jun-25
S4-1200	Mill & Resurface - Pine to Beach	12	23-Jun-25	09-Jul-25
S4-1220	Concrete Sidewalks & Trail - Pine to Beach	12	10-Jul-25	25-Jul-25
S4-1240	Striping - Pine to Beach	5	28-Jul-25	01-Aug-25
S4-1230	Mill & Resurface - Beach to St John	15	28-Jul-25	15-Aug-25
S4-1250	Concrete Sidewalk & Trail - Beach to St John	15	18-Aug-25	08-Sep-25
S4-1270	Striping - Beach to St John	5	09-Sep-25	15-Sep-25
S4-1260	Mill & Resurface - St John to Columbus	15	09-Sep-25	29-Sep-25
S4-1280	Concrete Sidewalk & Trail - St John to Columbus	15	30-Sep-25	20-Oct-25
S4-1290	Striping - St John to Columbus	5	21-Oct-25	27-Oct-25
Segment 5 - Columbus Dr		75	16-Oct-24	31-Jan-25
S5-1000	Mill & Resurface - Columbus Dr	5	16-Oct-24	22-Oct-24
S5-1010	Concrete Curbs & Sidewalks - Rome & Columbus	25	23-Oct-24	26-Nov-24
S5-1020	Concrete Shoulder Barrier 38" - Columbus Dr	25	27-Nov-24	03-Jan-25
S5-1030	Concrete & Curbs - Columbus & Riverside	15	27-Nov-24	18-Dec-24
S5-1040	Metal Traffic Railing - Columbus Dr	15	06-Jan-25	24-Jan-25
S5-1050	Striping Columbus Bridge	5	27-Jan-25	31-Jan-25
Segment 6 - Columbus Dr to Riverwalk Connection		35	16-Oct-24	04-Dec-24
S6-1000	12' Concrete Trail - Cruis A Cade Pl	25	16-Oct-24	19-Nov-24
S6-1010	Lighting Crossingwalk - Ross & Glenwood	5	20-Nov-24	26-Nov-24
S6-1020	Sharrows - N Glenwood Dr	5	27-Nov-24	04-Dec-24



Start Date : 01-Sep-23
Finish Date :06-Apr-26
Data Date : 16-Nov-23
Print Date : 18-Jul-23 - 16:25

Actual Work
Remaining Work
Critical Remaining Work
Milestone

WRW-P1 5 of 5

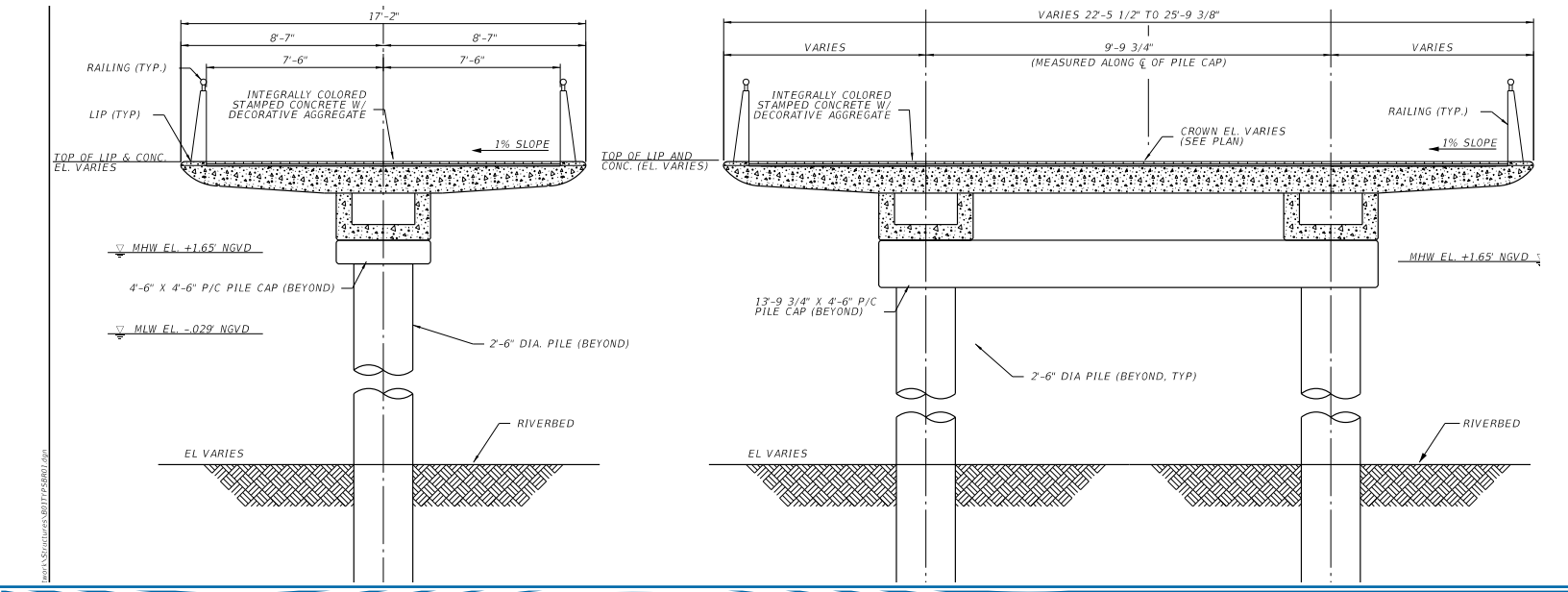
Tampa West Riverwalk Proposal Schedule - Tampa, FL

Propsal Schedule Layout by WBS, ES

HASKELL

HASKELL Project # be 4400651

Date	Revision	Checked	Approved



Structures Construction

Construction Approach

Our construction partner, Orion Marine Construction, pioneered the first Marine section of the East Bank Riverwalk along the Hillsborough River in 2012. They proposed and implemented a precast design in place of the initially planned cast-in-place structure, saving months of construction time and reducing disruption to recreational vessel traffic.

For the West Riverwalk project, the Haskell/Orion team aims to utilize precast structures wherever possible to minimize costs and vessel disruptions.

Constructing the portions of West Riverwalk under the Brorein Street and Platt Street bridges presents a significant challenge. We will evaluate the feasibility of a longer span under the bridges, which would allow foundations to be built outside the bridge envelope, reducing costs and avoiding the need for low-clearance foundations.

If this isn't practical, we will work to develop a foundation that can be installed under the bridge, utilizing several techniques at our disposal, including low-headroom pile driving and potential splicing of piling elements. For the superstructure spans installation below the bridges, we will implement a float plan that will allow precast sections to be floated over the foundations and then lowered into position. This precision-demanding activity requires expertise that the Haskell/Orion confidently possesses.

The following is a high-level breakdown of our planned work activities and general construction methodology.

Installation of Steel Pipe Piles (SPP). Our initial phase involves the installation of Steel Pipe Piles (SPP). Piles will be driven into the ground, with soil conditions guiding whether pre-drilling is necessary. For piles located under the bridges, splicing may be required due to the spatial constraints. Once in place, the SPPs will be filled with concrete to ensure stability and durability.

Supplying Precast Concrete Components. Next, we will supply the necessary precast concrete components for the construction. This includes the concrete caps and deck segments, with the necessary embedded utility runs, if required.

Installation of Precast Concrete Components. Following the pile installations, our Team will assemble the provided precast concrete components. This process involves positioning the concrete caps, establishing the moment connection via concrete pouring, and setting up the precast deck segments. In the final phase of this process, we will incorporate

Cast-In-Place concrete to complete the gaps between precast segments, ensuring a seamless and sturdy deck surface.

Installation of Ornamental Rail. Once the concrete components are set, we will install the ornamental rail, along with any required electrical utilities.

Installation of Overhead Lighting. We will install the overhead lighting hardware and associated electrical utilities to ensure the safety of pedestrians using the bridges.

Installation of Pavers and Expansion Joints. We will install integrally colored concrete with decorative aggregate and expansion joints to finalize the pedestrian walkway surface.

Access Plan

Marine Equipment. We will mobilize all marine equipment directly from our Tampa (Florida) marine facility to the jobsite. All floating equipment will be securely stationed at the work area using marine spuds, operated by winches, if necessary. Movement of floating equipment between work locations will be facilitated by an assist tugboat. In the event of severe weather, we will timely mobilize all floating equipment to a safe harbor, thereby preventing potential damage to the ongoing project or neighboring facilities.

Land-Based Equipment. We anticipates minimal use of land-based equipment. To the maximum extent, all construction and permanent materials will be stored on our barges during the work. Land-based construction will be coordinated to ensure compliance with all applicable permit requirements.

Parking, Office, and Miscellaneous Material Storage. We will use an agreed upon designated area for temporary parking and land-based miscellaneous material storage. We foresee deploying a 20’ x 60’ office trailer within this designated area. Any local materials delivery and storage will be coordinated and will be placed either on our barges or within an approved secure storage area.

We will safely transport our employees from the parking area to the work area using a small crew vessel/boat, thus maintaining minimal impact on the existing environmental conditions.

Equipment Requirements

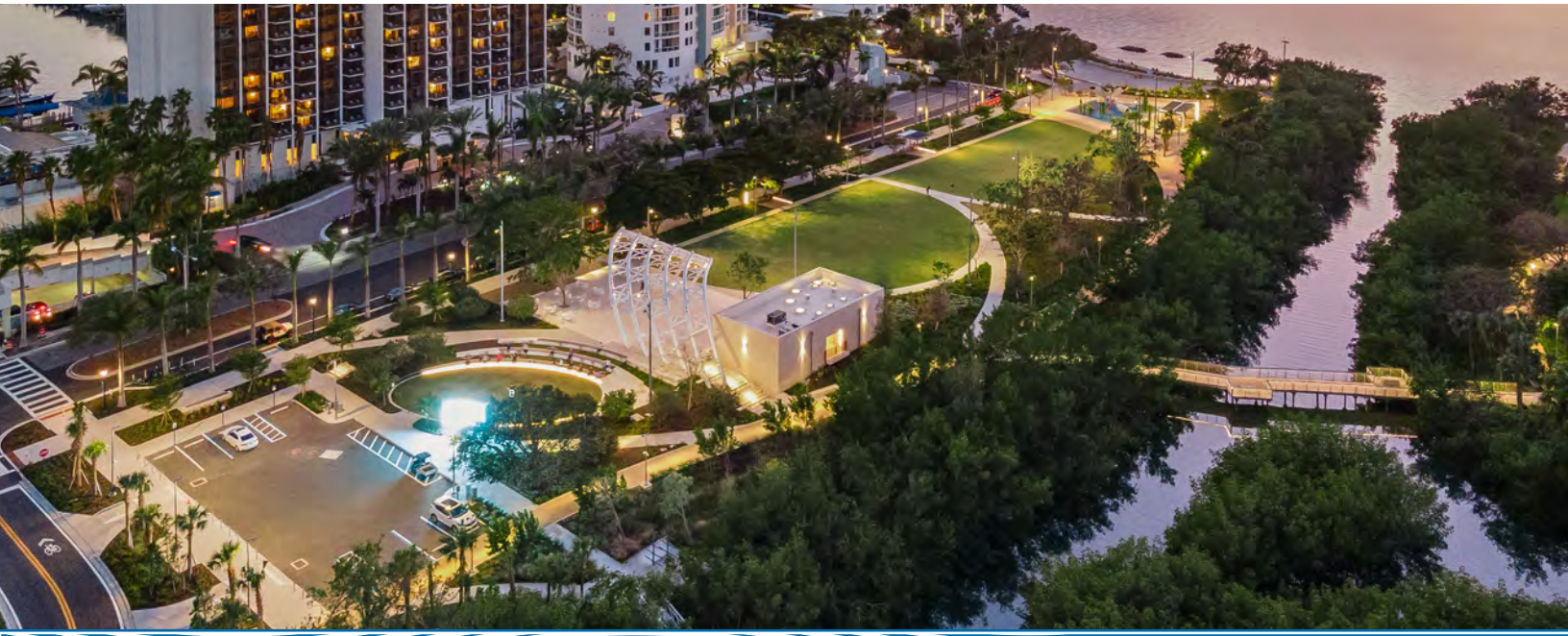
We intend to utilize the following major pieces of equipment to complete all pile driving operations, concrete operations, as well as providing any crane support necessary to complete all other miscellaneous work activities within our scope of work.

This equipment includes, but is not limited to, the following:

- Lattice boom crawler cranes (barge mounted)
- Crane spud barges with winches
- Material barges
- 10’ X 40’ Carpenter barges
- Pile driving diesel hammer
- Pile driving vibratory hammer
- Tug boat
- Crew boat (shallow draft)
- Welder diesel 300-400 amp machines
- 185 Cfm air compressors

Schedule Durations

The two pedestrian underpasses can be built simultaneously (with some overlap) to reduce the project duration. A staggered design approach where we will release procurement components as soon as possible will allow us to hit the ground running once permitting is finalized. From the start of construction to completion, we anticipate the in-water work to take approximately 10-12 months to complete.



Above: The Bay Phase I | Sarasota, FL

Roadway/Trail Construction and Drainage Construction

Our team brings a large portfolio of horizontal construction projects, including a significant history completing streetscapes and marine infrastructure projects. Key project leadership, including Project Director Ivan Robles, recently completed the Legacy Trail project for Sarasota County and The Bay Phase I park for the City of Sarasota. Reflecting on our experience, our team has developed lessons learned that would be applicable to this project for the City of Tampa.

To meet our accelerated schedule, we are planning to start multiple segments simultaneously. Segments three through five are streetscapes projects and Segment six has a combination of streetscape and trail work.

Streetscape and Roadway Construction

For those segments that are streetscapes, we will start by sending communication to business and residents to be impacted by contraction activities. Then we will set up the approved MOT which will consist of a combination of FDOT approved cones, drums, barricades, and certified flaggers where required to manage traffic during construction activities. Then in the areas identified in the drawings, we will install new curbs, gutters, new traffic separators, and new signalization. On areas where storm drain lines need to be replaced, we will coordinate this activity with the curb and gutter. As indicated in the design section, this will be identified once a new survey is performed. Once the new features have been installed, then we will schedule the milling, paving and temporary striping. Once the new asphalt has cured, we will complete the streetscapes scope by installing the permanent striping, way finders and necessary signage.

Trail Construction

In the areas by the river, the new concrete trail will be installed after the living shoreline work has been completed as in some of those areas, the living shoreline will be built from the landside. We will then grade and compact the subgrade and install the 12” brick edge before the new 6” thick concrete sidewalk is installed. In areas where new site lighting is required, we will install the pole foundations prior to the new sidewalk. The new LED lighting poles will be installed prior to the landscaping.

Maximizing Pedestrian and Bicyclist Access During Construction

Prioritizing access for pedestrian and cyclists, as well as their safety, in active construction zones will always to be a top priority for the Haskell team.

As detailed in the following sections, we will combine advanced notification of lane and sidewalk closures, as well as communication of alternate routes if maintaining a path on the same side of the road as the worksite is not possible. In this case, our team will divert pedestrians and cyclists to the side of the street opposite the worksite.

Detours to another street will be used as a last resort but are not anticipated on this project as we do not plan to shut down two sides of the street concurrently along the project path. Detours and diversions will be kept as short as possible and meet the Florida Department of Transportation's (FDOT) requirement that detours should not create more than a 30% increase in the length of the pedestrian path or not longer than 0.5 miles for cyclists.

Standard construction fencing and signs in bright, visible colors with clear lettering will separate the public from the project sites and clearly demarcate the boundary of the project site. The public will remain separated from the work area, vehicles, equipment, and operations while still having a clear, safe path to their destination.

In line with the FDOT's best practices, sidewalk closures will use longitudinal channelizing devices across the full width of closed sidewalks as needed, including sidewalk closed signs. If temporary pedestrian walkways are needed for sidewalks closed more than 60 minutes, the temporary walkway will be firm, slip resistant, without obstructions or hazards, and a minimum of five feet wide to facilitate transit.

As necessary, crosswalks will be installed within the work zone as signalized intersections and serviced by a functioning pedestrian signal in line with the adjusted pedestrian path. The existing crosswalk markings will be removed to avoid conflict with the adjusted path.

If new and temporary curb ramps are required, they will be installed with detectable warnings before opening to pedestrian traffic and placed across the full width of the ramp of landing at a depth of two to five feet. Portable changeable message signs can be used as needed to notify motorists, pedestrians and cyclists of additional crossings, an increase in pedestrian traffic across roadways and lane closures. ADA accessibility will be maintained at a minimum in line with the existing conditions and will never be compromised.

Minimizing Impacts Through Construction

Environmental

An efficient environmental permitting and compliance process is paramount to the successful execution of the project. By working with specialized engineering consulting and construction firm Brightwater Solutions to ensure a smooth process, Haskell is set to address the City's environmental goals and meet all regulations applicable to the project.

Potential Contamination Sources

A Contamination Screening Evaluation Report (CSER) Technical Memorandum was completed in May 2022. The CSER presents the evaluation of known or potential contamination sources located within and/or adjacent to the proposed improvements along the six segments (West River District) of the City's project area. The remaining segments cover the areas of West Tampa (west side of the Hillsborough River) to Downtown Central Business District (north side). The CSER Technical Memorandum documents the contamination information required to facilitate decision making for the proposed safety and expansion project. The CSER Technical Memorandum was prepared in accordance with the Florida Department of Transportation's (FDOT) PD&E Manual, Topic Number 650-000-001, Part 2, Chapter 20 – Contamination and includes information to be used in the design phase of this project.

The regulatory, literature and field review conducted for the CSER Technical Memorandum identified a total of 56 sites as potential contamination sources located within or adjacent to the project corridor. Of the 56 sites, three sites were rated as having a "High" contamination impact, four sites were rated as having a "Medium" potential for contamination impact, 30 were rated as having a "Low" potential for contamination impact, and 19 were rated as having "No" potential for contamination impact.

The following sites were rated Medium and High within the report:

Site Number	Name	Contamination Impact Rating
Site 11	CSXT Railroad – W Cass St	High
Site 21	CSXT Railroad	High
Site 26	AMOCO #1	Medium
Site 35	Deluxe Cleaners and Laundry	Medium
Site 45	Tarpon Chemical and Supply	High
Site 46	West Arch Street	Medium
Site 49	Tampa City	Medium

Prior to the start of construction, our team recommends the current status of all sites identified during the evaluation be updated by reviewing the regulatory databases. It is also recommended that all sites that currently have active USTs and/or ASTs be re-evaluated prior to any land acquisition. Our planned site survey will be conducted for the project segments to verify that the site conditions or the land use has not changed. Further environmental investigations should be considered on any site rated "Medium" or "High" if land acquisition or construction that results in soil disturbance is proposed.

At the time of the CSER, no additional testing is recommended for sites rated "No" and "Low." If additional testing is found to be warranted for sites rated "Medium" or "High," the following procedures should be considered:

- Install three soil borings to a depth of 25'.
- Install three temporary monitoring wells in the surficial groundwater within the proposed area of acquisition.
- Collect soil samples at 2.5' intervals during the installation of the soil borings and monitoring wells.
- Evaluate the soil samples in the field using the head-space analysis technique recommended by the FDEP. The samples should be tested for the presence of petroleum hydrocarbons using a Flame Ionization Detector – Organic Vapor Analyzer (FID-OVA).
- Collect a representative soil sample from each soil boring and a groundwater sample from each monitoring well and have it analyzed by a NELAP certified laboratory for the following parameters: Diesel Group, RCRA Metals and Gasoline Group.

Management of Impacted Soil During Construction

Should contaminated soil be identified at any of the sites listed above, the extent of contamination within the footprint of the project needs to be defined through laboratory analysis which should also include those parameters required for proper disposal at a Class I landfill. The parameters listed above will be expanded to ensure that all contaminants of concern associated with historical use are addressed (i.e., volatile organic compounds to address the historical drycleaning facility).

Management of Unknown Soil Conditions

During demolition and throughout redevelopment, the Haskell team will notify the City in the event potentially impacted soils are encountered. Conditions that may indicate the presence of environmental impacts to soil include the following:

- **Discolored Soil/Soil Staining.** Soil that is discolored when compared to the surrounding soil.
- **Odorous Soil.** Soils with a noticeable odor of anything other than moldy/musty or sewage.
- **Elevated Field Measurements.** Per the Site-specific Health and Safety Plan (HASP), a sustained detection greater than 50 parts per million by volume (ppmv) using a field photoionization detector (PID) may be indicative of a volatile organic compound (VOC) or petroleum hydrocarbon.
- **Non-soil or Foreign Objects.** The persistent occurrence of materials such as paint chips, plastics, friable materials, or similar items will require further assessment.

If such soils are encountered during demolition or redevelopment earthwork, work in that specific location will be temporarily suspended so that the situation can be assessed/characterized. The area will be designated as a potential area of concern (AOC)

and investigated. Exposed AOCs will be covered with visqueen to limit infiltration of precipitation.

Management of Unknown Subsurface Features

If an underground feature such as a vault, concrete pit or unknown piping is encountered during the demolition or redevelopment earthwork activities, the feature will be removed using appropriate equipment and procedures (e.g., health and safety, shoring structural integrity, and the soil in the area of the feature will be inspected for potential impacts as noted in the list above). In the case of unknown piping, the Haskell team will trace the pipe to endpoints and attempt to determine pipe integrity. Work in these specific locations will be temporarily suspended so that an initial assessment can be performed. The area will be designated as a potential AOC and investigated. Exposed AOCs will be covered with visqueen to limit infiltration of precipitation.

Contingency Plan

In the event the Haskell team identifies, and an AOC is confirmed, the City will be notified. The location and nature of the soil condition will be assessed using field instrumentation. If immediate action is deemed necessary, work will be halted in that area and samples will be collected to determine the extent of soil contamination. If immediate action is not necessary, the area will be noted and examined further after demolition/construction activities in that area are done.

The location of an AOC will be marked on a map in the field and by a hand-held GPS unit. Noted AOCs will be initially screened laterally and vertically with a PID, and soil samples will be collected to determine the extent of soil contamination. Sampling locations shall be subject to input from the City.

Backfill

It is anticipated that there may be some post demolition/excavation backfilling, grading, and staging of the Site for subsequent construction. Details for such work are not yet available. However, the Haskell team will be required to ensure excavation spoils used for backfill, or any off-site source of backfill, can be documented as clean fill. Imported soil to be used for backfill will be tested at the borrow/source for the presence of contaminants, including but not limited to VOCs, semi-VOCs, metals, pesticides and herbicides. Backfill will be placed and compacted in accordance with approved design plans for the redevelopment.

Soil Sampling and Handling

Soil samples could include samples for initial assessment and post-excavation samples, as applicable. Impacted soils will be removed or otherwise addressed to ensure site workers and future occupants will not be exposed to contaminants at levels above the FDEP direct contact residential SCTLs.

Field screening using a PID would be performed before any soil sampling is deemed necessary. Baseline PID readings in areas of no known impacts also will be recorded to identify the site-specific background level. PID readings above 50 ppmv in the worker breathing zone (per the HASP), will trigger soil sampling.

Each soil sample, if any, will be collected in laboratory supplied containers and preserved as needed. Each sample will be given a unique ID noting the AOC, depth, and position (e.g., surface, sidewall, floor,). Samples will be collected in accordance with FDEP Standard Operating Procedure (SOP) FS 3000 Soil Sampling and appropriate subsections.

Samples will be analyzed for COC utilizing applicable EPA Methods based on field observations (i.e., soils with fuel odors would be analyzed using total petroleum hydrocarbon methods). Quality assurance/ quality control (QA/QC) measures will be implemented for the sampling and analysis activities to ensure the reliability and comparability of the data generated, and ensure the data are of acceptable quality to meet agency requirements.

Soil sample results will be compared to direct exposure residential SCTLs and the leachability SCTLs based on protection of groundwater criteria for the contaminants of concern pursuant to Table II of Chapter 62-777, F.A.C. If soil samples exceed direct exposure SCTLs, they will be removed or otherwise addressed in consultation with the City. If soils exceed the leachability SCTLs further assessment of groundwater in that area may be warranted and would be discussed with the City; such groundwater

assessment would be performed in accordance with FDEP SOPs.

Segregation, Stockpiling, and Loading

The amount of earthwork to be done at the Site is currently unknown. If there is a delay between demolition and construction/excavation of soils in AOCs, the exposed AOCs will be covered with visqueen to limit infiltration of precipitation. If impacted soils are excavated the soils will be segregated and either stockpiled or placed into roll off bins/trucks for disposal off-site.

The impacted soil stockpiles/bins/trucks will be loaded using a backhoe or front-end loader. Loading will be performed carefully and slowly so as to reduce the potential for spill or dust by placing/dumping soil from the lowest feasible height. Water will be sprayed on the soil, if necessary, to suppress potential dust while loading.

All trucks, roll-offs, and heavy equipment will have loose soil removed from the tracks or tires in an effort to retain all site soil onsite.

Waste Characterization, Transportation, and Disposal

Segregated impacted soil will be characterized for disposal and/or reuse as backfill. Composite soil samples will be collected from stockpiles or loaded roll-off bins for waste characterization purposes as follows (or as needed by the disposal landfill):

- 1 sample for 100 cubic yards (cy) or less
- 3 samples for 500 cy or less
- 5 samples for 1,000 cy
- 1 additional sample for each additional 500 cy greater than 1,000 cy

Based on available data, impacted soils are anticipated to be non-hazardous waste and will be disposed of at a municipal solid waste landfill. Applicable Federal, state, and local regulations will be followed for the transportation and disposal.

Clean Fill

If any clean fill is needed at the site, the soil shall meet the residential direct exposure limits in accordance with FDEP SCTLs. Soil would be considered clean if it meets both the direct exposure residential SCTL and the leachability SCTL based on protection of groundwater criteria for the contaminants of concern pursuant to Table II of Chapter 62- 777, F.A.C. The same criteria would apply to reuse of stockpiled soils as backfill.

Management of Impacted Groundwater During Construction:

To implement redevelopment, dewatering may be required where the project involves working below the water table. Should groundwater contamination be identified within the shallow water table, dewatering generally requires treatment prior to discharge. The extent of this treatment will depend in part on whether the effluent is discharged to surface waters, groundwater, or will be contained and transported for off-site disposal.

Following groundwater sampling and analysis, each site will be reviewed to determine if contamination is present above FDEP Groundwater Cleanup Target Levels (GCTLs), Chapter 62-777, F.A.C. The activities that will need to be addressed prior to extracting contaminated water from any location is the design, permitting, operation, monitoring, and maintenance of the system to be deployed during construction at each location.

Coordination between the Haskell team, the City, Hillsborough County's Environmental Protection Commission and the Florida Department of Environmental Protection should be completed during all stages of the project regarding subsurface environmental impacts identified or anticipated.

Federally Protected Species

One Natural Resource Evaluation report (NRE) was completed for all segments of the project (Segments 1 - 6) and was submitted to the Federal Highway Administration (FHWA) on October 11, 2022. Below is a summary of the findings of the anticipated affects on certain federally protected species found along the project corridor:

No Effect. Florida Grasshopper Sparrow, Wood Stork, Florida Scrub-Jay, Audubon's Crested Caracara, Rufa Red Knot, Eastern Black Rail, Piping Plover, Giant Mantaray, Florida Golden Aster, Florida Bonamia, And Pigmy Fringe-Tree

May Effect (but not likely to adversely effect following commitments outlined in NRE). Eastern Indigo Snake, Loggerhead Sea Turtle, Leatherback Sea Turtle, Green Sea Turtle, Hawksbill Sea Turtle, Kemp's Ridley Sea Turtle, Gulf Sturgeon, Smalltooth Sawfish and West Indian Manatee (Florida Manatee)

Minimal Effect. EFH For The Bonnethead Shark EFH, Bull Shark EFH, Blacktip Shark EFH

Given the information above, Haskell will comply with the commitments outlined within the NRE that are applicable to the species above include:

- Per the most recent version of the National Marine Fisheries Service (NMFS) Southeast Regional Office (SERO), Pile Driving Noise Calculations will be completed by the design-build contractor to account for planned noise disturbances based on the method of construction and design layout, as required by the U.S. Army Corps of Engineers (USACE), to calculate the potential effects of pile driving noise on species protected under the Endangered Species Act.
- USACE Nationwide Permit 54 will limit living shorelines to < 500' lengths and < 30' from seawall/shore.
- The City of Tampa will not be seeking water taxi stops, now or in the future, at the pedestrian underpasses or Tony Jannus Park.
- The most recent version of the USFWS Standard Protection Measures for the Eastern Indigo Snake, will be implemented to assure that the Eastern Indigo Snake will not be adversely impacted by the project.
- The nesting/roost location along the western edge of the Hillsborough River, north of Brorein St. will not be impacted. Design of the trail features in this area will be altered to avoid impacting or disturbing wading bird species utilizing this area for nesting and roosting.
- The most recent version of the FWC Standard Manatee Conditions for In-Water Activities will be implemented to assure that manatees will not be adversely impacted by the project.
- Water quality impacts from construction will be avoided and minimized through the implementation of Best Management Practices (BMPs) including, but not limited to, construction phasing, sediment barriers, floating turbidity curtains, silt fences, and other techniques identified by the regulatory agencies during permitting.
- Haskell will design the in-water areas of the project in accordance with the Project Design Criteria A2.1, A2.2, and A7.1-A7.24 outlined within the Jacksonville Biological Opinion.

Overall, the project is an ambitious endeavor to provide enhanced spaces for pedestrian and bicyclist in the community, all while considering the impacts to Florida's sensitive ecosystems even in an urban setting. Success will be defined as confidently navigating the intricacies of environmental permitting with state and federal agencies and successfully complying with requirements along the project corridor. Haskell has assembled a team of subject matter experts have the technical knowledge and experience working with these agencies to manage all environmental aspects of the project.

Public

Haskell will act as a trusted partner that understands the City of Tampa's project communication goals and will effectively manage and execute the public engagement and community outreach needs during the project to minimize the impacts to the citizens, schools, adjacent properties and businesses, and structures. Valerin, a full-service communications firm with a Tampa presence, will assist us in outlining in a comprehensive and strategic approach tailored to achieve the City's outreach goals throughout the duration of a project. Many impacts to the public can be mitigated by ensuring the public is informed frequently and in a timely manner as the project progresses. Additionally, we will ensure they feel empowered to have a say regarding impacts to their community by providing a clear and easy mode of communication through which they can address their concerns.

Community Outreach Plan

Upon the Notice to Proceed (NTP), Haskell and Valerin will develop a detailed COP that will serve as our communications "blueprint," outlining the tools, techniques, tactics, and methods that will be implemented throughout the design and construction phases of the project. It will also include communication strategies specific to each segment touched by the project, taking into consideration the unique community characteristics and demographics along each project segment of the Riverwalk expansion. Our team will work closely with the City to ensure the messaging is consistent with the City's desired communication goals for the project. The COP will incorporate and leverage both the City and project resources, including social media platforms (Twitter, Facebook, Instagram, YouTube, Nextdoor and Alert Tampa), a mobile app and a project-specific website.

Specific tools, techniques, tactics and methods of communications include, but are not limited to:

- Website (Project Specific / ADA Compliant)
- Mobile App (iOS / Android) (Project Specific)
- Project Collateral (Fact Sheets, E-Newsletters, Notifications, Fliers, Door Hangers, FAQS, etc.)
- Surveys
- Public Information Meetings
- HOA/Neighborhood Presentations
- Door to Door Interaction / One on One Meetings
- Social Media Engagement (through the City and Project Partners)
- Waze Integration (Coordination with the City's Smart Mobility Division)
- 24/7 Project Hotline / Project-specific Address

These tools combined with continuous personal interaction with community members, businesses and agencies, will provide multiple sources for disseminating project information and opportunity for public engagement throughout the duration of the project.

Stakeholder Identification

As the COP is being produced, we will develop a stakeholder database for each segment including property owners, tenants, special interest groups, homeowners and neighborhood associations, area schools, first responders including local law enforcement, fire and rescue and EMS, public transit (HART), city and county elected and appointed officials and other interested parties. Due to the nature of the project and residential areas being impacted during construction, our team will also coordinate closely with the United States Postal Service (USPS), garbage/recycling collection service providers as well as special delivery services such as Amazon, Fed Ex and Uber Eats, to ensure no interruption of service. All communications with stakeholders will be documented and tracked in a stakeholder database management system. This database is also capable of generating reports that can be provided to the City upon request.

Public Meetings & Grassroots Outreach

Early and continuous communications will be required for each project segment. As part of our team's outreach approach, we recommend conducting multiple public meetings at approximately the 60% design package to provide an opportunity for stakeholders and other interested parties to receive project information, such as fact sheets, FAQs and the project schedule, as well as provide input to the City and project team. Several weeks prior to any preliminary investigation activities, such as the site survey, during the design phase, as well as before the start of regular construction activities along each project segment, our communications team will coordinate and perform grassroots outreach activities, including distributing door hangers, meeting face to face with community members, and providing updated project information to the City's Director of Community Engagement and Partnerships, Janelle McGregor, and Director of Marketing and Communications, Adam Smith, for posting to the City's website and social media platforms, including Nextdoor. We will also partner with neighborhood homeowners' associations within and around the project segments to extend our reach through their social media platforms and websites. In addition, we will attend association meetings periodically or as requested to provide project updates while building a rapport within these communities. .

Project Collateral

Haskell will task Valerin with developing collateral pieces that are factual, informative, educational and tailored to meet the specific needs and requirements for this project. Their communications and creative professionals are experienced with the State's Plain Language requirement and utilize clear, concise information for all materials and communications. In our experience, clear and straightforward communications contribute to a positive public perception and greater support for a project's purpose. Our team also has a thorough working knowledge of the federal American with Disabilities Act (ADA) requirements and Florida's Sunshine Law.

Project Website, Mobile App & Waze Integration

Our team's web developers from Valerin are skilled with a wide range of web technologies, including HTML5, CSS3, JavaScript, PHP/MySQL and ASP. They are up to date on the latest design technologies, such as responsive web design and adaptive images, and are familiar with various content management systems (CMS) including Joomla, Word Press, Frog and Pulse. Valerin integrates social media, optimizes web content for use on mobile devices and applications and follows the ADA/accessibility guidelines (WCAG 2.0 Level AA). All documents prepared for website access are verified for accessibility compliance using Acrobat Pro and JAWS. Valerin's multimedia staff are also approved mobile application developers and have developed native mobile applications for both Android and Apple iOS platforms for several City of Tampa projects such as the Channel District Improvements Design-Build, FY19 and FY20 Citywide CIP Force Main Improvements Design-Builds, Lower Peninsula Stormwater Improvements Southeast Regional System Design-Build, and Cypress Street Outfall Regional Stormwater Improvements Design-Build. In addition, they have developed and maintain ADA compliant websites for these projects.

For this program, a project specific and ADA-compliant website and mobile app will be developed and will include information about each project segment and updated with the latest project information such as public meeting notices, construction activities and alerts, schedules, and MOT. The mobile app is also capable of sending out text alerts and notifications. Extended impacts to the traveling public such as temporary lane closures will also be provided to the City's Smart Mobility Division for integration with Waze and other mapping/trip apps.

Anticipated Challenges & Considerations

In our communications, our team places an emphasis on the project benefits and outcomes while keeping the community regularly apprised of construction activities, impacts, schedules, and timelines. For those pedestrians, bicyclists, E-bike and scooter users in the project segments, our project team will be aware of potential hazards in the construction areas and provide appropriate cautionary communications and safety reminders to the community.

Based upon our team's extensive experience on projects with similar community impacts, including in the City of Tampa, we have identified anticipated challenges and considerations that are anticipated such as:

- Safety (pedestrians, bicyclists, E-Bike and scooter users, motorists, construction workers, etc.)
- Access
- Landscape/hardscape
- MOT
- Noise
- USPS Delivery (Service Provider)
- Trash/Recycle Pick-up (Service Provider)
- First Responders (Local law enforcement, Fire and Rescue, EMS)
- Special Deliveries (Amazon, Fed Ex, Uber Eats, etc.)

Title VI and Reaching Under-Represented Communities

As part of our community outreach strategy development, we know it is important to include and engage underserved, under-represented and Limited English Proficiency (LEP) community members. Providing these groups with input opportunities requires planning to overcome language and

economic barriers to participation. To accomplish this, we often attend and present project information at community meetings for faith-based, ethnic and cultural organizations, and events hosted by social service agencies and senior citizen centers such as the Hillsborough County Department of Family and Aging Services. We will also distribute information through schools (Peach Jar), neighborhood and HOA newsletters, church bulletins, local stores, libraries, and other community focal points and events as part of the COP. As an added benefit, Valerin uses the EPA's Environmental Justice Screening Tool to determine the need for written and verbal translations – this has been identified for each project segment below.).

Project Segments - Specific Information

Below is a high level overview of our preliminary analysis with Valerin regarding key stakeholders along each project segment. While not an exhaustive list, our intent is to show the City we have an understanding about the surrounding communities, the public, businesses, agencies and the existing cityscape along the project corridor.

Access Impact. If our project sites impact access drives, parking lots, driveways and other vehicular paths, we will carefully coordinate with the stakeholders affected well in advance for each segment.

Demolition. If demolition is required, we usually attempt to perform demolition and blocking access while businesses, community groups or agencies are not in operation. This may include very early in the morning, at night or avoiding peak periods. We will immediately backfill and install gravel to permit temporary vehicular access.

Material Coordination. After we are done with the underground work and any improvements below the concrete or paving, we coordinate the placement of appropriate materials (concrete, pavers, asphalt, etc.) to restore the site and allow access before normal hours of operation. If an area such as a driveway where we are working is wide enough, we will shut down half the area for work and once that is complete, open the newly complete area while we shut down the other half for work. Our strategies for maintain access and limited adverse impacts to the public will depend on the specific layout along the project corridor.

Often factors such as width of the existing street and sidewalks, building layouts, specific business hours, and existing structures will determine the approach in each area to mitigate impacts to the public. More information on traffic control can be found in our Implementation of Maintenance of Traffic Plan (MOT) section, and we have outlined our strategies for limiting impacts to pedestrians and cyclists along all areas of the project corridor in Maximizing Pedestrian and Bicyclist Access During Construction section.

Top priorities for Haskell and its on-site crews will safety and limited impacts to the community, including noise control and dust control. We will account for local noise ordinances within our Incident Management Plan and outline standard protocols for dust control, such as wet cutting concrete and spraying down equipment, as a means of also mitigating impacts to local stakeholders.

Segment 1 (Platt to Brorein)

Segment 1 is located in a predominantly commercial area located near the Tampa Convention Center, Publix, corporate offices, Tony Jannus Park, as well as surrounded by condominiums and apartments. The demographic characteristics of the quarter-mile project buffer obtained from the Environmental Protection Agency (EPA) Environmental Justice Screening and Mapping Tool (EJScreen), indicates a Hispanic population of 13%. The percent of Limited English households is 2% with 100% of those households speaking Asian-Pacific languages. Of the 1,044 households within this buffer, 12% speak Spanish at home.

Segment 2 (Kennedy to Rome)

Segment 2 incorporates Curtis Hixon Waterfront Park and various large venues such as Armature Works Restaurants, Tampa Performing Arts Center (Straz Center for the Performing Arts), Ulele Restaurant, Tampa Museum of Art, Glazers Children's Museum and Water Works Park, to name a few. Water Works Park is located at 1710 N. Highland Avenue. This City of Tampa park is free of charge and open to the public from 7:00 a.m. to 10:00 p.m. This park connects to the Tampa Riverwalk and has many amenities for the public to enjoy including a splash pad, a playground and dog park. There is also coordination required with CSX Transportation, Inc. (CSXT) for work adjacent to the railway on Cass Street. This is one of two areas where the project corridor requires such coordination. Our team will coordinate with CSXT any needed railroad permitting and approval. We understand that based on the RFP, we will most likely have to enter into a Preliminary Engineering Agreement with CSXT crossing to address work near the railroad cross on Platt Street and will account for this work in our safety planning and MOT. We understand inadequate railroad coordination can cause unnecessary costs and delays during project planning and construction, so we will examine potential railroad impacts and execute the necessary precautions during the construction phase to prevent negative impacts.

The demographic characteristics of the quarter-mile project buffer obtained from the EPA EJScreen, indicates a Hispanic population of 18%. The percent of Limited English households is 6% with 72% of those households speaking Spanish. Of the 2,381 households within this buffer, 16% speak Spanish at home. Therefore, we recommended that project collateral be developed in both English and Spanish.

Segment 3 (Platt)

Segment 3 consists of a mixed-use area complete with condominiums and apartment complexes, restaurants including Tijuana Flats, and The Tree House and various businesses from Walmart Grocery to Pineywoods Realty Office. This artsy area with plenty of bicycle and pedestrian traffic ends at the historic Platt Street Bridge and underpass. The second area of work adjacent to a railway is in this segment as well at Platt Street. We will follow the protocol outlined for coordinating with CSTX above in Segment 2 for this segment as well. The demographic characteristics of the quarter-mile project buffer obtained from the EPA EJScreen, indicates a Hispanic population of 13%. The percent of Limited English households is 1% with 100% of those households speaking Asian-Pacific languages. Of the 2,723 households within this buffer, 9% speak Spanish at home

Segment 4 (Rome)

Segment 4 is predominantly residential and commercial with a few churches, apartment complexes and condominiums along Rome Avenue. This up-and-coming area has ample parking along the

street and filled with commercial scooters. The West Tampa Neighborhood Service Center is located at 2103 N. Rome Avenue. There are several community services located within this building including Hillsborough County's Department of Family and Aging Services, Social Services Division, the Tampa Community Health Center, Inc., Family Empowerment Program, Aging Services and the Phoenix House of Florida. Also along this route is the City of Tampa's Wastewater Department. Near this area is also City of Tampa Fire Station #3. The demographic characteristics of the quarter-mile project buffer obtained from the EPA EJScreen, indicates a Hispanic population of 25%. The percent of Limited English households is 5% with 94% of those households speaking Spanish. Of the 3,138 households within this buffer, 15% speak Spanish at home. Therefore, it is recommended that project collateral be developed in both English and Spanish.

Special attention will be given to the City's EMS and community support services located along this route to ensure they can continue operations as normal. For instance, when work occurs near Fire Station #3 precaution will be taken to ensure routes to and from the station remain unimpeded 24/7 to avoid conflicts during emergency responses and all work will be carefully coordinated with the stations designated point of contact. Additionally, community members seeking social services and workers coming to places of employment will also find easy safe, easy access to the facilities they plan to enter to ensure there are no barriers to accessing or providing critical support services to vulnerable populations

Segment 5 (Columbus: Rome to Boulevard)

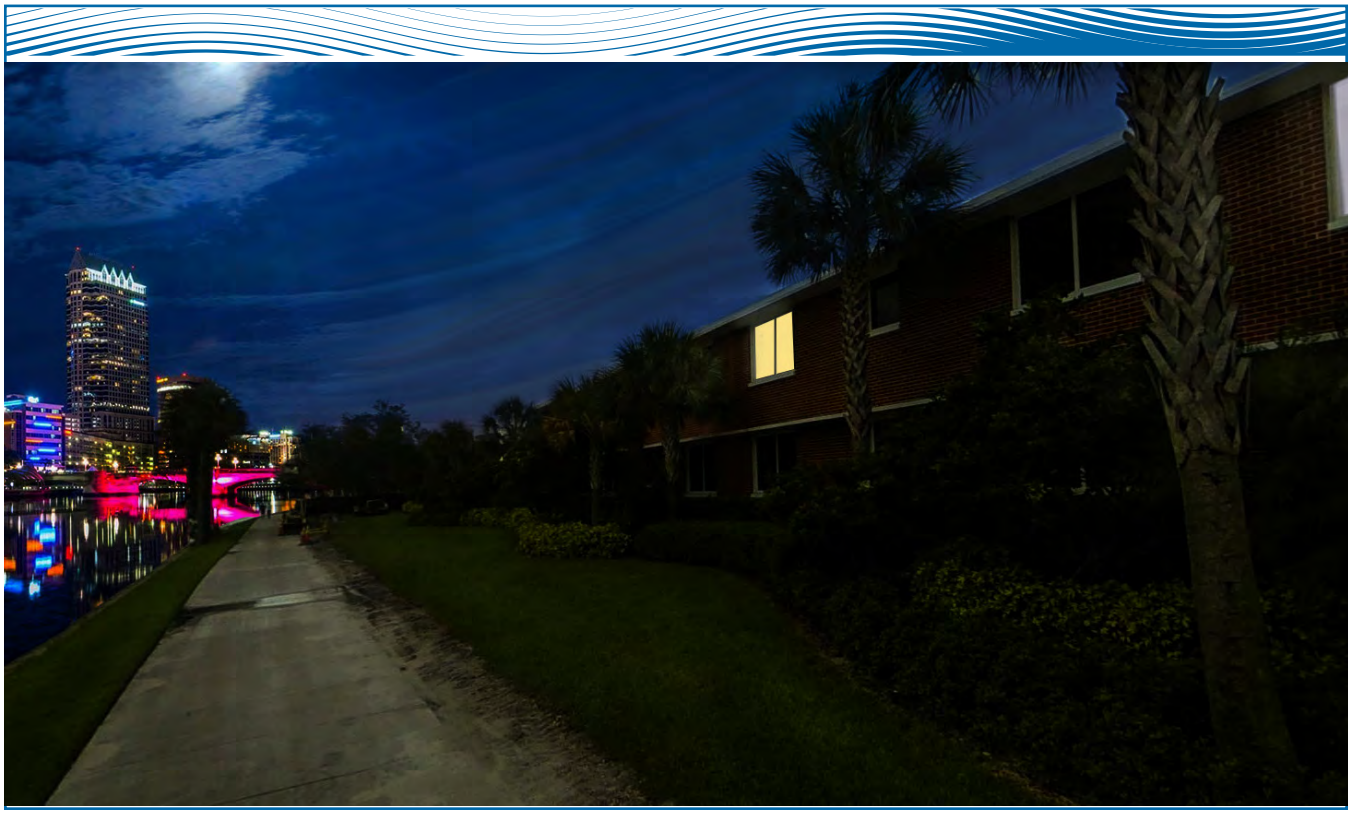
Segment 5 is predominantly residential with Riverside Garden Park at 3001 N. Rome Avenue. This park is located next to the Hillsborough River and is a quiet neighborhood. Adjacent to the park is the Columbus Court Apartments which has been a staple in the City of Tampa for many years. The demographic characteristics of the quarter-mile project buffer obtained from the EPA EJScreen, indicates a Hispanic population of 36%. The percent of Limited English households is 6% with 99% of those households speaking Spanish. Of the 988 households within this buffer, 15% speak Spanish at home. Therefore, it is recommended that project collateral be developed in both English and Spanish.

Segment 6 (Ridgewood Park)

Segment 6 is known as Ridgewood Park which is a residential area with homes ranging from $400,000 to $1,000,000. The Ridgewood Park CPCA, Inc., is a neighborhood association with Ms. Katy Alderman as the current president. This association meets every second Tuesday of every odd month at 6:30 p.m. at the Cruis-A-Cade Boat Club. The demographic characteristics of the quarter-mile project buffer obtained from the EPA EJScreen, indicates a Hispanic population of 33%. The percent of Limited English households is 2% with 100% of those households speaking Spanish. Of the 729 households within this buffer, 19% speak Spanish at home. Therefore, project collateral may be developed in both English and Spanish.

As part of our approach, we will also develop and maintain strategic local partnerships with the Tampa Heights Neighborhood Association, Ridgewood Park CPCA, Inc., and the Downtown River Arts Neighborhood Association. These partnerships will allow us to broaden our reach into the community by leveraging our partners' social media platforms and websites as another means to inform and receive input about the project. We will also partner with

UT Women's Dorm Safety and Security Upgrades: Before



local public and private schools identified within and around the project segments including Blake High School, Dunbar Elementary Magnet School, Stewart Middle School, Just Elementary School, Icon Preparatory School and Tampa Preparatory School. Other important stakeholders include the University of Tampa, and local churches such as the Anointed Word Church located on Columbus Drive, Mount Pleasant Missionary Baptist Church and the Holiness Church of Jesus in Unity, Inc. It is important to note that WFLA Channel 8 is located in the project area. There are several schools along the proposed construction path, including the University of Tampa Blake High School, Dunbar Elementary Magnet School, Stewart Middle School, Just Elementary School, Icon Preparatory School and Tampa Preparatory School (TPS). As noted, Haskell and Valerin will integrate these education facilities into our COP and directly coordinate with their representatives to minimize impacts.

University of Tampa

The work on campus at the University of Tampa (UT) must be completed during summer to minimize interference with students and traffic on campus when sessions are in class during fall and spring semesters. The landside portion of the project will be done during summer 2024, pause during the 2024-2025 school year, and resume summer 2025 with projected completion during the summer season. The portion of the work near the Women's Dormitory north of the Sutherland Family Building offers an increased safety and security risk.

Women's Dormitory

The Women's Dormitory is right on water and feet from sidewalks that will be under construction. While most residents will be gone during the construction period, UT wants to ensure the privacy and safety of those that remain. When the trail is complete, UT wants to ensure residents during the school year continue to have privacy with the increased traffic the improved site will bring right by the Women's Dormitory, especially at night. To address these issues, Haskell is working with the university to add film to the windows to deter views into the dorm and following Crime Prevention Through Environmental Design (CPTED) best practices, a multi-disciplinary approach of crime prevention that uses urban and architectural design and the management of built and

UT Women's Dorm Safety and Security Upgrades: Haskell Team Upgrades

Haskell is working with the university to provide CPTED best practices to ensure the privacy and safety of the students in the rooms facing the river.

1. Budgeted allowance for privacy focused window film and improved landscape downlighting
2. A landscape of tall grasses and plants adds beauty and acts as deterrent

natural environments. Specifically, we are adding tall grasses to deter people from approaching, wall-mounted downlighting from the dorm building and uplighting landscape clusters for aesthetics and deterrence. Vegetation selections will balance security with preserving the views of the river from the Women's Dorm. A standard construction fence will be built to separate the public from the job site and will help block views into the first-floor windows and provide an additional barrier for safety.

For the other schools along the project path, construction is taking place on the backside of each campus and will not interfere with any routes for school buses, public transportation, cyclists or pedestrians accessing these facilities. Currently, we do not anticipate any extra precautions besides typical construction fencing will be needed to block off the construction site. Several of the schools already have fences on their property, so with the temporary construction fencing, there will be two solid barriers between students and the job sites. Where fencing does not exist, the City will be installing fencing on the proposed trails. For Tampa Preparatory School specifically, we will be working within an easement. Typically, those accessing TPS must meet security requirements outlined in the Jessica Lunsford Act (JLA) to acquire proper badging. However, the City and TPS are researching a possible release from the JLA requirements since the work area will be separated from the campus by the security fence. If Haskell and their team are unable to attain a release, then our employees and all subcontractors performing work on TPS property will meet the level 2 background screening requirements as described in Florida Statue 1012.32.

The Hillsborough Area Regional Transit Authority (HART) also has multiple bus routes that run along project segments including routes #15, #19, and #30. Bus stop locations and routes will be considered when developing our MOT. All transit riders will have safe, accessible means to continue using bus routes throughout the project duration. Bus stops will be relocated or reconfigured during construction if needed and fully comply with ADA guidelines. They will prioritize generous space for loading and unloading transit users, a large area next to the curb line for transit users to safely wait outside the loading area, and clear, accessible pedestrian path or sidewalk to and from the bus stop. While project should not prevent or interrupt any transit operations at any time each bus stop impacted along the project corridor will be evaluated and mitigation measures developed in our MOT plan.

In our experience, clear and straightforward communications with stakeholders and other interested parties will contribute to a positive public perception and greater understanding and support for the project. Proactive communication and procedures for addressing issues as they arise will also ensure that impacts to the public are mitigated in advance as much as possible and quickly resolved as they arise during construction.

Proven History of Success Working with the Public

While the COP is a robust undertaking, Haskell is confident in our ability to execute this aggressive outreach campaign and field public concerns based on successful coordination with municipalities on similar past projects. For instance, Design-Build Project Manager Ivan Robles and Construction Manager Kyle Skaltas executed a similar campaign on the Legacy Trail Extension - Construction Management at Risk Services project for Sarasota County in Florida that worked to extend an existing trail through similar cityscapes. This campaign required mail notifications at 6 months, 3 months and 1 month before starting of construction to let them know construction was starting. Prior to construction starting, our team also walked the project property and had to notify the neighbors that had an encroachment, such as a fence, on the planned project site or construction adjacent to the property to allow them time to move the fence or encroachment. Reminders were mailed to any unmoved encroachment or construction activity adjacent to the property 60 days in advance before construction team was going to remove encroachments or start construction. We also knocked on several doors 60 days in advance as well to see if there were any questions our team could answer or concerns that we could address in advance of construction. If individuals had concerns we provided contact information in the form of business cards to ensure the public had a clear and efficient way to express feedback.

Once construction began, we had an outreach consultant available at every segment of the project site to address issues with community as they arose. Because the trail path was behind some backyards, we were doing coordination with homeowners about work and what activity that was being performed that week. Weekly meetings with neighbors were also hosted in relevant sections of the neighborhood to ensure residents were aware of major scopes such as demolition, vegetation removal, the use of heavy equipment, the start/end times for operations, or if there was weekend work. Our goal was courteous and clear communications to reduce conflict with the public. To further facilitate smooth communication, we coordinated meetings with Sarasota County and ran different scenarios and developed standard responses to typical situations or issues. This ensured our onsite outreach coordinators at the different work sites had a specific but uniform response to public concerns. By conveying a consistent message and solutions throughout the project and maintaining positive communication with those impacted by the work, Sarasota County praised how we limited impacts to the public. With our proven history, the City of Tampa can trust how we will work with the public throughout this upcoming project.

Implementation of the Environmental Design and Erosion/Sediment Control Plan

Before beginning construction activities, construction staff will identify natural features and sensitive areas (e.g., streams, wetlands, buffer zones), mark their locations on maps and site plans and flag them on site.

- Erosion and sediment control practices will be installed, as needed, to protect these features before construction activities.
- We will coordinate the locations of sitework activities to minimize soil movement.
- Erosion and sediment control practices should be installed around areas where soil is stockpiled at the site.
- Install a stabilized construction entrance and exit.
- Flag and mark the project boundaries. Flag the construction buffer zones, sediment traps or basins, construction storage areas, and equipment travel lanes.
- Clear a path for the installation of perimeter erosion and sediment controls.
- Install perimeter erosion and sediment controls. Evaluate effectiveness and adjust as needed.
- Excavate any temporary sediment traps or sediment basins.
- Install outlet structures and channel stabilization measures for temporary sediment traps or sediment basins. Install slope stabilization measures such as seeding or soding as indicated in the construction drawings.
- Proceed with site grading and construction work. Establish either temporary or permanent vegetation on all disturbed areas within 14 days of completion of grading at the disturbed area. Provide temporary seeding on temporary soil stockpiles.
- A system of routine inspections for erosion and sediment control throughout the construction phase as required by the Southwest Florida Water Management District and the City of Tampa.

Implementation of the Transportation Management Plan and Maintenance of Traffic Plan

Our proposed MOT plan on page 58, will be implemented to provide applicable traffic management solutions necessary to facilitate safe travel through identified work zones. The MOT plan will include:

- Typical sections for construction zones
- Defined warning signs and their locations, designating signs and signals when establishing work zones
- Highlighted pavement markings for transitions and diversions (In most cases, motorists divert traffic using intersections, thus its critical to provide raised pavement markers and guide strips for diversions)
- Design and locations of temporary barriers and crash cushions
- Design and locations of temporary drainage
- Detail channelization devices at different locations including unusual maneuvers like detours and transitional points.
- Establish the appropriate location for temporary signs and variable message devices based on potential conflicts and warning needs.
- Timing, actuation, and phasing may need to be revised and amended when there are existing traffic signs. These warning signs will need to be adjusted to optimize traffic operations during roadside construction.

Implementation of the Incident Management Plan

The following is the process to follow for the different incident scenarios.

First Aid:

- Perform localized treatment.
- Document utilizing First Aid Log: name of Injured, brief description of injury and treatment to be provided.
- Initiate the Haskell Incident Notification System and contact the Assigned Safety Professional.

Non-EMS Medical Treatment

- Access the injured and provide localized care where possible.
- Injured employee to be transported to the project medical clinic by supervisor/trained personnel only.
- Medical Clinic to be provided with the drug/blood alcohol chain of custody Documentation. testing must be completed within 24 hours for the injury/ incident.
- Initiate the Haskell Incident Notification System and contact the following team members:
  - Assigned Safety Coordinator, Risk Management Director, Project Manager and Director of Construction.
- Reporting / Documentation:
  - Complete initial Supervisors Report of Injury (Provide to Safety)
  - Complete the State First Report of Injury Form (Provide to RM)
- Treatment / Follow-up:
  - Adhere to a Physician prescribed restrictions/ Care through return to Full Duty

EMS/Catostophic Incidents

In addition to the steps described in the non-EMS medical treatment. We will initiate Emergency Response Plan and Media Action Plan where Required.

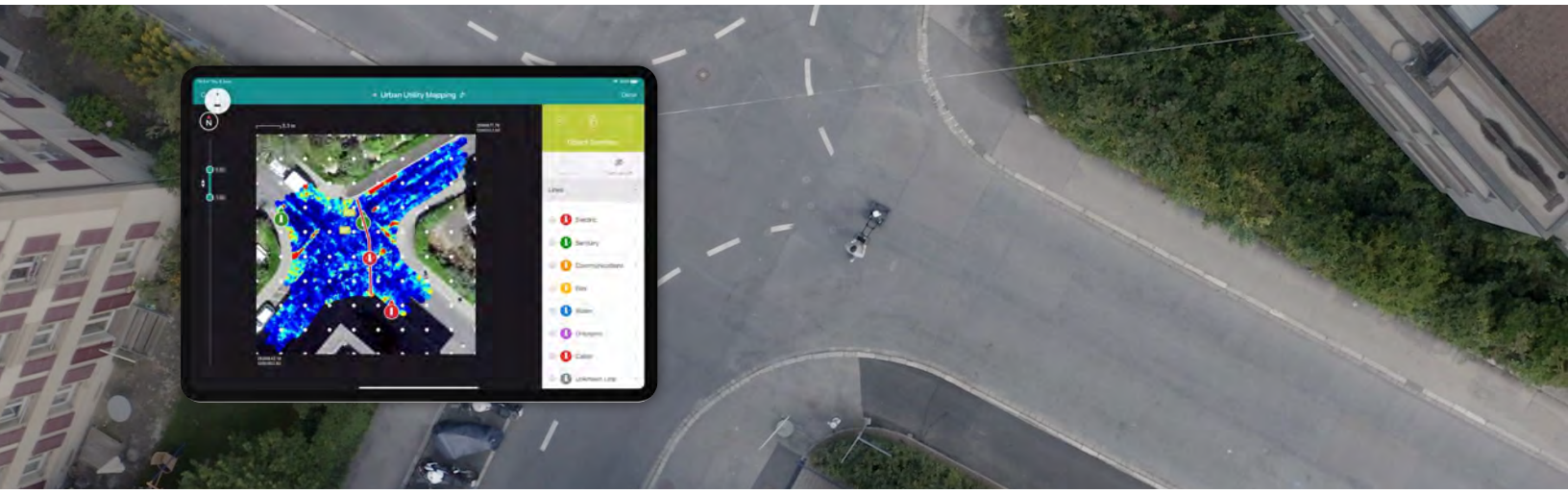
- Access the injured / Provide Localized Care where possible.
- Ensure a direct route is provided for EMS personnel to the injured location.

Near-Hit Incidents

- Secure the Scene, property and collect witness statements and statements of parties involved.
- Reporting / Documentation:
  - Complete initial Supervisors Report of Injury (Provide to Safety)
- Same notification system as the one described above.

Property Damage and General Liability Incidents

In addition to the procedure described for near-hits, the responsible party needs to acquire Drug/Blood Alcohol testing before be returned to active work duties (Equipment Damage, Auto incidents or similar). Testing must be completed within 24 hours for the injury/incident.



Utilizing Ground Penetrating Radar (GPR) to Scan for Existing Utilities.

Utility Coordination and Construction

The utility construction and coordination will involve major drainage improvements to the existing system and integrating the new infrastructure to the existing grid, such as new lights along the path and traffic signals. We understand we are responsible for executing the approved design, including obtaining the required permits and completing the necessary relocation, adjustment and removal of utility work in line with the contract documents. We will submit the necessary relocation agreements, plans, work schedules and permit applications to the City for approval during design development to ensure that permitting does not cause construction delays.

For resolve drainage concerns, our genera approach will be to reprofile the road to improve drainage in areas experiencing drainage issues and to repair or replace broken storm inlets, whether existing or a function of our work. We will relocate any parts of the drainage system directly impacted by our proposed design. For instance, in areas along Rome Avenue work will move into the curbline and certain areas will need to be regarded to help with drainage issues. Storm inlets impacted will be relocated and adjusted. Performing an updated survey of the area after award is a key step in finalizing plans for drainage improvements as currently the information available is dated. Haskell will holistically analyze flooding around all areas to supplement the information provided in the Reported Street Flooding Complaints in Addendum 2. Even if there are not as many complaints in certain areas, our goal is to equitably address flooding and drainage issues no matter where they are in the community to the greatest extent possible.

For other utilities, much of the work we are doing is within the footprint of the existing pavement, so utility relocation is not a major factor. Our post-award survey will confirm what utilities might need to be relocated. Connections will need to be made to the existing power grid for the new traffic signals and site lighting added along the pathway by coordinating with the City of Tampa and TECO. We will have a utility coordinator on the project to help establish contact with the utility providers and gather the best existing information to include on a site survey. Our design will be provided to them for their markup and approval and all relocations will be properly coordinated between Haskell's team and theirs. Typically, the utility provider will be responsible for the physical relocation of their utilities within the project site.

Phasing That Prioritizes Multimodal Access Over Automobile Capacity

It is critical to maintain pedestrian and cyclist mobility and access during the construction process, including working with the local community in advance of deploying MOT plans to identify and address the needs of our most vulnerable road users. Since the construction is focused on the primacy of these modes, the following elements will be considered to preserve the continuity and safety of the trail experience:

- **Minimizing the impact of construction on pedestrian and bicycle access.** The first step is to try and minimize disruptions to these users. This can be done by carefully planning the construction project and taking steps to minimize the amount of space that is needed for construction activities.
- **Use of temporary walkways or bike paths.** This is the most common way to maintain pedestrian and bicycle access during construction. Temporary walkways and bike paths can be made of concrete, asphalt, or wood, and will be clearly marked and well-lit.
- **Reroute pedestrians and cyclists around the construction zones.** This could be a good option if the construction zone is small or if it is not possible to build a temporary walkway or bike path. The reroute should be clearly marked using where feasible, low volume local side streets, and should be designed to be safe for pedestrians and cyclists.

Maintaining Access To Adjacent Properties

Working on an occupied site is a sensitive and delicate process that our company excels at. To ensure the safety of everyone on the job site including subcontractors and their workers, we find the best way is to create a distinct separation between the job site and the public. We do this through the use of barricades, yodocks and scaffolding just to name a few. In the logistics plan, we work with the owner to develop our safety plan and an associated communications plan that will include signage, email blasts, or even a website to communicate construction activities to ensure the public is aware of what's happening. Our team will always do what it takes to keep everyone safe on an occupied site.

Our team will be in direct daily contact with the City's project manager and those neighboring businesses and neighborhoods. It will be imperative for our team to communicate in advance of all construction activities any changes that may occur. We have found that staying in direct contact with those that are affected by construction, even when the news changes, is of utmost importance. For greater detail on our community outreach plan, please see page 88.

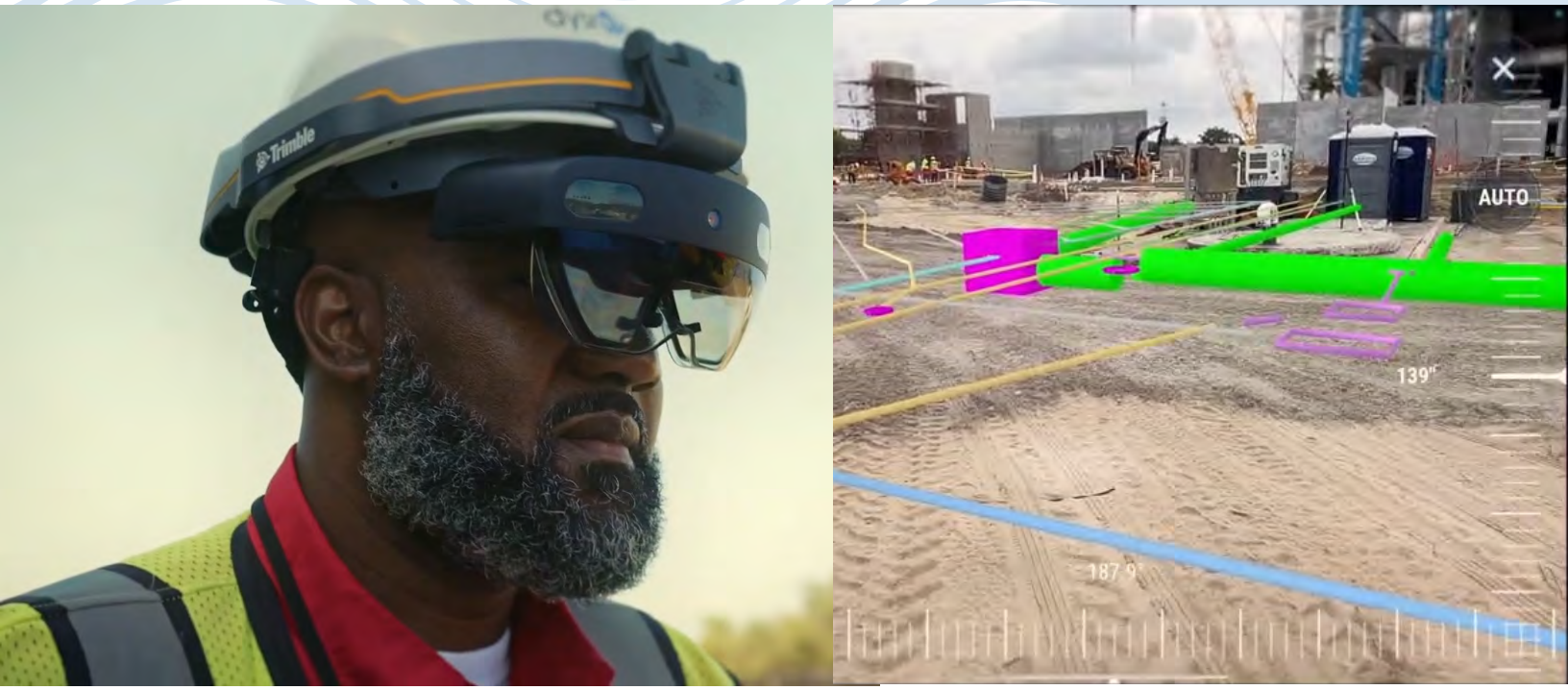
HASKELL

Innovations

Columbus Park Statue to Brorein Bridge

This sequence of spaces epitomizes, and hopefully exceeds, the city's vision for the West Tampa Build Grant. From integrating two cherished historic statues (Columbus and Jannus), an historic bridge, an under-utilized waterfront park, and the wasted space under the Selmon Expressway, we are weaving a continuous ribbon of mobility options, separate pedestrian and bike trails, two signature in-water bridges, a majestic and safe protected intersection, a revamped public green space for pop-up events, a fitness zone, and an interpretive living shoreline. This thousand-foot string of spaces should be as magical and iconic as the Ulele Spring to Waterworks sequence of the Tampa Riverfront.

Larry Levis, AIA, NCARB
Design Principal



Utilizing alternate reality technology to see underground utility lines.

Innovations

We're developing the best possible solutions to drive the evolution of architecture, engineering and construction.

The integrated Haskell team has leveraged our collective expertise in transportation, living shorelines, safety, bridges, and overall design and construction to provide dynamic and innovative project methodology options and implementation solutions. From our approach to construction means and methods, our integration of resilience and Crime Prevention Through Environmental Design (CPTED) best practices, to our use of digital technologies that foster public information and engagement, we will provide a range of unique and innovative strategies to ensure informed stakeholders and a world class project.

We understand that the cumulative effect of every project decision, particularly the materials and methods, can be the difference in creating a successful project of this magnitude. Below are some of our proposed innovative solutions to support the West River BUILD project:

Shoreline Systems

Shoreline Systems that maximize benefits, minimize negative effects and optimize the permitting process.

Our proposed living shoreline integrates features to reduce erosion, improve water quality, enhance wildlife habitat and reduce maintenance. Our use of hardy plant, sand and rock materials will serve as an innovate alternative to traditional hard shoreline structures, and better address the impacts of more frequent and intense storm events and coastal sea level rise to protect valuable

resources along the Riverfront. Additionally, we contemplate the potential use of oyster reefs to reduce wave energy and provide additional habitat. The use of adaptive management will enable the shoreline to be modified over time to ensure that they can continue to be effective and proactively address any problems that may arise.

Our team's familiarity with constructing portions of the existing living shoreline along the Hillsborough River, in combination with early coordination and submittals; our reputation and relationships with agencies; will help to head off delays, allow for efficient review (less RAIs) and shorten the total permitting and construction duration.

In addition to this overall permitting approach, we are planning to conduct the SAV survey during the 2023 growing season (from June through September), prior to the October 2023 award date, so we don't have to wait for the 2024 growing season and delay the permit application submittal.

Recycling and reuse of existing compromised seawall caps.

Existing seawall caps that are structurally compromised and slated to be removed will be recycled and reused as the bedding stone for the living shoreline. Rebar and wire mesh will be removed so that clean concrete can be placed as bedding stone prior to installation of the larger limestone rip rap. In addition, the existing rip rap slurry at Tampa Prep will be reused as bedding stone as well.

Bridge Structural System(s)

Bridge structural system(s) that deliver the desired appearance, function, and durability while minimizing cost and schedule.

Leveraging our breadth of experience in bridge and structures, particularly in marine environments, we plan to utilize a durable cast-in-place deck support on precast U-beams along with ornamental railing consistent with the existing riverwalk in materials that can withstand harsh saline conditions. Our exclusive team member, Orion, pioneered precast construction on the east side of Riverwalk.

Minimize or Eliminate Utility Relocations

To minimize costs and disruptions within the proposed scope, our milling and resurfacing approach is intended to obviate the need for utility relocations.

Improved Materials

Innovative use of materials will provide increased durability and reduce maintenance costs.

Throughout the project, we have integrated sustainable materials, including the potential use of self-healing and ultra-high performance (UHPC) concrete that is much stronger and more durable that traditional concrete. The latter is made with a high concentration of cement and fibers, which gives it its strength and durability. UHPC is used in a variety of applications, including bridge decks, tunnels and other structures that require high strength and durability.

Additionally, we are proposing the use of Sybertech self-watering planters along portions of buffered bike lanes in combination with plastic delineators as both a more visible protective barrier between bike lanes and traffic and enhanced aesthetics.

In combination, all of these features are designed to reduce maintenance and costs and provide a long useful life

Durability Features Or Additional Warranties

Warranties that exceed minimum material requirements to enhance durability of project components.

We propose to utilize, where feasible, materials such as glass-fiber, carbon fiber and stainless steel that are resistant to corrosion. Throughout our integrated design build process, our team is committed to exploring innovative and sustainable materials that are approved by the Florida Department of Transportation (FDOT). Our proposed living shoreline provides a buffer zone between the river and upland areas, reducing erosion and reduce maintenance.

Our use of revetment, native planting, sand and rock materials will stabilize the bank, and protecting the riverfront from wave action and erosion. Additionally, the potential use of oyster reefs in designated areas will further reduce wave energy and provide additional habitat.

Our goal is to provide materials that enhance durability and minimize maintenance requirements for all components, bridge, roadway and trail, including materials warranties (pavement, bridges, signs, signals) consistent with the terms and conditions specified under the FDOTs approved list of manufactured products. Haskell will be providing the RFP stated warranties. We are open to further discussions with the City on additional warranties where desired.

Trail and Landscaping

Additional landscaping, fixtures, and other items to enhance the trail user's experience.

Our lighting and landscaping package will provide a two-fold benefit of aesthetic and safety enhancement in areas where the multimodal network abuts sensitive places, such as the UT women's dormitory and adjacent to the MLK Community Center.

We have intentionally integrated a series of "moments" spaced at intervals throughout the trail network that provide opportunities for rest and diversion and placemaking. We also propose to mark each of these "moments" with the city's iconic brick pavers, which could be sold to help fund and maintain these public assets, potentially through the 501 (c)(3) Friends of the Tampa Riverwalk organization.

The Haskell Team is making an official commitment to set aside 0.75% of the overall project budget to collaborate with the city's Division of Arts and Cultural Affairs' "Art on the Block" program.

In areas where the water is too deep to incorporate a living shoreline, we've proposed both floating wetlands and seawall tiles.

The seawall tiles are modular systems with undulating surfaces and cervices. These increase the habitat area available and mimics the natural shoreline ecosystems, which also increase biodiversity and improve local water quality. The floating wetlands are made of fiber mats, supporting plant material in water too deep for them to typically grow. Their roots grow beneath the island absorbing the excess nutrients while also providing additional habitat and softening the hard aesthetic of the sea wall. Both applications could be incorporated at the bend of the riverwalk by Blake Highschool creating a wonderful educational opportunity for both the students and the public.

Advanced Technology

Haskell has its own innovation and venture arm, called Dysruptek, which helps us deliver projects more efficiently with technology that adds value before, during and after commissioning of the project.

Haskell has ranked #1 for Technology Adoption in the industry by AXA XL (one of the largest insurance providers in the industry) for the last 2 years in a row. We will engage Dysruptek leaders to join us in a workshop with the City of Tampa's innovation team to identify project opportunities.

During construction, we will employ advanced safety and productivity technology to track all trades and to predict issues before they occur, and use machine learning algorithms for inspection, offering AI insights daily to our safety teams. Owing to the anticipated and unforeseen changes and incidents within such a large sector of the city, our construction schedule is dynamic, allowing city inputs and collaboration. We will document the project in high resolution 360 photos giving the City of Tampa visibility into project progress from anywhere and anytime. Field teams will use augmented reality in real time to overlay the BIM model for verification of correct installation, avoiding rework and change orders. We have investments in advanced radar technology utilized for utility identification and mapping to avoid unwanted issues

in subsurface terrain and plan to utilize these tools and companies we have invested in:

- RodRadar (Utility avoidance)
- 4M (utility mapping)
- Urban Machine (Urban Machine – Salvaging the past to build the future)
- Branch Technology (3D printing) possibly for street furnishings

Other Design or Construction Innovations Proposed

Other key innovations proposed include roadway safety countermeasures designed to reduce the level of vulnerable road user stress, while enhancing the trail continuity of experience.

We have proposed a fully protected intersection at Bayshore and Platt. This modification to the existing signals will accommodate the two-way cycle track and crossing movements with leading pedestrian intervals and exclusive bicycle signal heads. This allows a “Barnes Dance”/exclusive pedestrian walk phase at the Platt and Willow 5-way. All vehicular traffic cars will have a red light during this interval.

Recognizing the significance of clear, public engagement and information throughout the process, we will leverage data and apps to engage residents in their preferred languages and cultural context.

This includes the use of the following platforms for outreach:

- Project specific mobile app (iOS / Android)
- Project collateral (Fact Sheets, E-Newsletters, Notifications, Fliers, Door Hangers, FAQS, etc.)
- Surveys
- Public information meetings
- HOA/Neighborhood presentations
- Door to door interaction and one on one meetings with key project team members
- Social media engagement through the city and project partners
- Waze integration as well as coordination with the city’s smart mobility division
- 24/7 Project hotline / project-specific address

HASKELL

EBO Outreach/Inclusion and Apprenticeship Efforts

The Trail through Tony Jannus Park as a catalyst for urban happenings

> *I have worked and played in these neighborhoods for the last 20 years. It brings me great joy to see it continue to progress and become a vibrant part of the Tampa landscape especially the areas along Rome Avenue and St. Conrad Street.*

Valerie Ciudad-Real
Valerin

Haskell team leaders at Tampa Subcontractor Fair.

EBO Outreach/Inclusion and Apprenticeship Efforts

The Haskell team committed to allocating 15% of subcontracted work to certified MBE/WBE/SBE companies for subcontracting services

Haskell is dedicated to meaningful participation of MBE/WBE/SBE subcontractors, subconsultants and suppliers for the Tampa Multimodal Network and Safety Improvements Project.

As a Florida based Design-Build firm, Haskell has local experience and deep relationships with subcontractors in the Tampa region, leading to more responsible pricing, as well as highly qualified and proven subcontractors. Haskell prequalifies and evaluates subcontractors through our Vendor Qualification Form (VQF) in which we review their company, legal and financial health, safety records and other parts of their firm. Only those who pass our rigorous prequalification process are included on a Haskell qualified bidders list and used on our projects.

For the design-consulting portion of the project our team is engaging several highly competent subconsultants: Valerin (WBE/SBE) for Public Involvement, will receive a little over 10% of fees, while Arehna Engineering (MBE/DBE) for geotechnical services and Brightwater Solutions (WBE/SBE) for environmental/

permitting will combine for an additional 4-5% of design-consulting fees. These partnerships are built on strong working relationships, effective communication, complementary work cultures and the ability to deliver high-value and quality results.

Our current outreach efforts related to the project can be found in the forms MBD 10, MBD 20 and MBD 50 that can be found at the end of this section.

The bidder prequalification procedures Haskell uses ensure participation by only those who have a proven track record of on-time, safe and quality past performance. Our comprehensive pre-qualification procedures provide bidders of equal capabilities, who all have the resources and desire to perform the work. All bidders invited by Haskell will be eager to provide their services, and the City will receive the value created by a qualified competitive bidding process. These subcontracting partnerships are built on strong working relationships, effective communication, complementary work cultures and the ability to deliver high-value and quality results.

As to the construction portion of the work, Haskell's commitment to utilizing MBE/WBE/SBE subcontractors is deeply ingrained in our business practices. We place emphasis on community outreach and MBE/WBE/SBE participation. Our supplier diversity team collaborates with community organizations, minority and women-owned business support organizations, local contractors, and subcontractors to discuss business opportunities for the project. Haskell also conducts project informational forums where MBE/WBE/SBE businesses can meet with Haskell team members, learn about the project, explore opportunities, and discuss their capabilities. These forums are specifically targeted at MBE/WBE/SBE businesses.

To encourage MBE/WBE/SBE participation, Haskell has developed an MBE/WBE/SBE subcontractor participation plan for the Tampa Multimodal Network and Safety Improvements Project.

- Contacting and collaborating with MBE/WBE/SBE focused groups that support MBE/WBE/SBE inclusion. Haskell utilizes directories such as the City of Tampa Office of Equal Business Opportunity, Florida Unified Certification Program, FDOT, Tampa International Airport, Small Disadvantaged Minority and Women-owned Business Programs.
- Emphasizing the importance of soliciting MBE/WBE/SBE businesses for subcontracting opportunities to the general subcontracting community. This is highlighted at prebid conferences and in the bid documents/process. Special subcontracting opportunities are identified in the specifications, and bids from MBE/WBE/SBE businesses are actively sought.
- Scheduling meetings with potential subcontractors and vendors, inviting MBE/WBE/

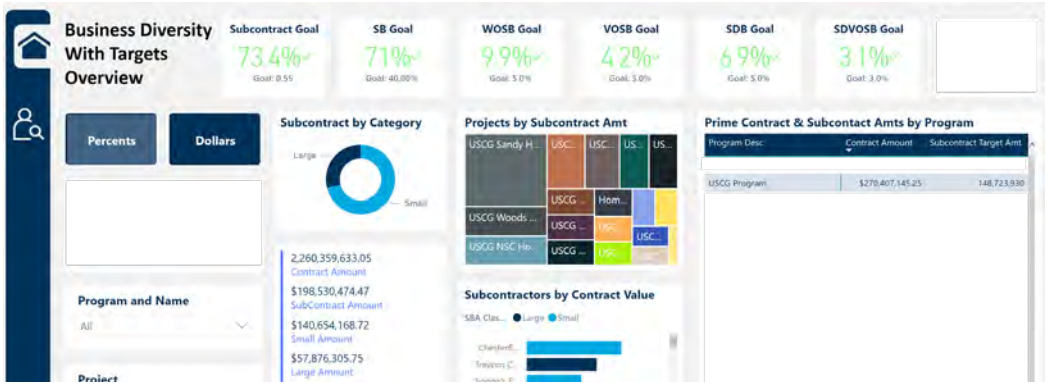
Haskell Team In Action: WMBE Achievement

Haskell has extensive experience, a strong track record and a proud history of MBE, WBE and SBE achievement in throughout Florida. Our success for the projects in the table on the right were the result of aggressive MBE, WBE and SBE outreach.

Project	Goal	Achievement
United Airlines MRO - Tampa	25%	45%
Winston Family YMCA	Voluntary	21.2%
Operation and Information Center Renovation	Voluntary	114.5%
US Coast Guard Consolidated Station - Woods Hole	10%	18.0%
Joe Stonis Park	Voluntary	14.0%
Jim Jeffers Soccer Park	Voluntary	36.1%
University of North Florida Osprey Fountains	Voluntary	14.2%
UCF Parking Garage and Pedestrian Bridge	Voluntary	5.9%
Building S/1 Renovations Project	Voluntary	15.9%
Southbank Riverwalk	5%	5.9%
St. Petersburg Southwest WRF Biosolids	5%	9.1%

Diversity Management Dashboard

Haskell will maintain detailed statistics on the utilization of SBE, MBE, WBE HUBZone, SDB, Veteran, Service-Disabled Veterans and share them with City's project staff.



SBE suppliers to encourage their involvement at the supply levels.

- Identifying subcontracting opportunities and focusing heavily on targeting MBE/WBE/SBE firms and small businesses.
- Establishing bid categories suitable for MBE/WBE/SBE firms, providing greater opportunities for their participation.
- Advertising the project and bid opportunities through online media platforms, local and regional newspapers and sharing a list of subcontracting opportunities with MBE/WBE/SBE focused agencies when they are identified.
- Building new business relationships through networking with MBE/WBE/SBE suppliers, contractors, and subcontractors.
- Maintaining records of MBE/WBE/SBE solicitation efforts, including detailed explanations if any were not solicited.
- Prequalifying and assisting MBE/WBE/SBE firms, ensuring they have the necessary paperwork in place. Haskell offers training in project management, business development, general and administrative assistance, technical support, and selective mentorship to enable these companies to compete fairly and succeed in the construction industry.

Haskell's program and dedication to MBE/WBE/SBE participation are well-documented, and we are committed to supporting the success and maximum potential of these businesses through its in-house corporate resources. This proven and successful approach has allowed Haskell to award $223.3 Million to WMBE/DBE/SBE firms in 2022. Through development, utilization and continuous engagement, we have not only built lasting relationships but have helped strengthen small and diverse business firms in communities nationwide.

Public Engagement and Community Outreach

Our approach to this contract is quite simply to act as a trusted partner that understands the City of Tampa's project communication goals and to effectively manage and execute the public engagement and community outreach needs during the design and construction phases of the project.

Our proposed communications team, The Valerin Group, including Public Involvement Coordinator Audrey Clarke, has a full complement of technical and communications tools, a deep bench of experienced local communications support resources and the expertise to manage and deliver a complete range of communications, public engagement and outreach tasks and services. They excel in creating communication materials that educate, promote and inform using appropriate graphics, clear messaging and understandable presentations.

Our team understands and recognizes the sensitivities involved when impacting a community. Great importance is placed on formulating a strategic public engagement and community outreach approach that

Haskell Team In Action: Tampa Outreach

starts with careful assessment of the current issues and challenges of a project or initiative and identifying area demographics and key stakeholders to ensure the most effective communication tools, techniques, and tactics are used to successfully connect with the target audience. More information on our segment-by-segment understanding of the Tampa area can be found on page 90.

This information is outlined in a comprehensive and strategic Community Outreach Plan (COP) tailored to achieve outreach goals throughout the duration of the project.

Community Outreach Plan

Our team will develop a customized and brand consistent community outreach and public involvement program based on relevant stakeholders, project area demographics and unique characteristics of the community. Through public meetings, mail-outs, a project-specific ADA compliant website, surveys, social media (Twitter, Facebook, Instagram YouTube, the City's Nextdoor platform and Alert Tampa), project collateral materials including QR codes, visualizations, coordinating and conducting monthly group meetings with presentations as desired by the City, grassroots interactions and engagement activities, our communication professionals will proactively communicate and connect with citizens where they live, work and play.

Based on the expected community interest in this project, Valerin's multimedia staff can also develop and maintain a mobile application for both Android and Apple iOS platforms as currently being performed by Valerin for a number of City of Tampa design-build projects.

We will also secure and monitor a 24/7 project hotline and project-specific email address. Based on the project area's demographics, we will translate project collateral into Spanish and will have a Spanish speaking interpreter on hand at meetings as needed.

Communications with the public will be inclusive and considerate of the diverse composition of the communities that will be touched by the project.

Stakeholder interactions and community outreach will also be documented over the course of the project and summarized as needed to meet grant funding requirements. Using a range of planned and regular community engagements, our team will create sustainable positive relationships that promote trust and focus participation on decisions and solutions rather than just "checking the box". This approach fosters a sense of partnership with our target audience that facilitates development of effective, context-sensitive solutions.

Workforce Development Plan for Hillsborough County, FL

The City of Tampa requires the use of a minimum of 12% of Apprenticeship workforce.

For over 40 years, The Haskell Company has been an avid supporter of the Northeast Florida Builders Association (NEFBA). This Florida state-recognized apprenticeship has programs for carpentry, electrical, plumbing, HVAC and sheet metal. Haskell strives to place 7-10 employees in this program annually.

When working in areas that are outside of the NEFBA authorized counties, Haskell identifies local registered apprenticeship programs and generates a memorandum of understanding (MOU) for programs that have jurisdiction.

In the Tampa/Gulf Coast area, we currently partner with the Associated Builders and Contractors (ABC) Gulf Coast Chapter Apprenticeship program, also recognized by the state of Florida. By doing this, we have successfully partnered with ABC and NEFBA, among other groups listed below, to provide a robust training and construction development experience for our employees working in these areas.

- Haskell is very involved with secondary schools who promote CTE/STEM programs that deliver construction-related curriculum in carpentry, electrical, HVAC and plumbing.
- We take great pride in ensuring our presence at college and local career fairs, job placement events at the secondary, post secondary and veteran transition programs.
- Our company also works with programs for Second Chance Offenders. Each offender that has been vetted will be reviewed case by case to see if they are eligible to work on our projects.

For future projects awarded to Haskell in the Tampa area, our continuing target goal is to recruit locally for talented potential local hires eligible for an apprenticeship program.

Continuing Education

We have developed and offer one of the most robust, in-house continuing education training for all levels of employment. Nationally recognized specifically for its field team member training, Haskell has a team dedicated to this training as it relates to their Craft. On site training is provided on a regular basis, both in person, virtually, and self-guided, on our project jobsites.

Accredited Apprenticeship Program — ABC Gulf Coast Chapter

- Recruit and register entry level team members
- Recruit and develop military re-entry team members

NEFBA — Accredited Apprenticeship Program

- Generate a MOU to provide joint training under current Haskell affiliated accredited apprenticeship program

Community outreach programs and secondary & post secondary career fairs

- Have a Haskell presence at local career fairs.

Haskell in house training program

- Provide onsite training within house instructors teaching safety, plan reading, craft specific training.

Failure to Complete, Sign and Submit Both Forms 10 & 20 SHALL render the Bid or Proposal Non-Responsive

Page 1 of 4 – DMI Solicited/Utilized Schedules
City of Tampa – Schedule of All Solicited Sub-(Contractors/Consultants/Suppliers)
(FORM MBD-10)

Contract No.: 22-C-00001 Contract Name: Tampa West River Build Grant
Company Name: The Haskell Company Address 111 Riverside Avenue, Jacksonville, FL32202
Federal ID: 59-2387450 Phone: 904.357.4868 Fax: Email: Peter M. Kinsley

Check applicable box(es). Detailed Instructions for completing this form are on page 2 of 4.
[ ] No Firms were contacted or solicited for this contract.
[ ] No Firms were contacted because:
[x] See attached list of additional Firms solicited and all supplemental information (List must comply to this form)
Note: Form MBD-10 must list ALL subcontractors solicited including Non-minority/small businesses

NIGP Code Categories: Buildings = 909, General = 912, Heavy = 913, Trades = 914, Architects = 906, Engineers & Surveyors = 925, Supplier = 912-77

S = SBE W=WMBE / Federal ID	Company Name Address Phone, Fax, Email	Type of Ownership (F=Female M=Male) BF BM = African Am. HF HM = Hispanic AF AM = Asian Am. NF NM = Native Am. CF CM = Caucasian	Trade or Services NIGP Code (listed above)	Contact Method L=Letter F=Fax E=Email P=Phone	Quote or Response Received Y/N
DBE	Absolute Erosion Control, LLC 407.7295881, bids@absoluteerosion.com		Erosion Control 914	E	N
	Greco Aluminum Products 2301 Success Drive, Odessa, FL 33556 727.364.2713, Lisa.fairlie@grecorailings.com		Metal Fabrications 914	E	N
DVBE	Superior Fence & Rail 1400 Starkey Road, Largo, FL 33771 727.536.1905, Mike.crosby@superiorfenceandrail.com		Metal Fabrications 914	E	N
WBE	Straight Up Fence 5749 Young Pine Rd, Orlando, FL 32829 407.207.4481, dan@straightupfence.com		Metal Fabrications 914	E	N
	Gaylor Electric 5808 Breckenridge Pkwy, Tampa, FL 33610 813.840.4700, cgoodrich@gaylor.com		Electrical 914	E	N
	Miller Electric 2610 S. Falkenburg, RD, Riverview, FL 33578 863.412.3859, Tstaiano@mecojax.com		Electrical 914	E	N
	All Phase Electric 4301 West South Avenue, Tampa, FL 33614 813.876.7074, mattm@allphaseelectricfl.com		Electrical 914	E	N

It is hereby certified that the information provided is an accurate and true account of contacts and solicitations for sub–contracting opportunities on this contract.

Signed: Name/Title: Peter M. Kinsley, Operations President, Planning & Development Date: 7/20/2023

Failure to Complete, Sign and Submit Both Forms 10 & 20 SHALL render the Bid or Proposal Non-Responsive
Forms must be included with Bid / Proposal

Instructions for completing The Sub-(Contractors/Consultants/ Suppliers) Solicited Form (Form MBD-10)

This form must be submitted with all bids or proposals. **All** subcontractors (regardless of ownership or size) solicited and subcontractors from whom unsolicited quotations were received must be included on this form. The instructions that follow correspond to the headings on the form required to be completed. Note: Ability or desire to self-perform all work shall not exempt the prime from Non-discrimination Outreach/Inclusion initiatives to achieve participation.

- **Contract No.** This is the number assigned by the City of Tampa for the bid or proposal.
- **Contract Name.** This is the name of the contract assigned by the City of Tampa for the bid or proposal.
- **Contractor Name.** The name of your business and/or doing business as (dba) if applicable.
- **Address.** The physical address of your business.
- **Federal ID.** FIN. A number assigned to your business for tax reporting purposes.
- **Phone.** Telephone number to contact business.
- **Fax.** Fax number for business.
- **Email.** Provide email address for electronic correspondence.
- **No Firms were contacted or solicited for this contract.** Checking the box indicates that a pre-determined contract-specific Subcontract Goal was not set by the City resulting in your business not using subcontractors because your outreach and solicitation initiatives were negligible and will be self-perform all work. If during the performance of the contract you employ subcontractors, the City must pre-approve subcontractors and the contracts you enter with them. Use of the "Sub-(Contractors/Consultants/Suppliers) Payments" form (MBD Form-30) must be submitted with every pay application and invoice. Note: Certified WMBE/DBE/SBEs or firms bidding as Primes are not exempt from non-discrimination outreach and solicitation of subcontractors.
- **No Firms were contacted because.** Provide brief detailed explanation why no firms were contacted or solicited.
- **See attached documents.** Check box, if after you have completed the DMI Form in its entirety, you need more space to list additional firms and/or if you have supplemental information/documentation relating to the form. All DMI data not submitted on the MBD Form-10 must be in the same format and have all requested data from MBD Form-10 included.

The following instructions are for information of any and all subcontractors solicited.

- **"S" =SBE, "W" = WMBE.** Enter "**S**" for firms Certified by the City as Small Business Enterprises and/or "**W**" for firms Certified as either Women/Minority Business Enterprise; "D" = Federal Disadvantaged Certified Business "**O" = Non-certified others**.
- **Federal ID.** FIN. A number assigned to a business for tax reporting purposes. This information is critical in proper identification and payment of the contractor/subcontractor.
- **Company Name, Address, Phone & Fax**. Provide company information for verification of payments.
- **Type of Ownership.** Indicate the Ethnicity and Gender of the owner of the subcontracting business.
- **Trade, Services, or Materials** indicate the trade, service, or materials provided by the subcontractor. NIGP codes aka "National Institute of Governmental Purchasing" are listed at top section of document.
- **Contact Method L=letter, F=fax, E=Email, P=Phone.** Indicate with letter the method(s) of soliciting for bid.
- **Quote or Resp. (response) Rec'd (received) Y/N**. Indicate "Y" Yes if you received a quotation or if you received a response to your solicitation. Indicate "N" No if you received no response to your solicitation from the subcontractor. Must keep records: log, ledger, documentation, etc. that can validate/verify.

If additional information is required or you have questions, please contact the Equal Business Opportunity Office at (813) 274-5522.

Failure to Complete, Sign and Submit Both Forms 10 & 20 SHALL render the Bid or Proposal Non-Responsive

City of Tampa - Schedule of All Solicited Sub-(Contractors/Consultants/Suppliers)

(FORM MBD-10)

Contract No.: 22-C-00001 Contract Name: Tampa Multimodal Network and Safety Improvements Project (West River District BUILD)

Company Name: The Haskell Company Address: 111 Riverside Avenue, Jacksonville, FL 32202

Federal ID: 59-2387450 Phone: 904.357.4868 Fax: Email: Peter.Kinslev@Haskell.c

Check applicable box(es). Detailed Instructions for completing this form are on page 2 of 4.

[ ] No Firms were contacted or solicited for this contract.

[ ] No Firms were contacted because:

[x] See attached list of additional Firms solicited and all supplemental information (List must comply to this form)

Note: Form MBD-10 must list ALL subcontractors solicited including Non-minority/small businesses

NIGP Code Categories: Buildings = 909, General = 912, Heavy = 913, Trades = 914, Architects = 906, Engineers & Surveyors = 925, Supplier = 912-77

S=SBE W=WMBE / Federal ID	Company Name Address Phone, Fax, Email	Type of Ownership (F=Female M=Male) BF BM=African Am. HF HM=Hispanic AF AM=Asian Am. NF NM=Native Am. CF CM= Caucasian	Trade or Services NIGP Code (listed above)	Contact Method F=Fax E=Email P=Phone	Quote or Response Received Y/N
WBE	Absolute Civil Engineering Solutions 4121 Southwest 47th AvenueDavieFL33314 tleal@absoluteces.com+1 561-613-2093		Materials Testing 925	E	N
WMBE	The Valerin Group, Inc. 13014 Dale Mabry Highway, No. 820, Tampa, FL 33618 valeriec@valerin-group.com	HF	Consultant 906	E	Y
WBE	Brightwater Solutiions S. Petersburg, FL 727.321.3688 kbishop@brightwatersol.com	CF	Consultant 906	E	Y
	Southeastern Surveying 10770 N 46th St, Sujite C-300, Tampa, FL 33617 813.898.2711 sfink@southeasternsurveying.com		Consultant 906	E	Y
	APG Electric, Inc. 4825 140th Avenue NorthClearwaterFL33762 george.lambert@apg.company+1 727-530-0077		Electrical 914	E	N
SBE	Above Electric LLC 207 Tower DriveOldsmarFL34677 fabio@aboveelectric.com+1 727-726-5484		Electrical 914	E	N
WBE	Bright Future Electric 630 Maguire RoadOcoeeFL34761 andrewh@brifutelectric.com+1 407-905-4849		Electrical 914	E	N
	Highway Safety Devices 6480 Harney RoadTampaFL33610 loub@highwaysafetydevices.com+1 813-759-1559		Traffic Signals 914	E	N
	Hubbard Construction Company 2901 West Busch BoulevardTampaFL33618 wendy.vickery@hubbard.com+1 407-623-3845		Site Work 914	E	N
	PCS Civil TampaFL teresay@pcscivilinc.com		Site Work 914	E	N
	David Nelson Construction Company Palm HarborFL34683 info@nelson-construction.com		Site Work 914	E	N

Failure to Complete, Sign and Submit Both Forms 10 & 20 SHALL render the Bid or Proposal Non-Responsive

City of Tampa - Schedule of All Solicited Sub-(Contractors/Consultants/Suppliers)

(FORM MBD-10)

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	Prince Contracting 10210 Highland Manor DriveTampaFL33610 qyowell@princecontracting.com+1 813-699-5900		Site Work 914	E	N
	Superior Construction 7072 Business Park Boulevard NorthJacksonvilleFL32256 kjackson@superiorconstruction.com(904) 429-2424 x0		Site Work 914	E	N
	Cone Graham, Inc. 5101 Cone RoadTampaFL33610 kmoore@conegraham.com		Site Work 914	E	N
	Gosalia Concrete Constructors, Inc. 4607 North 56th StreetTampaFL33610 kgreen@suncoast-group.com+1 813-639-7526		Site Work 914	E	N
	Ranger Construction Industries 1200 Elboc WayWinter GardenFL34787 joe.johnson@rangerconstruction.com		Site Work 914	E	N
	Mondragon Paving LLC TampaFL lscott.mondragonpaving@gmail.com+1 813-405-4335		Site Work 914	E	N
SBE	Pavemaster Asphalt Paving LLC 6115 Hartford StreetTampaFL33619 noah@pavemasterfl.com+1 813-360-7631		Site Work 914	E	N
	Alto Construction Company, Inc. 4102 Causeway BoulevardTampaFL33619 dcampbell@altoconstruction.com+1 813-241-2586 ext. 227		Site Work 914	E	N
	2 Meyer Corp 6308 Lake Sunrise DriveApollo BeachFL33572 renatonjr@aol.com+1 813-645-3150		Site Work 914	E	N
	Arrive Alive Traffic Control 3165 North John Young ParkwayOrlandoFL32804 david.feise@aatcfl.com+1 407-578-5431		Maintenance of Traffic 914	E	N
WBE	Precision Contracting Services, Inc. 8812 Venture CoveTampaFL33637 rarnold@pcsfiber.com+1 561-743-9737		Maintenance of Traffic 914	E	N
	Roadsafe Traffic Systems 6015 U.S. 301TampaFL33610 cmcgowan@roadsafetraffic.com+1 813-740-0468		Maintenance of Traffic 914	E	N

Failure to Complete, Sign and Submit Both Forms 10 & 20 SHALL render the Bid or Proposal Non-Responsive

City of Tampa - Schedule of All Solicited Sub-(Contractors/Consultants/Suppliers)

(FORM MBD-10)

Contract No.: 22-C-00001 Contract Name: Tampa Multimodal Network and Safety Improvements Project (West River District BUILD)

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WBE, DBE	Traffic Control Products of Florida, Inc. 5514 Carmack RoadTampaFL33610 estimate@trafficcontrolproducts.org+1 813-621-8484		Maintenance of Traffic 914	E	N
	BrightView Landscape Development (New Construction) 5326 County Road 579SeffnerFL33584 michael.rushton@brightview.com+1 813-628-8116		Landscape Hardscape 914	E	N
	Petrotech Southeast Inc 23800 County Road 561AstatulaFL34705 mike.bishop@petrotechse.com+1 813-267-0532		Living Shoreline 914	E	N
	UCC Group Inc. - US 500 West Sand Lake RoadOrlandoFL32809 fgarcia@uccgroup.com+1 407-858-2140		Hardscape Site Furnishings 914	E	N
	Matcon Construction Services 3023 N Florida Ave, Tampa, FL 33603 813.600.5555; derek.mateos@matcon.build		Hardscape 914	E	N
	Edwards Concrete Company 880 Carter RoadWinter GardenFL34787 christine@edwardsbomanite.com+1 407-656-2139		Hardscape 914	E	N
	BRW Contracting, Inc. 2522 Hunt RoadLand O LakesFL34638 jimp@brwcontracting.org+1 813-996-5882		Hardscape 914	E	N
	Cornerstone Solutions Group 14620 Bellamy Brothers BoulevardDade CityFL33525 ap@cornerstonesolutionsgroup.com		Hardscape 914	E	N
	Dixie Signs, Inc. 2930 Drane Field RoadLakelandFL33811 ams@dixiesignsinc.com+1 863-644-3521		Site Signage 914	E	N
WBE	Signco Architectural Signage Corp 1631 Rock Springs RoadApopkaFL32712 ts@signco.us+1 386-740-8344		Site Signage 914	E	N
SBE	Landscape Forms OrlandoFL kmoore@landscapeforms.com+1 800-430-6206 ext. 1322		Site Furnishings 914	E	N
	Total Commercial Specialties Inc 4804 Arrowwood driveTampaFL33615 jody@totalcommercialspecialties.com+1 813-525-8388		Site Furnishings 914	E	N
MBE	Contract Furniture Inc. (CFI) 4450 East Adamo DriveTampaFL33605 darla@contractfurniturefl.com+1 813-247-6622		Site Furnishings 914	E	N

Failure to Complete, Sign and Submit Both Forms 10 & 20 SHALL render the Bid or Proposal Non-Responsive

City of Tampa - Schedule of All Solicited Sub-(Contractors/Consultants/Suppliers)

(FORM MBD-10)

Contract No.: 22-C-00001 Contract Name: Tampa Multimodal Network and Safety Improvements Project (West River District BUILD)

Company Name: The Haskell Company Address: 111 Riverside Avenue, Jacksonville, FL 32202

Federal ID: 59-2387450 Phone: 904.357.4868 Fax: Email: Peter.Kinslev@Haskell.c

Check applicable box(es). Detailed Instructions for completing this form are on page 2 of 4.

[ ] No Firms were contacted or solicited for this contract.

[ ] No Firms were contacted because:

[x] See attached list of additional Firms solicited and all supplemental information (List must comply to this form)

Note: Form MBD-10 must list ALL subcontractors solicited including Non-minority/small businesses

NIGP Code Categories: Buildings = 909, General = 912, Heavy = 913, Trades = 914, Architects = 906, Engineers & Surveyors = 925, Supplier = 912-77

	Rush Construction 6285 Vectorspace BoulevardTitusvilleFL32780 aforbes@rushinc.com+1 321-302-1041		Marine Construction 913	E	N
	Orion 1715 North Westshore BoulevardTampaFL33607 shicks@orn.net		Marine Construction 913	E	N
	Fender Marine 8010 Sunport DriveOrlandoFL32809 tim@fendermarine.com+1 407-256-7213		Marine Construction 913	E	N

City of Tampa – Schedule of All To-Be-Utilized Sub-(Contractors/Consultants/Suppliers)

(FORM MBD-20)

Contract No.: 22-C-00001 Contract Name: Tampa West River Build Grant
Company Name: The Haskell Company Address 111 Riverside Avenue, Jacksonville, FL32202
Federal ID: 59-2387450 Phone: 904.357.4868 Fax: Email: Peter M. Kinsley

Check applicable box(es). Detailed Instructions for completing this form are on page 4 of 4.
[x] See attached list of additional Firms Utilized and all supplemental information (List must comply to this form)
Note: Form MBD-20 must list ALL subcontractors To-Be-Utilized including Non-minority/small businesses
[ ] No Subcontracting/consulting (of any kind) will be performed on this contract.
[ ] No Firms are listed to be utilized because:

NIGP Code General Categories: Buildings = 909, General = 912, Heavy = 913, Trades = 914, Architects = 906, Engineers & Surveyors = 925, Supplier = 912-77

IEnter "S" for firms Certified as Small Business Enterprises, "W" for firms Certified as Women/Minority Business Enterprise, "O" for Other Non-Certified

S = SBE W=WMBE O =Neither Federal ID	Company Name Address Phone, Fax, Email	Type of Ownership (F=Female M=Male) BF BM = African Am. HF HM = Hispanic Am. AF AM = Asian Am. NF NM = Native Am. CF CM = Caucasian	Trade, Services, or Materials NIGP Code Listed above	$ Amount of Quote. Letter of Intent (LOI) if available	Percent of Scope or Contract %
S	The Valerin Group, Inc. 13014 Dale Mabry Hwy, Tampa, FL 33618 valeriec@valerin-group.com	HF	Consultant 906	$652,628	
S	Brightwater Solutions St. Petersburg, FL 727.321.3688 kbishop@brightwatersol.com	CF	Consultant 906	$200,000	
O	Southeastern Surveying 10770 N 46th ST, Suite C-300, Tampa, FL 33617 813.898.2711 sfink@southeasternsurveying.com		Consultant 925	$193,000	
S	Arehna Engineering 5012 Lemon St, Tampa, FL 33609 813.944.3464 jmcrory@arehna.com	CF	Consultant 906		
O	ESA 5404 Cypress Center Drive, Tampa, FL 33609 813.207.7200		Consultant 906	$897,000	
O	Dover, Kohl & Partners 1571 Sunset Drive, Coral Gables, FL 33143 305.666.04465		Consultant 906		

Total ALL Subcontract / Supplier Utilization $ 23,000,000
Total Certified SBE Utilization
$ 2,290,628 Total Certified
WMBE/DBE Utilization $ $3,150,000
Percent SBE Utilization of Total Bid/Proposal Amt. 10% %; Percent WMBE/DBE Utilization of Total Proposal Amt. 14 %

It is hereby certified that the following information is a true and accurate account of utilization for sub-contracting opportunities on this Contract.
Signed: Name/Title: Peter M. Kinsley, Operations President, Planning & Development Date: 7/20/2023
Failure to Complete, Sign and Submit Both Forms 10 & 20 SHALL render the Bid or Proposal Non-Responsive
Forms must be included with Bid / Proposal

Failure to Complete, Sign and Submit Both Forms 10 & 20 SHALL render the Bid or Proposal Non-Responsive

Instructions for completing The Sub-(Contractors/Consultants/ Suppliers) to be Utilized Form

(Form MBD-20)

This form must be submitted with all bids or proposals. All subcontractors (regardless of ownership or size) projected to be utilized must be included on this form. Note: Ability or desire to self-perform all work shall not exempt the prime from Non-discrimination Outreach/Inclusion initiatives to achieve participation.

Contract No. This is the number assigned by the City of Tampa for the bid or proposal.

- **Contract Name.** This is the name of the contract assigned by the City of Tampa for the bid or proposal.
- **Contractor Name.** The name of your business and/or doing business as (dba) if applicable.
- **Address.** The physical address of your business.
- **Federal ID.** FIN. A number assigned to your business for tax reporting purposes.
- **Phone.** Telephone number to contact business.
- **Fax.** Fax number for business.
- **Email.** Provide email address for electronic correspondence.
- **No Subcontracting/consulting (of any kind) will be performed on this contract.** Checking box indicates your business will not use subcontractors when there is not a prescribed project-specific Subcontract Goal set by the City, but will forfeit evaluation points for Diversity, Equity, Inclusion Outreach and self-perform all work. When subcontractors are utilized during the performance of the contract, the "Sub-(Contractors/Consultants/Suppliers) Payments" form (MBD Form-30) must be submitted with every pay application and invoice. Note: certified WMBE/DBE SBEs or firms bidding as Primes are not exempt from non-discrimination outreach and solicitation of subcontractors, including completion and submitting Form-10 and Form-20.
- **No Firms listed To-Be-Utilized.** Check box: provide detailed brief explanation why no firms were retained when the scope of work by industry standards includes subcontract services/trades/tasks in performance of the contract. Note: Submittal of non-discrimination assurance Form applies (MBD Form-50) and supporting documentation must accompany the bid.
- **See attached documents.** Check box, if after completing the DMI Form in its entirety, you need more space to list additional firms and/or if you have supplemental information/documentation relating to the scope/value/percent utilization of subcontractors. Reproduce copies of MBD-20 and attach. All data not submitted on duplicate forms must be in the same format and content as specified in these instructions.

The following instructions are for information of Any and All subcontractors To Be Utilized.

- **Federal ID.** FIN. A number assigned to a business for tax reporting purposes. This information is critical in proper identification of the subcontractor.
- **"S" =SBE, "W" = WMBE.** Enter "**S**" for firms Certified as Small Business Enterprises and/or "**W**" for firms Certified as Women/Minority Business Enterprise; D = Federal Disadvantaged Certified Business; **"O" = Non-certified others**.
- **Company Name, Address, Phone & Fax**. Provide company information for verification of payments.
- **Type of Ownership.** Indicate the Ethnicity and Gender of the owner of the subcontracting business.
- **Trade, Services, or Materials (NIGP code if Known)** Indicate the trade, service, or material provided by the subcontractor. Abbreviated list of NIGP is available at http:/www.tampagov.net/mbd "Information Resources".
- **Amount of Quote, Letters of Intent** (required for both SLBEs and WMBEs).
- **Percent of Work/Contract.** Indicate the percent of the total contract price the subcontract(s) represent. For CCNA only (i.e. Consultant A/E Services) you must indicate subcontracts as percent of total scope/contract.
- **Total Subcontract/Supplier Utilization.** – Provide total dollar amount of all subcontractors/suppliers projected to be used for the contract. (Dollar amounts may be optional in CCNA depending on solicitation format).
- **Total SBE Utilization.** Provide total dollar amount for all projected SBE subcontractors/Suppliers used for this contract. (Dollar amounts may be optional in CCNA proposals depending on the solicitation format).
- **Total WMBE/DBE Utilization.** Provide total dollar amount for all projected WMBE subcontractors/Suppliers used for this contract. (Dollar amounts may be optional in CCNA proposals depending on the solicitation format).
- **Percent SBE Utilization.** Total amount allocated to SBEs divided by the total bid/proposal amount.
- **Percent WMBE/DBE Utilization.** Total amount allocated to WMBEs divided by the total bid/proposal amount.

Additional information/questions contact the Equal Business Opportunity Office at (813) 274-5522.

City of Tampa - Schedule of All To-Be-Utilized Sub-(Contractors/Consultants/Suppliers)
(FORM MBD-20)

Contract No.: 22-C-00001 Contract Name: Tampa Multimodal Network and Safety Improvements Project (West River District BUILD)

Company Name: The Haskell Company Address: 111 Riverside Avenue, Jacksonville, FL 32202

Federal ID: 59-2387450 Phone: 904.357.4868 Fax: Email: Peter.Kinslev@Haskell.c

Check applicable box(es). Detailed Instructions for completing this form are on page 4 of 4.

[x] See attached list of additional Firms solicited and all supplemental information (List must comply to this form)

Note: Form MBD-20 must list ALL subcontractors To-Be-Utilized including Non-minority/small businesses

[ ] No Subcontracting/consulting (of any kind) will be performed on this contract.

[ ] No Firms were contacted because:

NIGP Code General Categories: Buildings = 909, General = 912, Heavy = 913, Trades = 914, Architects = 906, Engineers & Surveyors = 925, Supplier = 912-77

Enter "S" for firms Certified as Small Business Enterprises, "W" for firms Certified as Women/Minority Business Enterprise, "O" for Other Non-Certified

S=SBE W=WMBE Federal ID	Company Name Address Phone, Fax, Email	Type of Ownership (F=Female M=Male) BF BM=African Am. HF HM=Hispanic AF AM=Asian Am. NF NM=Native Am. CF CM= Caucasian	Trade or Services NIGP Code (listed above)	Contact Method F=Fax E=Email P=Phone	Quote or Response Received Y/N
O	Gresham Smith 3015 Bromley Grand Avenue, Suite 320, Tampa, FL 33607 813.251.6838		Engineer 925	E/P	y
O	Kittleson & Associates 400 North Tampa Street, Suite 1360,. Tampa, FL 33602 813.556.6970		Consultant 906	E/P	y
D/W	Matcon Construction Services 3023 N Florida Ave, Tampa, FL 33603 813.600.5555; derek.mateos@matcon.build		Trades 914	E/P	$ 1,400,000
W	Bright Future Electric 630 Maguire RoadOcoeeFL34761 andrewh@brifutelectric.com+1 407-905-4849		Trades 914	E	$ 1,000,000
S	Pavemaster Asphalt Paving LLC 6115 Hartford StreetTampaFL33619 noah@pavemasterfl.com+1 813-360-7631		Trades 914	E/P	$ 1,400,000
WBE	Precision Contracting Services, Inc. 8812 Venture CoveTampaFL33637 rarnold@pcsfiber.com+1 561-743-9737		Trades 914	E/P	$ 500,000
W/D	Traffic Control Products of Florida, Inc. 5514 Carmack RoadTampaFL33610 estimate@trafficcontrolproducts.org+1 813-621-8484		Trades 914	E/P	$ 250,000
SBE	Landscape Forms OrlandoFL kmoore@landscapeforms.com+1 800-430-6206 ext. 1322		Trades 914	E/P	$ 38,000

Non-Discrimination Outreach & Utilization Initiative

for Women/Minority Business Enterprise\Small Business Enterprise Participation
City of Tampa - Equal Business Opportunity Program
(Form MBD 50 – detailed appendix on page 2 of 2)

Contract Name Tampa Multimodal Network and Safety Improvements Project Bid Date 8/17/2023

Bidder/Proposer The Haskell Company

Signature _____ Date 7/20/2023

Name Peter M. Kinsley Title Operations President, Planning & Development

The Outreach Plan with attachments is a true account of non-discrimination in solicitation devised to promote participation for Women/Minority, Disadvantaged and Small Business Enterprises (WMBE/DBE/SBE) on the referenced contract:

☐ A contract specific WMBE/DBE/SBE participation Goal is Not Specified for this solicitation; however, participation opportunities are available in the scope and will count toward an overall City aspirational Goal of 15%

X Outreach to promote Diversity, Equity, Inclusion: Form MBD 50 is for guidance and documentation reporting

Bidders/Proposers shall submit DMI Forms 10 and 20 which accurately report all subcontractors solicited and all subcontractors to-be-utilized. The following list is an overview of best practice steps for non-discrimination assurance in bids/proposals. Furthermore, it is understood that executing these best practices support the weighted criteria applied in the evaluation based on the veracity and demonstrable degree of documentation provided with the bid/proposal:

(Check applicable boxes below - enclose supporting documents accordingly with Qualifying Remarks)

(1) Solicited through reasonable and available means the interest of WMBE/SBE/DBEs that have the capability to perform the work of the contract. The Bidder or Proposer must solicit this interest within enough time to allow the WMBE/DBE/SBE to respond. The Bidder or Proposer must take appropriate steps to follow up initial solicitations with interested WMBE/DBE/SBE. x See DMI report forms for subcontractors solicited. ☐ See enclosed supplemental data on solicitation efforts.
☐ **Qualifying Remarks**

(2) Provided interested WMBE/DBE/SBE with adequate, specific scope information about the plans, specifications, and requirements of the contract, including addenda, in a timely manner to assist them in responding to the requested scope identified by bidder/proposer for the solicitation. x See enclosed actual solicitations used.
☐ Qualifying Remarks

(3) Negotiated in good faith with interested WMBE/DBE/SBE that have submitted bids (e.g., adjusted quantities or scale). Documentation of negotiation must include the names, addresses, and telephone numbers of WMBE/DBE/SBE that were solicited; the date of each such solicitation; a description of the information provided regarding the plans and specifications for the work selected for subcontracting; and evidence as to why agreements could not be reached with WMBE/DBE/SBE to perform the work. Additional costs involved in soliciting and using subcontractors is not a sufficient reason for a bidder/proposer's failure to conduct outreach or achieve participation, as long as such costs are reasonable. Bidders are not required to accept excessive quotes in order to achieve desired levels of participation.
☐ **DMI Utilized Forms for sub**-(contractor/consultant) reflect genuine negotiations x This project is an RFQ/RFP in nature and negotiations are limited to clarifications of scope/percentages, specifications, qualifications and subs fee schedules. ☐ **See enclosed documentation**.
☐ **Qualifying Remarks**

(4) Not rejecting WMBE/DBE/SBE as being unqualified without justification based on a thorough investigation of their capabilities. The WMBE/DBE/SBE's standing within its industry, membership in specific groups, organizations / associations and political or social affiliations are not legitimate causes for rejecting or not soliciting bids to ensure equal business opportunity and diversity inclusion.
x Not applicable. ☐ **See attached justification for rejection of a subcontractor's bid or proposal**. ☐ **Qualifying Remarks**

(5) Made scope(s) of work available to WMBE/DBE/SBE subcontractors and suppliers; and segmented portions of the work or material consistent with the available WMBE/DBE/SBE subcontractors and suppliers, to facilitate meeting the goal. x In addition, Sub-Contractors could bid on their own choice of work or trade without restriction to a pre-determined portion. ☐ **See enclosed comments**. ☐ **Qualifying Remarks**

(6) Made attempt, despite the ability or desire of Bidder/Proposer to perform the sub-tasks of a contract with its own forces/organization. A Bidder/Proposer who desires to self-perform the sub-tasks of a contract must demonstrate non-discriminatory practices were executed to provide opportunities to participate.
x Sub-Contractors were not prohibited from submitting bids/proposals and were solicited on work typically self-performed by the prime.
☐ **Qualifying Remarks** w/Documents

(7) Segmented the portions of the work to be performed by WMBE/DBE/SLBEs in order to increase the likelihood that opportunity/inclusion is facilitated. This includes, where appropriate, breaking out contract work items into economically feasible units (quantities/scale) to facilitate WMBE/DBE/SBE participation, even when the Bidder/Proposer might otherwise prefer to perform these work items with its own forces. x Sub-Contractors could bid on their own choice of work or trade without restriction to a pre-**determined portion.** ☐ **Sub**-Contractors were not prohibited from submitting bids/proposals and were solicited on work typically self-performed by **the prime.** ☐ **See enclosed comments.** ☐ **Qualifying Remarks**

(8) Made efforts to assist interested WMBE/DBE/SBEs in obtaining bonding, lines of credit, or insurance as required by the City or contractor.
☐ **See enclosed documentation on initiatives undertaken and methods to accomplish**. x Qualifying Remarks

(9) Made efforts to assist interested WMBE/DBE/SBEs in obtaining necessary equipment, supplies, materials, or related assistance or services, including participation in an acceptable mentor-protégé program. ☐ **See enclosed documentation of initiatives and/or agreements.** x Qualifying Remarks

(10) Effectively used the services of the City, DOT, SBA, and other organizations that provide assistance in the recruitment and placement of WMBE/DBE/SBEs.
x See enclosed documentation of services engaged. ☐ Overview (attached) of tactical actions and resources employed toward recruitment

Note: Any unsolicited information in support of your Bid/RFP non-discrimination outreach should accompany your submittal. ☐ **Identify Information Submitted**

Participation Plan: Guidance for Conducting Non-Discrimination Outreach

(1) Provide documentation of email, fax, letters, phone calls, and other methods of outreach/communication with WMBE/DBE/SBEs firms listed in official directories that bidder/proposer solicited. The DMI Solicited and DMI-Utilized forms must be completed for **all** firms solicited and **all** firms utilized (i.e., including non-certified). Other opportunities for subcontracting should be explored to facilitate participation. May consult Tampa EBO Office and/or researching the on-line Diversity Management Business System Directory for Tampa certified WMBE/SBE firms.

(2) Solicitation of WMBE/DBE/SBE, via written or electronic notification, should provide specific information on the services needed, where plans can be reviewed and assistance offered in obtaining these, if required. Solicitations should be sent a minimum of a week (i.e., 5 city business days or more) before the bid/proposal date. Actual copies of the bidder's solicitation containing their scope-specific instructions should be provided.

(3) With any quotes received, a follow-up should be made when needed to confirm detail scope of work. For any WMBE/SLBE low quotes rejected, an explanation shall be provided detailing negotiation efforts.

(4) If a low bid WMBE/DBE/SBE is rejected or deemed unqualified the contractor must provide an explanation and supporting documentation for this decision.

(5) Prime shall break down portions of work into economical feasible opportunities for subcontracting. Any official WMBE/DBE/SBE certified directory may be useful in identifying additional subcontracting opportunities and certified firms not listed in the City of Tampa directory.

(6) Contractor shall not preclude WMBE/DBE/SBE from bidding on any part of work, even if the Contractor may desire to self-perform aspects of the work.

(7) Contractor shall avoid relying solely on subcontracting those scopes of work where WMBE/DBE/SBE availability is not sufficient to attain pre-determined participation; including RFP/RFQ solicitations, all of which require non-discrimination outreach and opportunity to achieve sub-consultant diversity, equity, inclusion

(8) In its solicitations, the Bidder should offer assistance to WMBE/DBE/SBE in obtaining bonding, insurance, et cetera, if required of subcontractors by the City or Prime Contractor.

(9) In its solicitation, the Bidder should offer assistance in obtaining equipment for a specific job to WMBE/DBE/SBE, if needed. This includes mobilization where applicable.

(10) Contractor should use the services offered by such agencies as the Small Business Development Center (SBDC) @ University South Fla.; SBDC @ Hillsborough County Entrepreneur Collaborative Center; Hillsborough NAACP Empowerment Center; Hillsborough County Economic Development Department DM/DWBE/SBE Program and Prospera-Hispanic Business Assoc. to name a few for the recruitment and placement of available WMBE/DBE/SBEs.

Non-Discrimination Outreach & Utilization Initiative

for Women/Minority Business Enterprise\Small Business Enterprise Participation
City of Tampa - Equal Business Opportunity Program
(Form MBD 50 – detailed appendix on page 2 of 2)

Contract Name Tampa Multimodal Network and Safety Improvements Project Bid Date 8/17/2023
Bidder/Proposer: The Haskell Company
Signature _____ - Date 7/20/2023
Name Peter M Kinsley Title: Operations President, Planning & Development

The Outreach Plan with attachments is a true account of non-discrimination in solicitation devised to promote participation for Women/Minority, Disadvantaged and Small Business Enterprises (WMBE/DBE/SBE) on the referenced contract:

Qualifying Remarks:

Item No. 8: Haskell will assist interested WMBE/DBE/SBE's in obtaining bonding, lines of credit or insurance as required by the City, upon request of the subcontractor.

Item No. 9: Haskell will assist interested WMBE/DBE/SBE's in obtaining equipment, supplies, materials, or related assistance or services, including participation in an acceptable mentor-protégé program, upon request of the subcontractor.

Item No. 10: Haskell has participated in the Community Outreach event that was held on May 4, 2023, as part of our recruitment and placement efforts for the project.

The Haskell Company

Bid Solicitation List Reference MBD 50, Item No. 2

Tampa West River Build Grant

Name	Email	Phone	Cell	Status	Base Bid
01 10: Materials Testing		**Lead: David Rowe**		**Bids Due: Aug 3, 2023 at 12:00 PM EDT**	
Absolute Civil Engineering Solutions		--		**Bidding**	--
Christopher Haley	chaley@absoluteces.com	+1 813-239-4750	--	Consented to NDA & Viewed	
James Brunetti	jbrunetti@absoluteces.com	+1 954-349-8797	+1 646-400-1380	Invited	
LIANET CURBELO	lcurbelo@absoluteces.com	--	--	Invited	
T. Leal	tleal@absoluteces.com	+1 561-613-2093	--	Invited	
02 10: Erosion Control		**Lead: David Rowe**		**Bids Due: Aug 3, 2023 at 12:00 PM EDT**	
Absolute Erosion Control, LLC		--		**Undecided**	--
Kevin Ortiz	bids@absoluteerosion.com	+1 407-729-5881	--	Invited	
kevin ortiz	kortiz@absoluteerosion.com	+1 407-489-4035	--	Invited	
05 50: Metal Fabrications		**Lead: Dustin Woods**		**Bids Due: Aug 3, 2023 at 12:00 PM EDT**	
Dant Clayton Corporation (TUTTLE A Dant Clayton Division)		**+1 317-842-2420**		**Bidding**	--
Kelly Jo McAbee	kmcabee@tuttlerailings.com	+1 502-634-3655 ext. 602	+1 317-835-1374	Invited	
Tom Moon	tmoon@tuttlerailings.com	+1 317-289-9532	--	Consented to NDA & Viewed	
Greco Aluminum Railings USA Inc		--		**Not Bidding**	--
Jill Johnson	jill.johnson@grecorailings.com	+1 727-947-2237	--	Consented to NDA & Viewed	
Lisa Fairlie	lisa.fairlie@grecorailings.com	+1 727-364-2713	--	Invited	
mathew Palmer	matt.palmer@grecorailings.com	+1 727-372-1100 ext. 102	--	Invited	
randy kernon	randy.kernon@grecorailings.com	+1 727-372-1100 ext. 115	--	Invited	

K N Edwards Sales Inc.		--		**Bidding**	--
Nick Brozovich	nick@knedwards.com	+1 727-441-4833	--	Invited	
Steve Hope	stevehope@knedwards.com	+1 727-441-4833	--	Consented to NDA & Viewed	
Steve Lowther	steve@knedwards.com	+1 727-919-6970	--	Invited	
MDI Solutions, Inc.		--		**Undecided**	--
Jeff Meyer	jmeyer@mdifenceandrail.com	+1 407-427-6841	--	Invited	
William Culpepper	estimating@mdifenceandrail.com	+1 407-427-6841	--	Viewed	
Maestros Metalworks		--		**Bidding**	--
Maestros Metalworks	maestrosmetalworks@gmail.com	+1 813-966-7302	--	Invited	
Matcon Construction Services, Inc.		**+1 813-600-5555**		**Undecided**	--
Anthony Rembert	tony.rembert@matcon.build	+1 954-324-5205	--	Invited	
Derek Mateos	derek.mateos@matcon.build	+1 813-600-5555 ext. 203	+1 813-917-1836	Viewed	
Hector Ontiveros	hector.ontiveros@matcon.build	--	--	Invited	
Jose Gonzalez	jose.gonzalez@matcon.build	+1 727-312-7671	--	Invited	
Marco Diaz	marco.diaz@matcon.build	+1 407-921-4383	--	Invited	
Marynes Mateos	marynes.mateos@matcon.build	+1 813-523-9559	--	Invited	
Melanie Young	melanie.young@matcon.build	+1 813-599-8398 ext. 1015	--	Consented to NDA & Viewed	
Mohit Patel	mohit.patel@matcon.build	--	--	Invited	
Precon	precon@matcon.build	+1 813-600-5555 ext. 1015	--	Invited	
Tony Martell	plantcity583@gmail.com	+1 407-738-2914	--	Viewed	
Tony Martell	tony.martell@matcon.build	+1 813-600-5555	--	Invited	
Stainless Fabricators, Inc.		**+1 813-926-7113**		**Not Bidding**	--
Keith Binney	keith@stainlessfabinc.com	+1 813-926-7113	--	Consented to NDA & Viewed	
Scott Binney	scott@stainlessfabinc.com	+1 813-926-7113	--	Consented to NDA & Viewed	

Straight Up Fence		**+1 470-207-4481**		**Not Bidding**	--
Dan Lapina	dan@straightupfencefl.net	+1 407-207-4481	--	Invited	
Superior Fence & Rail		--		**Undecided**	--
Mike Crosby	mike.crosby@superiorfenceandrail.com	+1 727-536-1905	--	Invited	
Unlimited Welding, Inc.		**+1 407-327-3333**		**Not Bidding**	--
Bonnie Smith	bonnie.smith@unlimitedwelding.com	+1 407-327-3333	--	Invited	
Brian Smith	brian.smith@unlimitedwelding.com	+1 407-327-3333	+1 407-509-6563	Invited	
Dana Terebessy	dana.terebessy@unlimitedwelding.com	+1 407-327-3333	+1 407-714-7525	Invited	
Viva Railings LLC		**+1 972-353-8482**		**Bidding**	--
Robin Webb - Florida	rwebb@vivarailings.com	+1 689-867-1692	--	Consented to NDA & Viewed	
26 00: Electrical		Lead: Dustin Woods		Bids Due: Aug 3, 2023 at 12:00 PM EDT	
APG Electric, Inc.		**+1 727-530-0077**		**Not Bidding**	--
(SEND ALL INVITES HERE) Jonatha...	estimating@apg.company	+1 727-530-0077	--	Consented to NDA & Viewed	
George Lambert	george.lambert@apg.company	+1 727-530-0077	--	Invited	
Above Electric		--		**Not Bidding**	--
--	inquiries@aboveelectric.com	+1 727-726-5484	--	Invited	
-- (vendor)	samantha@aboveelectric.com	(813) 580-1846	(727) 726-5484	Invited	
Above Electric LLC		**+1 813-580-1846**		**Not Bidding**	--
Fabio Fontanari	fabio@aboveelectric.com	+1 727-726-5484	+1 813-580-1846	Invited	
Aireko Energy Solutions US, LLC		**+1 407-706-2800**		**Not Bidding**	--
Francisco Birriel	fbirriel@aireko.com	+1 407-706-2800	--	Invited	

Aireko Energy Solutions US, LLC		**+1 407-706-2800**		**Not Bidding**	--
Brenda Soto-Rivera	bsoto@aireko.com	--	--	Invited	
Brian Crisp	bcrisp@aireko.com	--	+1 386-986-9992	Invited	
Carlos Yunes	cyunes@aireko.com	(561) 756-0089 ext. 5617...	--	Invited	
Jose Morales	jrmorales@aireko.com	+1 787-653-6300	--	Invited	
Robert Steele	rsteele@aireko.com	--	+1 407-776-0450	Invited	
All Phase Electric & Maintenance, Inc.		**--**		**Undecided**	--
Alex O	alexo@allphaseelectricfl.com	+1 813-876-7074	--	Invited	
David Sopjack	davids@allphaseelectricfl.com	+1 813-876-7074	--	Invited	
Matthew Mercer	mattm@allphaseelectricfl.com	+1 813-876-7074	--	Invited	
BCI Integrated Solutions		**+1 813-855-0114**		**Undecided**	--
Electrical Estimating	electricalbids@bcifl.net	--	--	Consented to NDA & Viewed	
Kelley Shaddock	kshaddock@pelicanelectricalgroup.com	+1 813-855-0114	+1 727-422-1813	Invited	
Bright Future Electric		**+1 407-654-0155**		**Bidding**	--
--	bids@brifutelectric.com	+1 407-905-4849	+1 407-506-5639	Invited	
--	steve.panagiotakis@brifutelectric.com	--	--	Invited	
--	tony.egler@brifutelectric.com	--	--	Invited	
Andrew Heintzelman	andrewh@brifutelectric.com	+1 407-905-4849	+1 407-506-5639	Invited	
Jose Zamudio (vendor)	jose.zamudio@brifutelectric.com	+1 941-302-3698	--	Consented to NDA & Viewed	
Robert Scroggins	roberacts@brifutelectric.com	+1 407-654-0155	--	Invited	
TONY Egler	tonye@brifutelectric.com	+1 941-752-0939	+1 941-284-5305	Consented to NDA & Viewed	
Cablelytics LLC		**--**		**Bidding**	--
--	ffreeman@cablelytics.com	(813) 498-2001	--	Consented to NDA & Viewed	
Courtney Baxter	cbaxter@cablelytics.com	+1 863-712-8569	--	Invited	

Competitive Edge Partners & Consulting, LLC		**+1 407-203-7064**		**Not Bidding**	--
All Divisions Estimator	estimating@compedgellc.com	--	--	Invited	
D & S Electrical Technologies, Inc.		**--**		**Undecided**	--
griffin clark	gclark@dselectricaltechnologies.com	--	--	Invited	
Deem, LLC		**+1 765-969-2358**		**Undecided**	--
Carl Anello	canello@deemfirst.com	+1 786-750-2739	--	Invited	
Erwin Electric, Inc.		**+1 813-855-0048**		**Undecided**	--
Brian Eilers	beilers@erwinelectric.com	+1 813-701-2300	--	Invited	
Brian Wherry	bwherry@erwinelectric.com	--	--	Invited	
Doug Erwin	doug@erwinelectric.com	+1 813-855-0048	--	Invited	
Ryan Erwin	ryan@erwinelectric.com	--	--	Viewed	
Gaylor Electric		**+1 813-540-4700**		**Not Bidding**	--
Aaron Mohr	amohr@gaylor.com	+1 813-540-4700	+1 317-512-0449	Invited	
Chris Harrington	charrington@gaylor.com	+1 317-214-6293	+1 317-690-5144	Invited	
Chuck Goodrich	cgoodrich@gaylor.com	+1 317-214-6300	+1 317-716-7117	Invited	
Matt Coons	mcoons@gaylor.com	+1 727-644-6224	--	Consented to NDA & Viewed	
Stephanie Hosseini	shosseini@gaylor.com	+1 813-340-4319	--	Consented to NDA & Viewed	
Grassland Enterprises, Inc.		**+1 407-298-2494**		**Not Bidding**	--
Fabian Cook Jr	fabian@grasslandenterprisesinc.com	+1 407-298-2494	--	Invited	
Taino Santana	taino@grasslandenterprisesinc.com	+1 718-679-8358	--	Invited	
William Cox	bill@grasslandenterprisesinc.com	+1 407-721-7211	--	Invited	
Lewis Electrical Design		**--**		**Bidding**	--
Jerry Lewis	jerry@lewiselectricaldesign.com	+1 813-892-1199	--	Consented to NDA & Viewed	

Maurice Scott & Associates, LLC		--		Not Bidding	--
Maurice Scott	mistermjscott@verizon.net	+1 813-832-8306	--	Invited	
Miller Electric Company - JAX		+1 813-623-3984		Undecided	--
Alexander Roman	aroman@mecojax.com	+1 813-452-5101	--	Invited	
John Lachance	jlachance@mecojax.com	+1 813-477-7146	--	Invited	
Kevin Huggins	khuggins@mecojax.com	+1 863-450-6636	--	Invited	
Tony Staiano	tstaiano@mecojax.com	+1 863-412-3859	--	Invited	
Nationwide Fire Sprinklers		+1 305-863-7711		Not Bidding	--
Eddie Puig	epuig@nationwidefiresprinklers.us	+1 786-701-2108	+1 305-863-7711	Invited	
OHC Environmental Engineering Inc.		+1 813-626-8156		Not Bidding	--
Ava Beil	marketing@ohcnet.com	+1 614-705-9650	--	Invited	
James Rizk	jrizk@ohcnet.com	+1 813-626-8156	+1 813-376-2005	Invited	
James Rizk	ohcadmin@ohcnet.com	+1 813-626-8156	(813) 376-2005	Invited	
Owen Electric		--		Bidding	--
Robert Ziegler	rziegler@owenec.com	+1 904-466-7072	+1 407-676-2568	Invited	
PTM Electric		--		Not Bidding	--
Mark Harrison	markdharrison@ptmelectric.com	+1 561-578-2462	--	Invited	
Shane Harrison	shane@ptmelectric.com	--	--	Invited	
28 05: Traffic Signals		Lead: David Rowe		Bids Due: Aug 3, 2023 at 12:00 PM EDT	
911Alert, Inc.		+1 727-299-0911		Undecided	--
Steve Dale	stevedale@911alert.com	+1 813-598-1314	+1 813-598-1314	Invited	
Barricade Lighting		+1 352-575-2456		Not Bidding	--
Jeremy Olson	jeremy@barricadelighting.com	+1 352-415-0040	(352) 263-5137	Invited	

Florida Safety Contrators, Inc.		--		**Undecided**	--
Highway Safety Devices		**(813) 759-1559**		**Undecided**	--
Brittney Magill	bmagill@highwaysafetydevices.com	+1 813-759-1559 ext. 200	--	Invited	
Lou Buenaventura	loub@highwaysafetydevices.com	+1 813-759-1559	--	Consented to NDA & Viewed	
Industrial Traffic Solutions		--		**Bidding**	--
Debbie Schrantz	debbie@lanecontrols.com	--	--	Invited	
Scott Fitchet	scott@lanecontrols.com	+1 617-905-6038	--	Invited	
Precision Contracting Services, Inc.		**+1 561-743-9737**		**Undecided**	--
Rick Arnold	rarnold@pcsfiber.com	+1 561-743-9737	+1 407-578-9607	Invited	
RSR Industrial Coatings Inc		--		**Undecided**	--
Bobby Robles	bobby@rsrcoatings.com	+1 863-537-1110	--	Invited	
Roadsafe Traffic Systems		--		**Undecided**	--
Crystal McGowan	cmcgowan@roadsafetraffic.com	+1 813-740-0468	+1 727-638-2800	Invited	
Jason Brown	jbrown@roadsafetraffic.com	--	--	Invited	
Jose Rodriguez	jrodriguez@roadsafetraffic.com	+1 813-299-3407	--	Invited	
Tami Grube	tgrube@roadsafetraffic.com	+1 305-633-3883	+1 305-796-1273	Invited	
Transportation Control Systems Inc.		--		**Not Bidding**	--
Cary Hudkins	chudkins@tcstraffic.com	+1 813-630-2800	--	Invited	
Charlie Witkowski	cwitkowski@tcstraffic.com	+1 404-775-7728	--	Invited	
Jake Kistel	jkistel@tcstraffic.com	+1 813-947-2007	--	Invited	
Josh Lambrecht	estimating@tcstraffic.com	+1 813-630-2800	--	Viewed	
Steven Gillis	sgillis@tcstraffic.com	--	--	Invited	

United Signs & Signals		--		**Undecided**	--
Janis Stringer	jstringer@ussfl.com	+1 352-742-1904	--	Invited	
Micheal Mott	mmott@ussfl.com	--	--	Invited	
31 00: Site Work		**Lead: Matthew Lewis**		**Bids Due: Aug 3, 2023 at 12:00 PM EDT**	
2 Meyer Corp		--		**Undecided**	--
Mellissa Gugliotti	renatonjr@aol.com	+1 813-645-3150	--	Invited	
Alto Construction Company, Inc.		**+1 813-241-2586**		**Bidding**	--
David Campbell	dcampbell@altoconstruction.com	+1 813-241-2586 ext. 227	+1 813-440-8352	Invited	
Luke Smith	lsmith@altoconstruction.com	+1 813-440-1259	--	Invited	
Monica Hernandez	mhernandez@altoconstruction.com	+1 813-241-2586 ext. 228	--	Invited	
Cone Graham, Inc.		--		**Not Bidding**	--
Kenneth Moore	kmoore@conegraham.com	--	--	Consented to NDA & Viewed	
Pam Moore	pmoore@conegraham.com	+1 813-512-7785	--	Invited	
Randy Cropp	degan@conegraham.com	+1 813-623-2856	--	Invited	
STACIE PINKSTON	spinkston@conegraham.com	+1 813-512-7785	--	Consented to NDA & Viewed	
David Nelson Construction Company		**+1 727-784-7624**		**Not Bidding**	--
--	info@nelson-construction.com	--	--	Invited	
David Atkins	datkins@nelson-construction.com	+1 727-784-7624	--	Consented to NDA & Viewed	
David Vekasi	dvekasi@nelson-construction.com	+1 727-784-7624	--	Invited	
Debbie Case	dcase@nelson-construction.com	+1 727-784-7624	--	Invited	
Estimating Department	estimating@nelson-construction.com	+1 727-784-7624	--	Invited	
Gosalia Concrete Constructors, Inc.		--		**Undecided**	--
Kenneth Green	kgreen@suncoast-group.com	+1 813-639-7526	--	Invited	
Gosalia Inc.		--		**Undecided**	--

Hubbard Construction Company		--	**Undecided**	--
Joe Monticco	joseph.monticco@hubbard.com	+1 813-990-8949	--	Invited
Jon Ritchey	jon.ritchey@hubbard.com	+1 407-645-5500	--	Consented to NDA & Viewed
Michael Perez	michael.perez@hubbard.com	--	--	Invited
Wendy Vickery	wendy.vickery@hubbard.com	+1 407-623-3845	--	Consented to NDA & Viewed
Mondragon Paving LLC		--	**Bidding**	--
Isidro Mondragon	mondragonpaving@gmail.com	+1 813-405-4335	--	Consented to NDA & Viewed
Lance Scott	lscott.mondragonpaving@gmail.com	+1 813-405-4335	--	Invited
PCS Civil		--	**Undecided**	--
--	teresay@pcscivilinc.com	--	--	Invited
--	estimating@pcscivilinc.com	--	--	Invited
Pavemaster Asphalt Paving LLC		+1 813-671-7300	**Bidding**	--
Dante Woodson	dante@pavemasterfl.com	--	--	Consented to NDA & Viewed
Noah Stevens	noah@pavemasterfl.com	+1 813-360-7631	--	Consented to NDA & Viewed
Steve Stevens	steve@pavemasterfl.com	+1 813-671-7300	--	Invited
Prince Contracting		--	**Not Bidding**	--
Quinn Yowell	qyowell@princecontracting.com	+1 813-699-5900	--	Viewed
Prince Contracting, LLC		--	**Not Bidding**	--
Ranger Construction Industries		--	**Not Bidding**	--
--	estimating.orlando@rangerconstruction.com	+1 407-656-9255	--	Invited
Joseph Johnson	joe.johnson@rangerconstruction.com	--	--	Invited
Paul Carlson	paul.carlson@rangerconstruction.com	+1 407-656-9255	+1 407-468-0159	Invited
Steve Skubal	estimating@rangerconstruction.com	+1 407-749-6266	--	Invited

Superior Construction		--		**Undecided**	--
Katie Jackson	kjackson@superiorconstruction.com	(904) 429-2424 x0	--	Invited	
Margaret Laneri	see@superiorconstruction.com	+1 904-292-4240	--	Consented to NDA & Viewed	
31 10: Maintenance of Traffic		**Lead: Matthew Lewis**		**Bids Due: Aug 3, 2023 at 12:00 PM EDT**	
Arrive Alive Traffic Control		--		**Bidding**	--
Adam Massimo	adam.massimo@aatcfl.com	--	--	Invited	
Andrew Melton	andrew.melton@aatcfl.com	+1 954-832-6382	--	Consented to NDA & Viewed	
David Feise	david.feise@aatcfl.com	+1 407-578-5431	--	Invited	
Lisa Piccione	lisa.piccione@aatcfl.com	+1 407-578-5431	--	Invited	
Precision Contracting Services, Inc.		**+1 561-743-9737**		**Undecided**	--
Rick Arnold	rarnold@pcsfiber.com	+1 561-743-9737	+1 407-578-9607	Invited	
Roadsafe Traffic Systems		--		**Undecided**	--
Crystal McGowan	cmcgowan@roadsafetraffic.com	+1 813-740-0468	+1 727-638-2800	Invited	
Jason Brown	jbrown@roadsafetraffic.com	--	--	Invited	
Jose Rodriguez	jrodriguez@roadsafetraffic.com	+1 813-299-3407	--	Invited	
Tami Grube	tgrube@roadsafetraffic.com	+1 305-633-3883	+1 305-796-1273	Invited	
Traffic Control Products of FL		--		**Undecided**	--
Traffic Control Products of Florida, Inc.		--		**Not Bidding**	--
Bobbie Strong	bstrong@trafficcontrolproducts.org	+1 813-621-8484	--	Invited	
Greg Tyska	estimatesignals@trafficcontrolproducts.org	(813) 621-8484 x146	--	Invited	
Jessica Childs	estimate@trafficcontrolproducts.org	+1 813-621-8484	--	Invited	
31 15: Piles & Caissons		**Lead: David Rowe**		**Bids Due: Aug 3, 2023 at 12:00 PM EDT**	

Orion		**+1 813-839-8441**		**Undecided** --
--	shicks@orn.net	--	--	Invited
Natisha Threatt	nthreatt@orionmarinegroup.com	+1 813-839-8441	--	Consented to NDA & Viewed
Rush Construction		**--**		**Undecided** --
Tony Landry	tlandry@rushinc.com	+1 813-393-7375	--	Invited
32 00: Landscape		Lead: Dustin Woods		Bids Due: Aug 3, 2023 at 12:00 PM EDT
BrightView Landscape Development (New Construction)		**--**		**Bidding** --
Andy Johnson	andy.johnson@brightview.com	--	--	Invited
Mike Rushton	michael.rushton@brightview.com	+1 813-628-8116	+1 813-363-0508	Consented to NDA
Capital Maintenance & Landscaping, Inc.		**+1 352-544-0402**		**Undecided** --
Ed Ritter	cmlincestimating@gmail.com	+1 352-544-0402	--	Consented to NDA & Viewed
Central Florida Landscaping, Inc.		**+1 813-623-1771**		**Undecided** --
Xuan Wallis	estimating@cflonline.com	+1 813-623-1771	--	Invited
Complete Landscape Solutions		**--**		**Bidding** --
Andrew Stapleton	completelandscapesolutionllc@gmail.com	+1 813-787-5360	--	Invited
Dobsons Wood & Water, Inc.		**--**		**Not Bidding** --
Lee Dobson	lee@dobsonsww.com	+1 407-841-0030	--	Invited
Juniper Landscaping		**+1 941-745-2101**		**Undecided** --
J.R. Worley	jr@juniperlandscaping.com	+1 239-218-9700	--	Invited
Mast landscape Management		**--**		**Bidding** --
Norman Mast	mastlandscape1@gmail.com	+1 941-809-4224	--	Consented to NDA & Viewed

Pine Lake Nursery		**+1 813-948-4736**		**Not Bidding** --
John Amarosa	projects@pinelakenurseryinc.com	+1 813-948-4736	--	Invited
Raulerson & Son, Inc.		**+1 813-988-3698**		**Undecided** --
Ana Raulerson	rsestimating1@aol.com	+1 813-988-3698	+1 813-816-4287	Consented to NDA & Viewed
Glenn Raulerson	rsestimating4@aol.com	+1 813-988-3698	--	Invited
Glenn Raulerson	rsestimating2@aol.com	(813) 988-3698	--	Invited
Tom Sadeghi	raulersons@aol.com	+1 813-793-1454	+1 813-793-1454	Consented to NDA & Viewed
Sunrise Landscape		**+1 813-985-9381**		**Not Bidding** --
Jason Warner	jwarner@sunriselandscape.com	+1 813-985-9381	+1 813-599-0008	Invited
Unknown Company		--		**Not Bidding** --
--	benjamin@wilhelminc.com	--	--	Invited
Wilhelm Brothers		--		**Undecided** --
Benjamin Wilhelm	benjamin@wilhelmbrosinc.com	--	--	Invited
32 05: Living Shoreline		Lead: Dustin Woods		Bids Due: Aug 3, 2023 at 12:00 PM EDT
Petrotech Southeast Inc		**+1 813-267-0532**		**Bidding** --
MIKE BISHOP	mike.bishop@petrotechse.com	+1 813-267-0532	--	Viewed
32 10: Hardscape		Lead: Dustin Woods		Bids Due: Aug 3, 2023 at 12:00 PM EDT
BRW Contracting, Inc.		--		**Not Bidding** --
Dylan Northrup	dylan@brwcontracting.org	+1 813-996-5882	--	Invited
James Pietracatella	jimp@brwcontracting.org	+1 813-996-5882	+1 813-714-3024	Consented to NDA & Viewed
Jessica Chattin	jessica@brwcontracting.org	+1 813-996-5882 ext. 226	--	Invited
Randy Blankenship	randy@brwcontracting.org	+1 813-996-5882	--	Invited

BrightView Landscape Development (New Construction)		--		**Bidding** --
Andy Johnson	andy.johnson@brightview.com	--	--	Invited
Mike Rushton	michael.rushton@brightview.com	+1 813-628-8116	+1 813-363-0508	Consented to NDA & Viewed
Cornerstone Solutions Group		--		**Undecided** --
A. P.	ap@cornerstonesolutionsgroup.com	--	--	Invited
Julie Kirik	jkirik@cornerstonesolutionsgroup.com	+1 866-617-2235	--	Invited
Edwards Concrete Company		**+1 407-656-2139**		**Not Bidding** --
Christine Greene	christine@edwardsbomanite.com	+1 407-656-2139	--	Invited
Ken Breeding	ken@edwardsbomanite.com	+1 407-625-8461	--	Consented to NDA & Viewed
Zach Fielder	zach@edwardsbomanite.com	+1 407-656-2139	--	Consented to NDA & Viewed
Matcon Construction Services, Inc.		**+1 813-600-5555**		**Not Bidding** --
Derek Mateos	derek.mateos@matcon.build	+1 813-600-5555 ext. 203	+1 813-917-1836	Invited
UCC Group Inc. - US		--		**Undecided** --
Francisco Garcia	fgarcia@uccgroup.com	+1 407-858-2140	+1 863-242-4262	Invited
Graham Duthie	gduthie@uccgroup.com	+1 321-689-2667	--	Invited
32 20: Site Signage		Lead: David Rowe		Bids Due: Aug 3, 2023 at 12:00 PM EDT
Dixie Signs, Inc.		--		**Undecided** --
Andy Snyder	ams@dixiesignsinc.com	+1 863-644-3521	--	Invited
Crissy Carpenter	cac@dixiesignsinc.com	+1 863-644-3521	--	Invited
Signco Architectural Signage Corp		**+1 386-740-8344**		**Undecided** --
--	ts@signco.us	+1 386-740-8344	--	Invited
Therese Smyntek	sales@signco.us	+1 386-951-6399	--	Invited
32 33: Site Furnishings		Lead: Dustin Woods		Bids Due: Aug 3, 2023 at 12:00 PM EDT

Bliss Products & Services, Inc.		**+1 727-403-7849**		**Undecided**	--
Heather Smith	heather.smith@blissproducts.com	+1 727-403-7849	--	Invited	
Competitive Edge Partners & Consulting, LLC		**+1 407-203-7064**		**Not Bidding**	--
All Divisions Estimator	estimating@compedgellc.com	--	--	Invited	
Contract Furniture Inc. (CFI)		**+1 813-247-6622**		**Bidding**	--
--	info@contractfurniturefl.com	+1 813-247-6622	--	Invited	
Darla Vegenski	darla@contractfurniturefl.com	+1 813-247-6622	--	Invited	
Darla Vegenski	sales@contractfurniturefl.com	+1 813-247-6622	--	Consented to NDA & Viewed	
DGMorrison, Inc.		--		**Not Bidding**	--
John Glenzer	john.glenzer@areteindustries.us	+1 813-607-6202	--	Invited	
Detailed Productions		--		**Not Bidding**	--
Phillip Kohan	detailedproduction@gmail.com	+1 727-644-2239	+1 727-644-2239	Invited	
Holmes & Brakel Business Interiors		**+1 813-593-0206**		**Not Bidding**	--
Ryan Carmody	rcarmody@holmesbrakel.com	--	--	Invited	
sharifi houssian	shoussian@holmesbrakel.com	+1 813-593-0206	--	Invited	
Landscape Forms		--		**Bidding**	--
Kellie Moore	kmoore@landscapeforms.com	+1 800-430-6206 ext. 1322	--	Consented to NDA & Viewed	
Landscape Forms		--		**Undecided**	--
group email email	east@landscapeforms.com	+1 800-441-1945 ext. 1337	--	Invited	
Precizion Installations, Inc.		--		**Not Bidding**	--
Michael Levasseur	mlevasseur@tampabay.rr.com	+1 727-224-7573	--	Invited	

Pro Playgrounds		**+1 800-573-7529 ext. 108**		**Undecided**	--
Grey Coleman	gcoleman@proplaygrounds.com	+1 800-573-7529	--	Invited	
Sorella Group Inc		**+1 913-390-9544**		**Undecided**	--
Calvin Scott	calvin.scott@sorellagroup.com	+1 913-251-2250	+1 913-387-6829	Invited	
Kolby Griffith	kolby@sorellagroup.com	+1 913-251-1383	+1 913-257-1466	Invited	
Luke Rooney	luke.rooney@sorellagroup.com	+1 615-879-0202	+1 913-329-5878	Invited	
Nolan Dean	nolan.dean@sorellagroup.com	+1 913-251-1136	+1 913-701-1094	Invited	
Total Commercial Specialties Inc		**+1 813-525-8388**		**Undecided**	--
--	dylan@totalcommercialspecialties.com	--	--	Invited	
Dylan Kaemmer	dkaemmer@outlook.com	+1 813-525-8388	--	Invited	
Jody Kaemmer	jody@totalcommercialspecialties.com	+1 813-525-8388	--	Invited	
Nicholas Kaemmer	nick@totalcommercialspecialties.com	--	--	Invited	
UCC Group Inc. - US		**--**		**Undecided**	--
Francisco Garcia	fgarcia@uccgroup.com	+1 407-858-2140	+1 863-242-4262	Invited	
Graham Duthie	gduthie@uccgroup.com	+1 321-689-2667	--	Invited	
Socorro Morales	smorales@uccgroup.com	+1 407-248-0989	+1 407-552-9747	Invited	
Wesnic Inc.		**--**		**Undecided**	--
Michelle Temple	michelle@wesnic.com	+1 727-430-9949	--	Invited	
Workscapes / Buildscapes		**+1 813-620-0048**		**Undecided**	--
Alicia Ferraro	aferraro@workscapes.com	+1 727-657-1227	--	Consented to NDA & Viewed	
Steven Zanetos	szanetos@workscapes.com	+1 727-455-4895	--	Invited	

David Nelson Construction Company		**+1 727-784-7624**		**Not Bidding**	--
--	info@nelson-construction.com	--	--	Invited	
David Vekasi	dvekasi@nelson-construction.com	+1 727-784-7624	--	Invited	
Estimating Department	estimating@nelson-construction.com	+1 727-784-7624	--	Invited	
Jeffrey Nelson	jnelson@nelson-construction.com	--	--	Invited	
Fender Marine		--		**Bidding**	--
Drew Livingston	dlivingston@fendermarine.com	+1 321-474-3775	--	Invited	
Steven Whitney	swhitney@fendermarine.com	+1 407-797-1469	--	Consented to NDA & Viewed	
Timothy Abbott	tim@fendermarine.com	+1 407-256-7213	--	Consented to NDA & Viewed	
bonnie roberts	broberts@fendermarine.com	+1 407-481-8383	--	Invited	
Orion		**+1 813-839-8441**		**Bidding**	--
--	shicks@orn.net	--	--	Invited	
Natisha Threatt	nthreatt@orionmarinegroup.com	+1 813-839-8441	--	Consented to NDA & Viewed	
Rush Construction		--		**Bidding**	--
Albert Forbes	aforbes@rushinc.com	+1 321-302-1041	--	Invited	
Joshua Pagan	jpagan@rushinc.com	+1 321-607-2130	--	Invited	
Tony Landry	tlandry@rushinc.com	+1 813-393-7375	--	Invited	

Section 2 | Plans

Complete Streets

SEGMENT PLANS COMPONENTS

SEGMENT 1 - PLATT TO BROREIN
SEGMENT 2 - KENNEDY TO ROME
SEGMENT 3 - PLATT STREET
SEGMENT 4 - ROME AVENUE
SEGMENT 5 - COLUMBUS BOULEVARD
SEGMENT 6 - RIDGEWOOD PARK

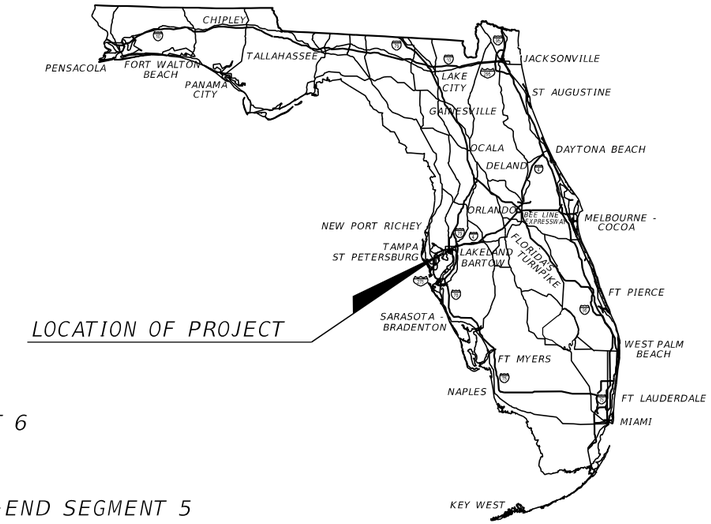
CITY OF TAMPA MOBILITY DEPARTMENT

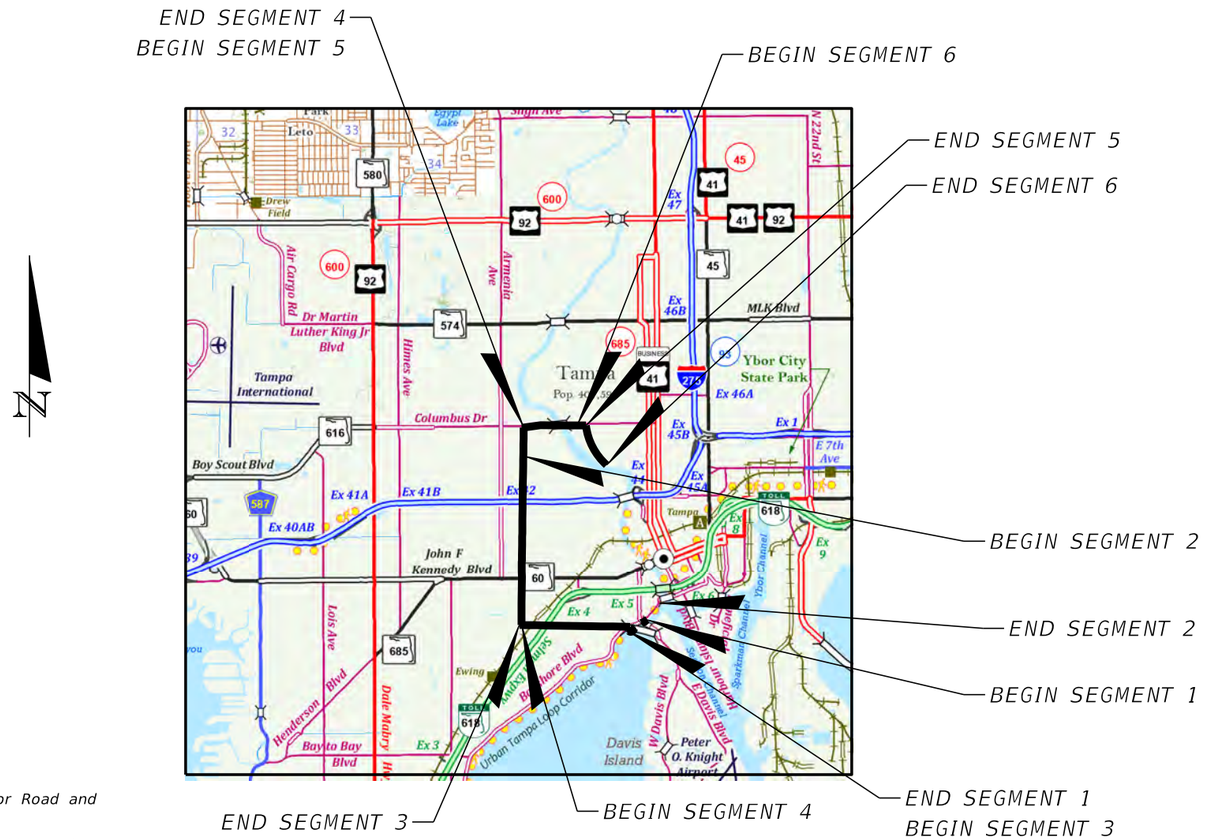
TAMPA MULTIMODAL NETWORK AND SAFETY IMPROVEMENTS

TECHNICAL PROPOSAL

COUNTY

(WEST RIVER DISTRICT PROJECT)
CITY CONTRACT NUMBER: 22-C-00001
FEDERAL PROCUREMENT NUMBER: HOFM220023PR





THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY:

ON THE DATE ADJACENT TO THE SEAL

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GOVERNING STANDARD PLANS:

Florida Department of Transportation, FY2023-24 Standard Plans for Road and Bridge Construction and applicable Interim Revisions (IRs).

Standard Plans for Road Construction and associated IRs are available at the following website: http://www.fdot.gov/design/standardplans

NACTO Urban Street Design Guide and NACTO Urban Bikeway Design Guide.

2022 Florida Flexible (or Rigid) Pavement Design Manual

City of Tampa Standards

APPLICABLE IRs: N/A

GOVERNING STANDARD SPECIFICATIONS:

Florida Department of Transportation, January 2024 Standard Specifications for Road and Bridge Construction at the following website:
http://www.fdot.gov/programmanagement/Implemented/SpecBooks

ENGINEER OF RECORD:

OLIVER SHAHBAZIAN, P.E.
P.E. LICENSE NUMBER 85606
THE HASKELL COMPANY
111 RIVERSIDE AVENUE
JACKSONVILLE, FL 32202
904-791-4500
CONTRACT NO.: 22-C-0001

PROJECT MANAGER:

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
	24	0-001

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

INDEX OF SEGMENT 1
PLANS COMPONEMENT

SHEET NO.	SHEET DESCRIPTION
1-001	KEY SHEET
1-002 - 1-003	SITE PLAN
1-004	BRIDGE TYPICAL SECTIONS
1-005 - 1-006	BRIDGE LAYOUT
1-007 - 1-008	PILE PLAN
1-009 - 1-010	BRIDGE ELEVATION

CITY OF TAMPA MOBILITY DEPARTMENT

TAMPA MULTIMODAL NETWORK
AND SAFETY IMPROVEMENTS

TECHNICAL PROPOSAL

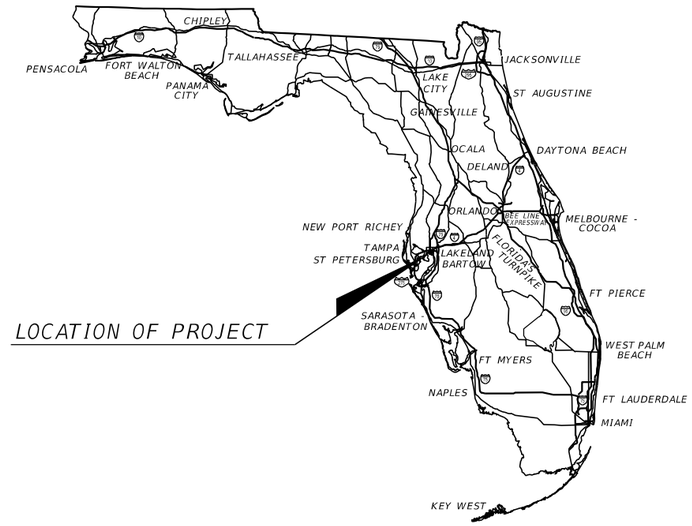
COUNTY

(WEST RIVER DISTRICT PROJECT)

CITY CONTRACT NUMBER: 22-C-0001

FEDERAL PROCUREMENT NUMBER: HOFM220023PR

SEGMENT 1 PLANS



ENGINEER OF RECORD:

OLIVER SHAHBAZIAN, P.E.
P.E. LICENSE NUMBER 85606
THE HASKELL COMPANY
111 RIVERSIDE AVENUE
JACKSONVILLE, FL 32202
CONTRACT NO.: 22-C-0001

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
	24	1-001

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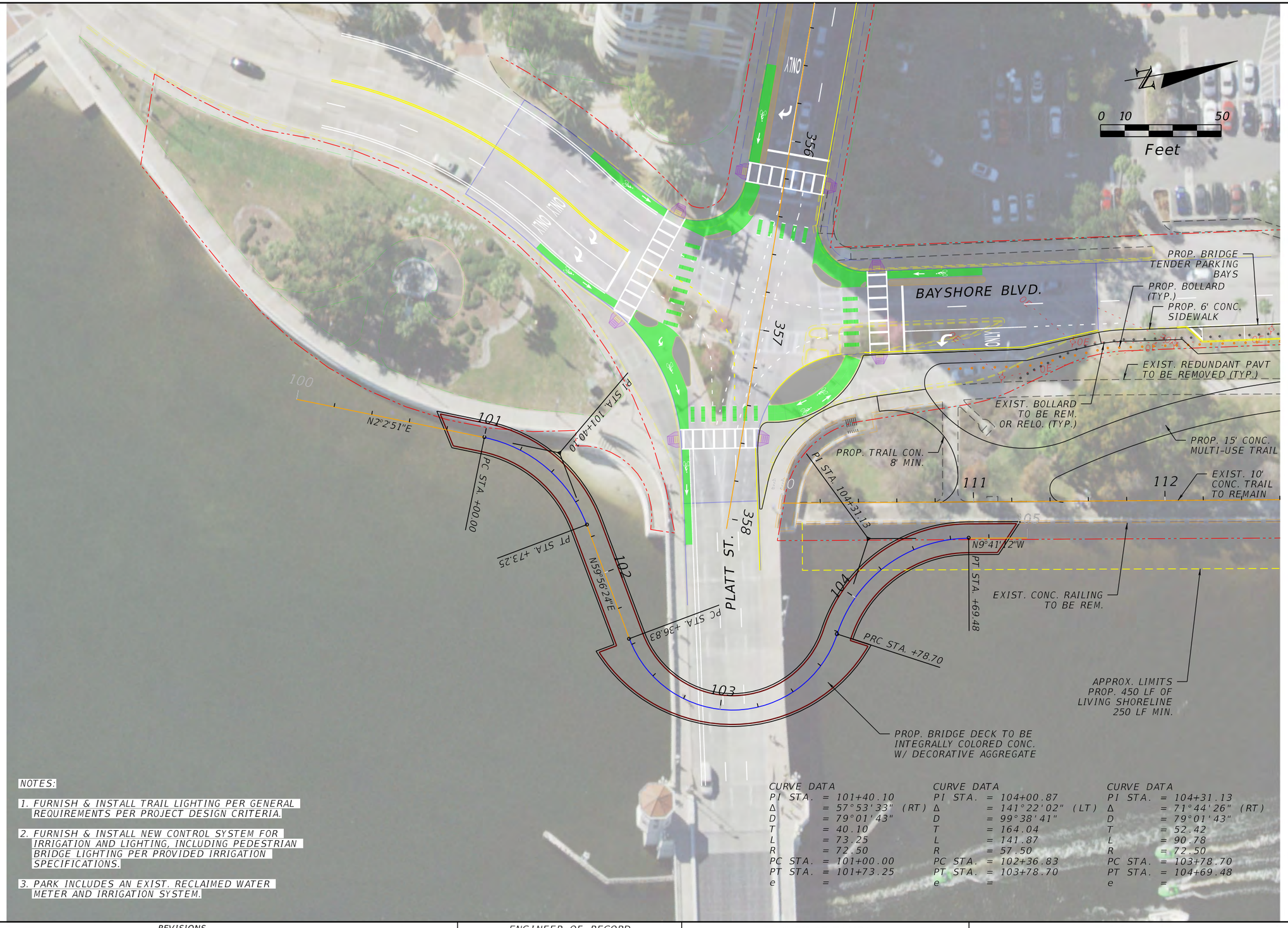

NOTES:

1. FURNISH & INSTALL TRAIL LIGHTING PER GENERAL REQUIREMENTS PER PROJECT DESIGN CRITERIA.
2. FURNISH & INSTALL NEW CONTROL SYSTEM FOR IRRIGATION AND LIGHTING, INCLUDING PEDESTRIAN BRIDGE LIGHTING PER PROVIDED IRRIGATION SPECIFICATIONS.
3. PARK INCLUDES AN EXIST. RECLAIMED WATER METER AND IRRIGATION SYSTEM.

CURVE DATA		CURVE DATA		CURVE DATA	
PI STA.	= 101+40.10	PI STA.	= 104+00.87	PI STA.	= 104+31.13
Δ	= 57°53'33" (RT)	Δ	= 141°22'02" (LT)	Δ	= 71°44'26" (RT)
D	= 79°01'43"	D	= 99°38'41"	D	= 79°01'43"
T	= 40.10	T	= 164.04	T	= 52.42
L	= 73.25	L	= 141.87	L	= 90.78
R	= 72.50	R	= 57.50	R	= 72.50
PC STA.	= 101+00.00	PC STA.	= 102+36.83	PC STA.	= 103+78.70
PT STA.	= 101+73.25	PT STA.	= 103+78.70	PT STA.	= 104+69.48
e	=	e	=	e	=

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD
OLIVER P. SHAHBAZIAN, P.E.
LICENSE NUMBER 85606
THE HASKELL COMPANY
111 RIVERSIDE AVENUE
JACKSONVILLE, FL 32202

CITY OF TAMPA
MOBILITY DEPARTMENT

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	HILLSBOROUGH	

SITE PLAN (1)
TONY JANNUS PARK

SHEET NO. 1-002

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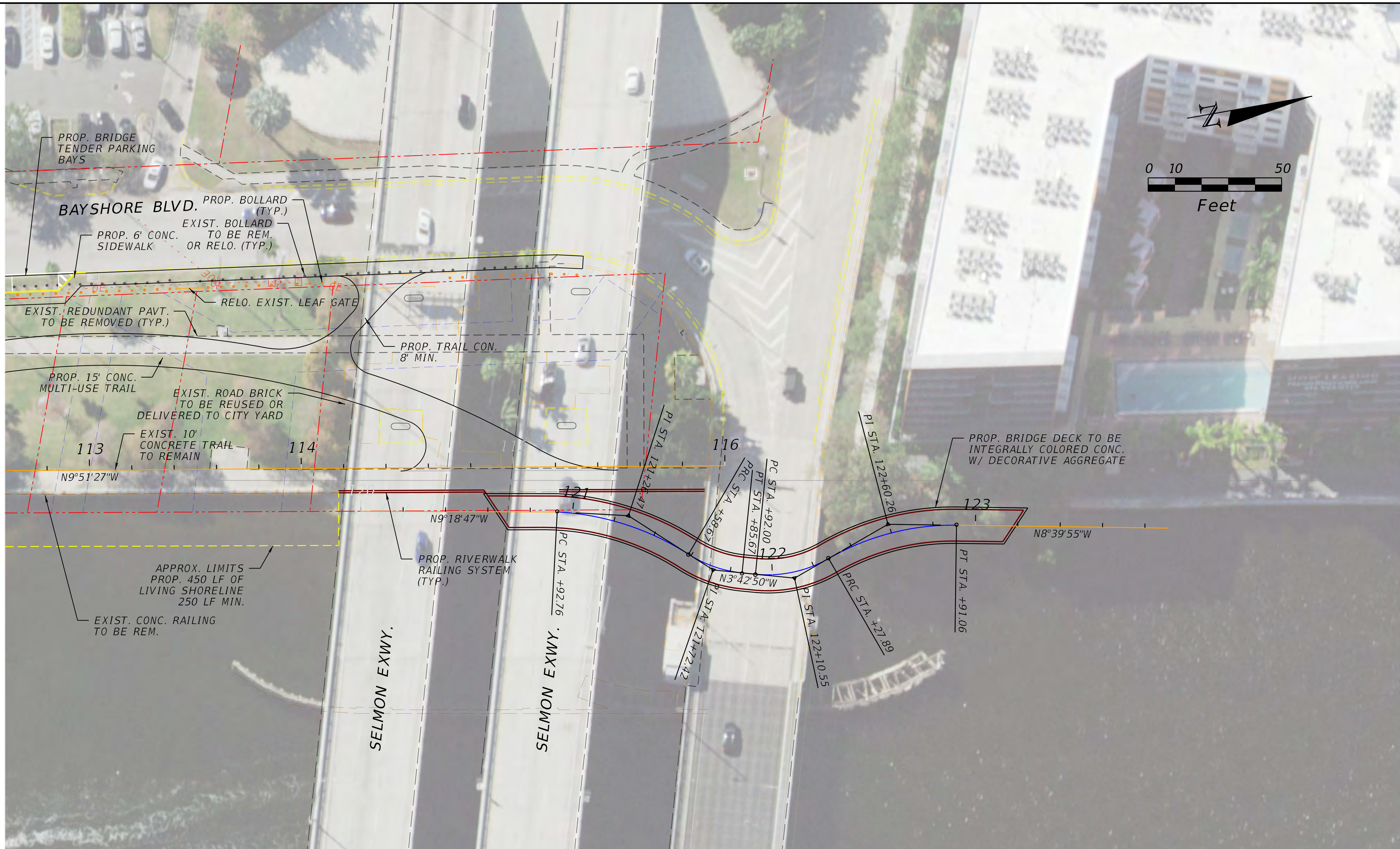


NOTES:

1. FURNISH & INSTALL TRAIL LIGHTING PER GENERAL REQUIREMENTS PER PROJECT DESIGN CRITERIA.
2. FURNISH & INSTALL NEW CONTROL SYSTEM FOR IRRIGATION AND LIGHTING, INCLUDING PEDESTRIAN BRIDGE LIGHTING PER PROVIDED IRRIGATION SPECIFICATIONS.
3. PARK INCLUDES AN EXIST. RECLAIMED WATER METER AND IRRIGATION SYSTEM.

	CURVE DATA	CURVE DATA	CURVE DATA	CURVE DATA
PI STA.	= 121+26.47	= 121+72.42	= 122+10.55	= 122+60.26
Δ	= 29°36'58" (RT)	= 26°54'25" (LT)	= 35°45'27" (LT)	= 30°48'22" (RT)
D	= 44°56'16"	= 99°38'41"	= 99°38'41"	= 48°45'45"
T	= 33.71	= 13.76	= 18.55	= 32.37
L	= 65.90	= 27.00	= 35.88	= 63.18
R	= 127.50	= 57.50	= 57.50	= 117.50
PC STA.	= 120+92.76	= 121+58.67	= 121+92.00	= 122+27.89
PT STA.	= 121+58.67	= 121+85.67	= 122+27.89	= 122+91.06
e	=	=	=	=

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

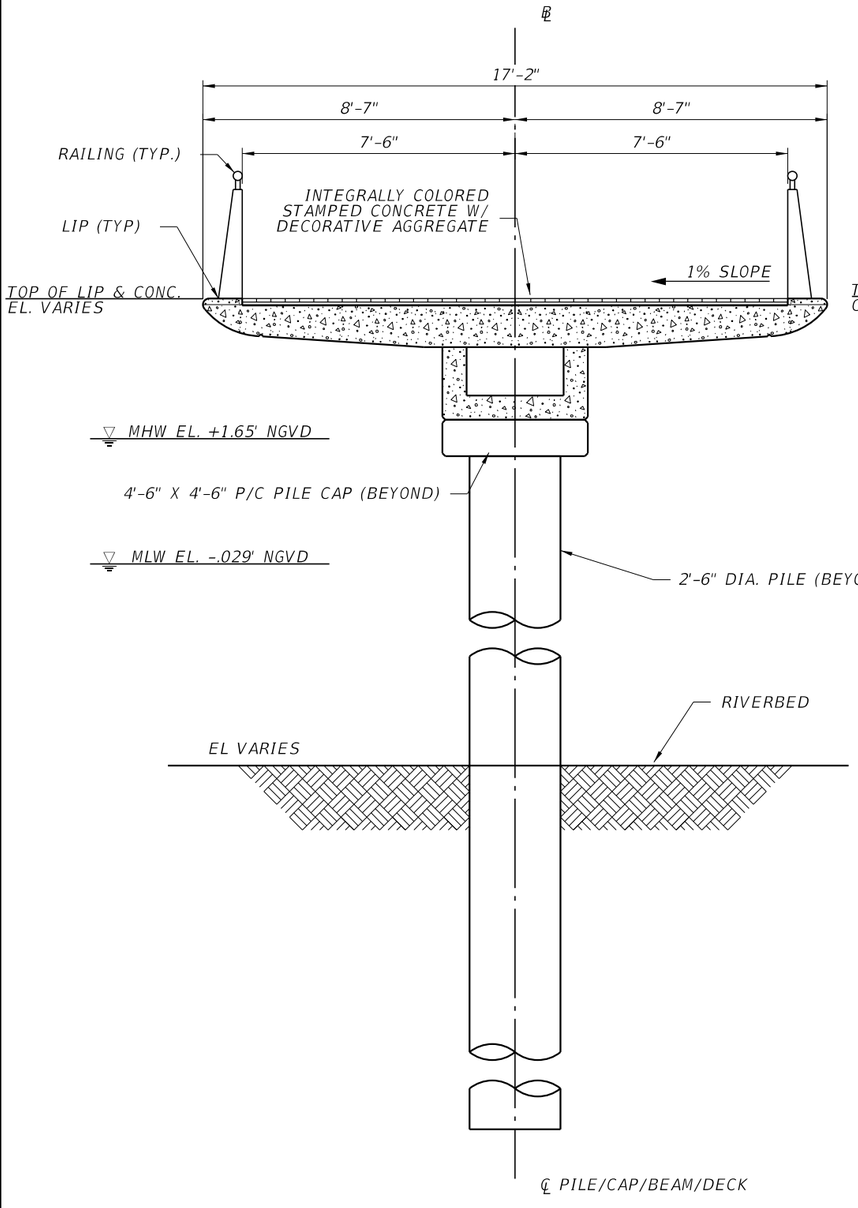
OLIVER P. SHAHBAZIAN, P.E.
LICENSE NUMBER 85606
THE HASKELL COMPANY
111 RIVERSIDE AVENUE
JACKSONVILLE, FL 32202

CITY OF TAMPA
MOBILITY DEPARTMENT

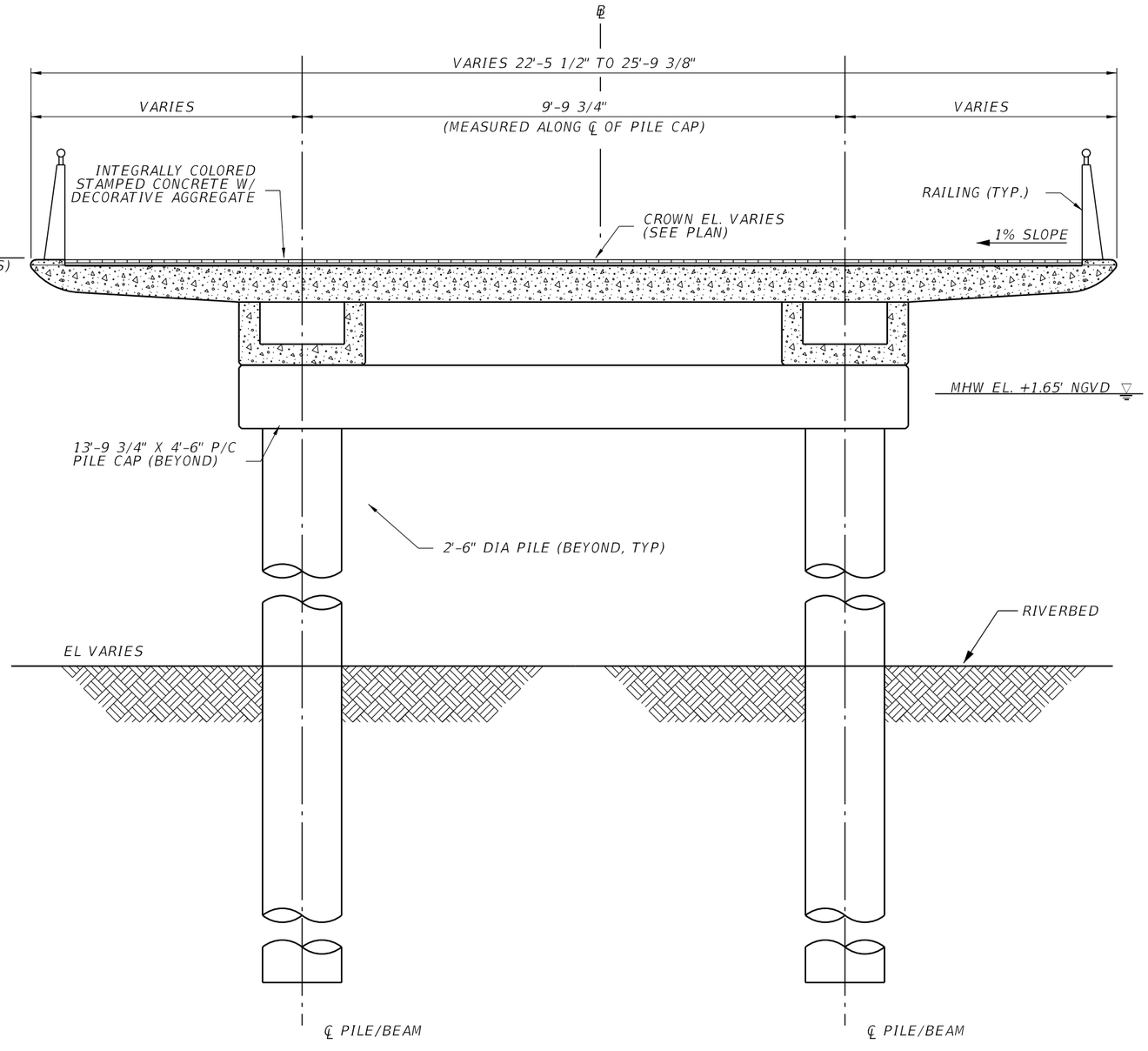
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	HILLSBOROUGH	

SITE PLAN (2)
TONY JANNUS PARK

SHEET NO.
1-003



TYPICAL SECTION



TYPICAL SECTION

NOTES

1. REINFORCEMENT NOT SHOWN FOR CLARITY.
2. DIMENSIONS ARE RADIAL TO ℄, UNLESS NOTED OTHERWISE

REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			BRIDGE TYPICAL SECTIONS	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	GRANT S. CURTISS, P.E. LICENSE NUMBER: 83411 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		1-004
						HILLSBOROUGH			

33°41'24.24"

101

STA 100+78.70

FACE OF LIP (TYP.)

R=72.5'

102

N59°56'24"E

EDGE OF CONCRETE DECK

15'-0"

N

0 10 50

Feet

110

111

33°41'24.24"

N9°41'12"W

STA 104+90.78

R=72.5'

104

R=57.5'

103

VARIES 15'-0" TO 25'-9 3/8"

NOTES:
1. SEE SITE PLAN (1)
FOR ADDITIONAL ALIGNMENT
& GEOMETRY INFO, SHT. 1-003.

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

GRANT S. CURTISS, P.E.
LICENSE NUMBER: 83411
THE HASKELL COMPANY
111 RIVERSIDE AVENUE
JACKSONVILLE, FL 32202

CITY OF TAMPA
MOBILITY DEPARTMENT

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	HILLSBOROUGH	

BRIDGE LAYOUT (1)
PLATT STREET

SHEET NO.
1-005

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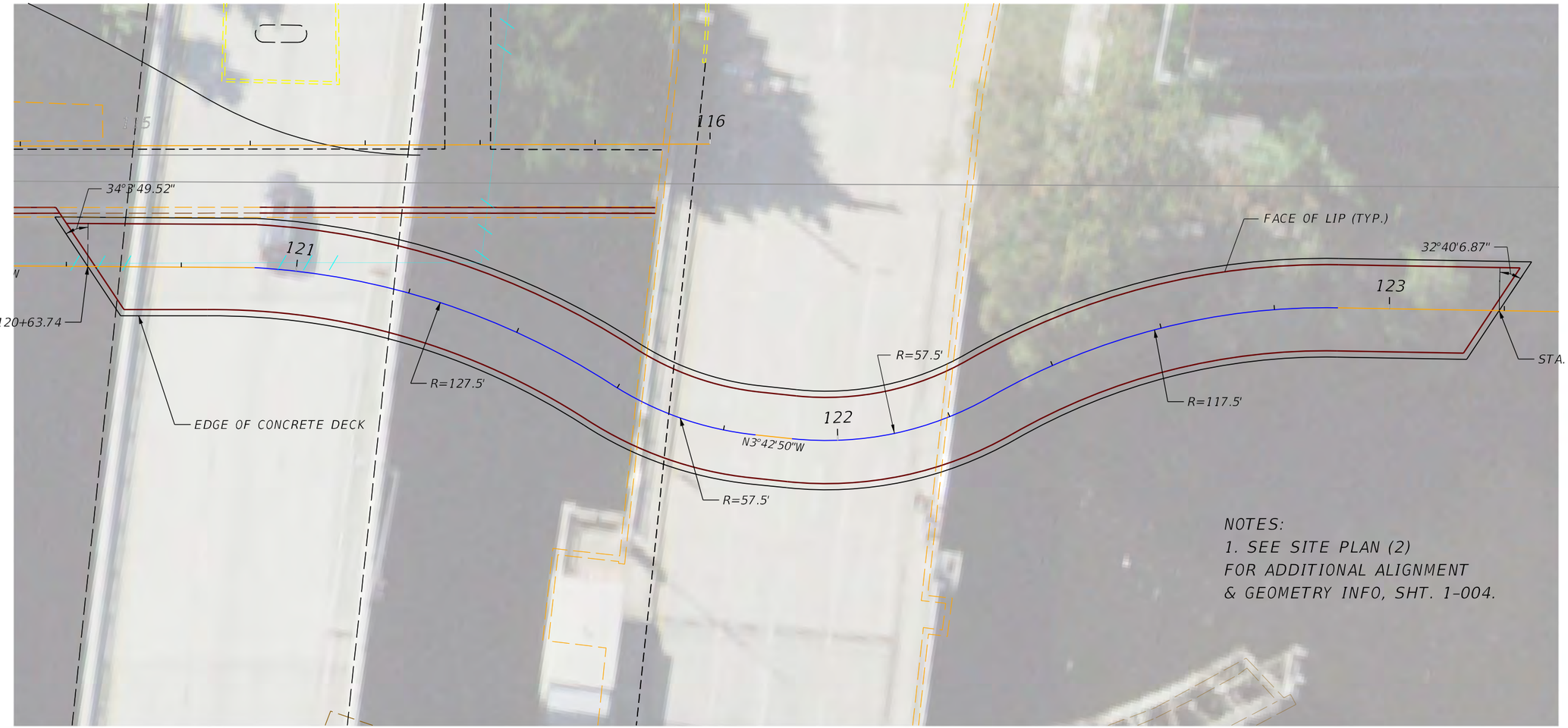
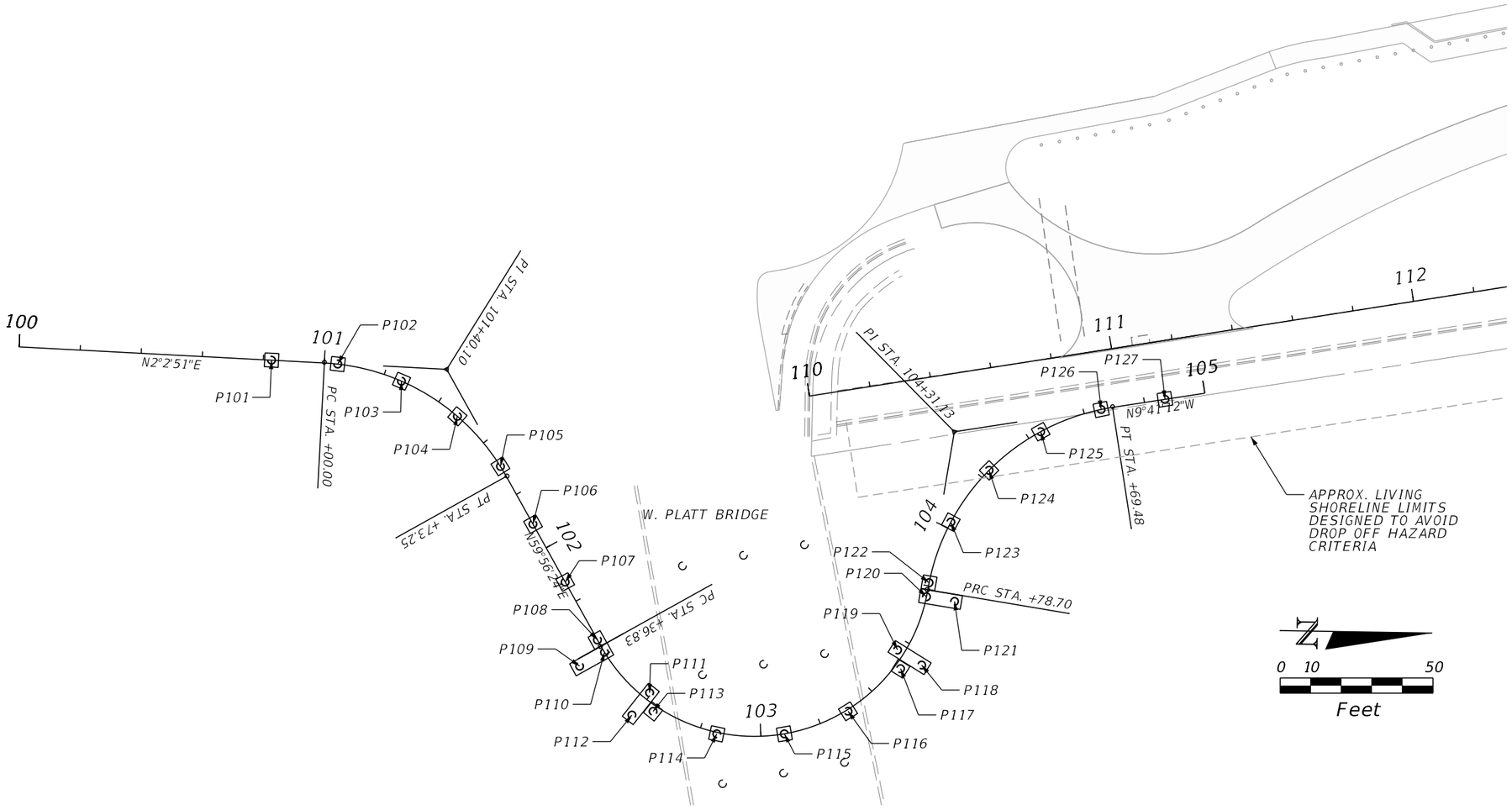


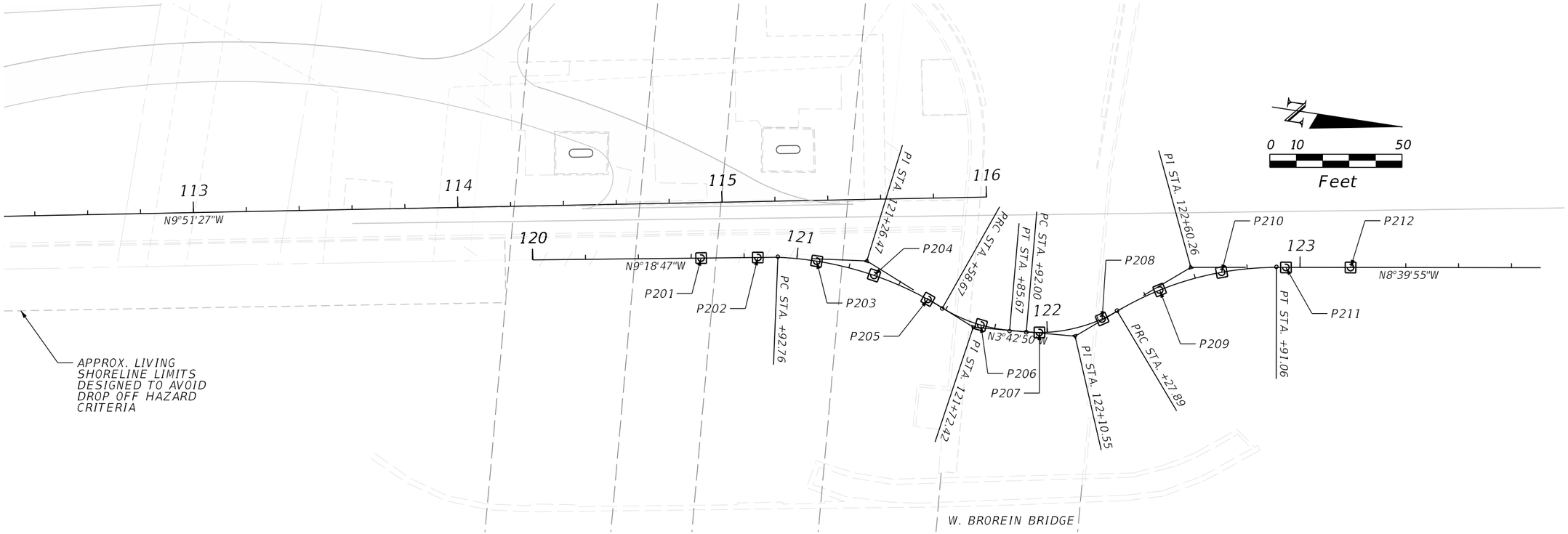
REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			BRIDGE LAYOUT (2) BROREIN STREET	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	GRANT S. CURTISS, P.E. LICENSE NUMBER: 83411 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		1-006
						HILLSBOROUGH			



NOTES:

1. EACH PILE IS 2'-6" IN DIAMETER, WITH AN ESTIMATED TOTAL LENGTH OF 41'-0"

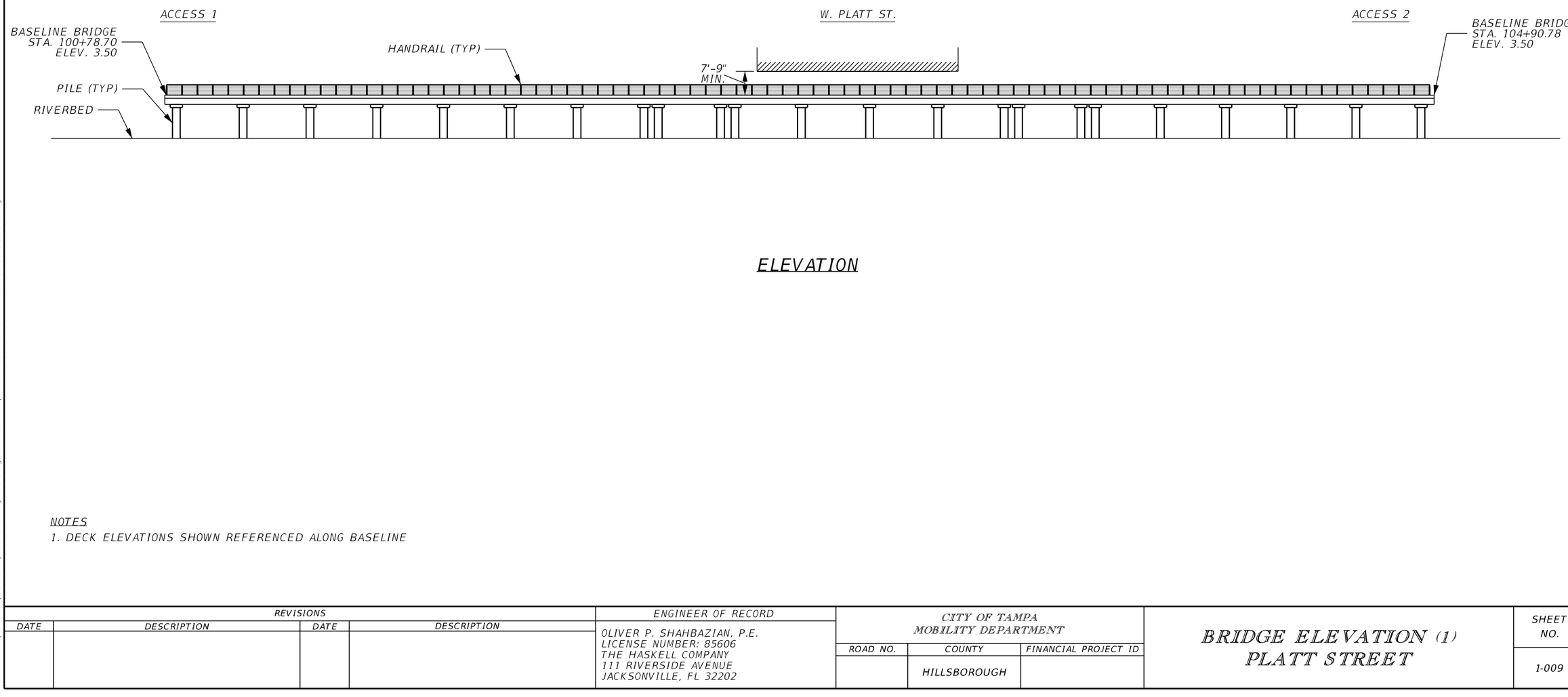
REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			PILE PLAN (1) PLATT STREET	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	GRANT S. CURTISS, P.E. LICENSE NUMBER: 83411 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		1-007
						HILLSBOROUGH			



NOTES:

1. EACH PILE IS 2'-6" IN DIAMETER, WITH AN ESTIMATED TOTAL LENGTH OF 41'-0"

REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			PILE PLAN (2) BROREIN STREET	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	GRANT S. CURTISS, P.E. LICENSE NUMBER: 83411 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		1-008
						HILLSBOROUGH			

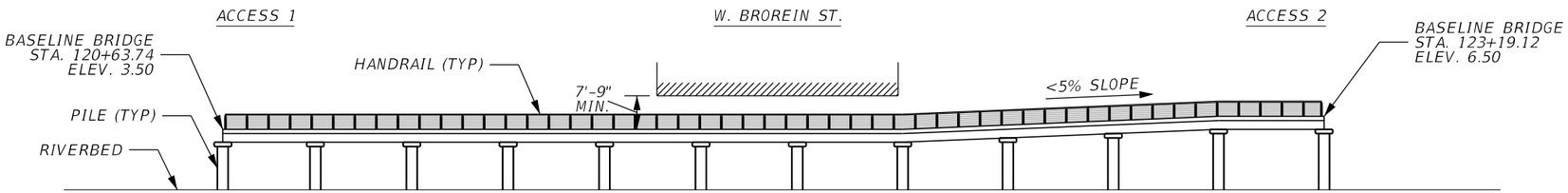


ELEVATION

NOTES

1. DECK ELEVATIONS SHOWN REFERENCED ALONG BASELINE

REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			BRIDGE ELEVATION (1) PLATT STREET	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER: 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		1-009
						HILLSBOROUGH			



ELEVATION

NOTES

1. DECK ELEVATIONS SHOWN REFERENCED ALONG BASELINE

REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			BRIDGE ELEVATION (2) BROREIN STREET	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER: 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		1-010
						HILLSBOROUGH			

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Green\05Proposal\ProjDev\3PProposal\Working\Trans\Sign\4400651 Tampa Multimodal Network\Structures\B01ELVTBR01_SHEET
2.dgn

CITY OF TAMPA MOBILITY DEPARTMENT

TAMPA MULTIMODAL NETWORK AND SAFETY IMPROVEMENTS

TECHNICAL PROPOSAL

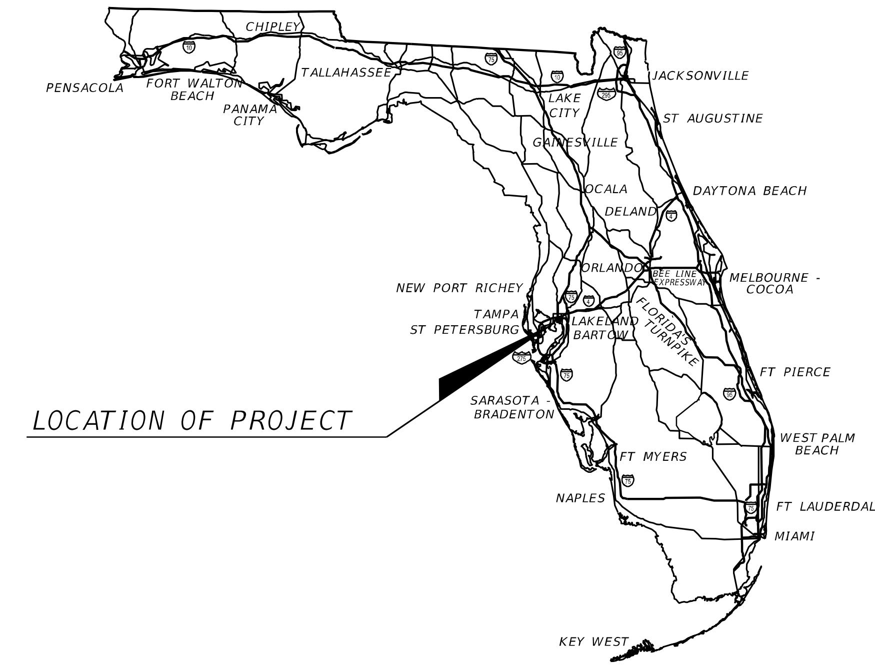
COUNTY

(WEST RIVER DISTRICT PROJECT)

CITY CONTRACT NUMBER: 22-C-00001

FEDERAL PROCUREMENT NUMBER: HOFM220023PR

INDEX OF SEGMENT 2
PLANS COMPONEMENT

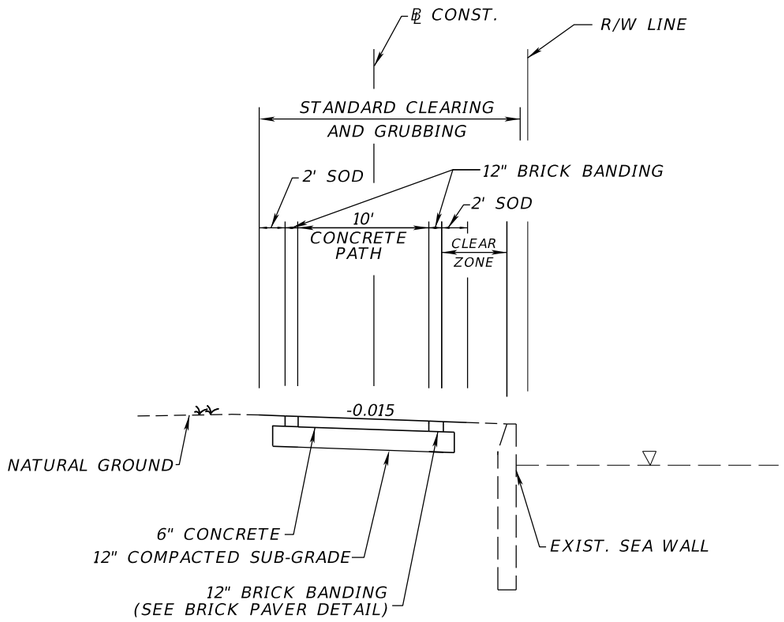


SEGMENT 2 PLANS

ENGINEER OF RECORD:

ARIEL P. ELVAMBUENA, P.E.
P.E. LICENSE NUMBER 66657
GRESHAM SMITH
3615 BROMLEY GRAND AVENUE, SUITE 320
TAMPA, FL 33607
CONTRACT NO.: 22-C-00001

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
	24	2-001

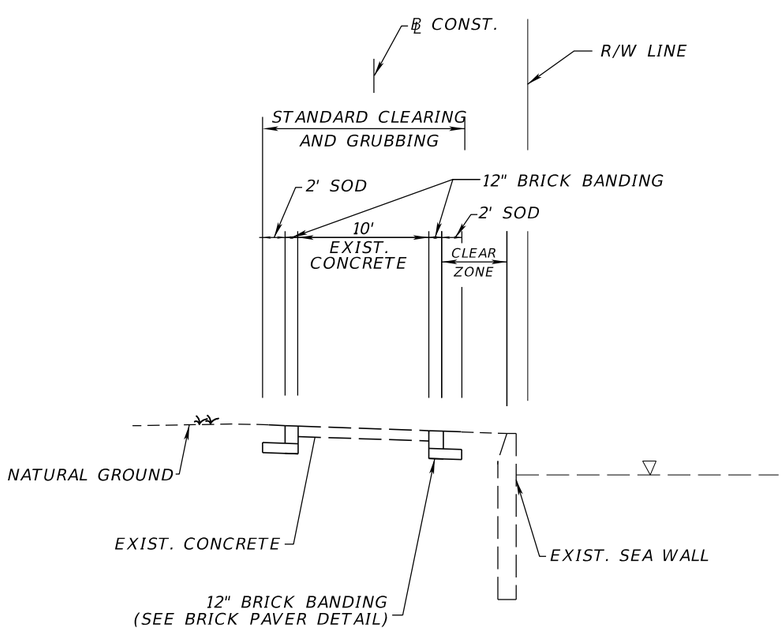


TYPICAL SECTION 1
STA. 2000+54.79 TO STA. 2005+15.24 - ℄ CONST.

SHARED USE PATH

CONCRETE

6" CONCRETE WITH
12" COMPACTED SUB-GRADE (98% T-180)



TYPICAL SECTION 2
STA. 2005+15.24 TO STA. 2016+20.00 - ℄ CONST.

REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			TRAIL TYPICAL SECTION (1) PLANT PARK TO ROME AVENUE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ARIEL P. ELVAMBUENA, P.E. P.E. LICENSE NUMBER 66657 GRESHAM SMITH 3615 BROMLEY GRAND AVENUE, SUITE 320 TAMPA, FL 33607	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		2-002
						HILLSBOROUGH			

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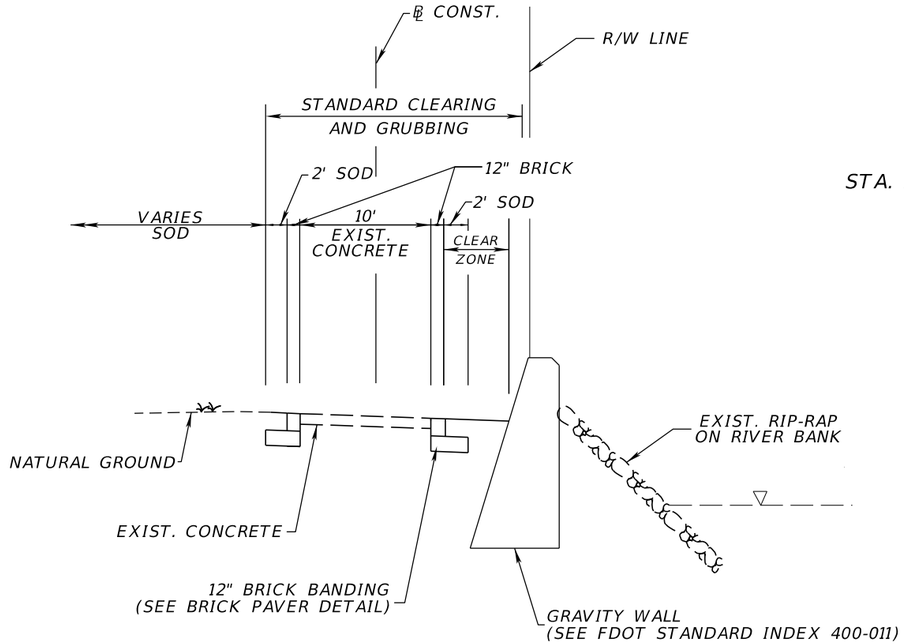
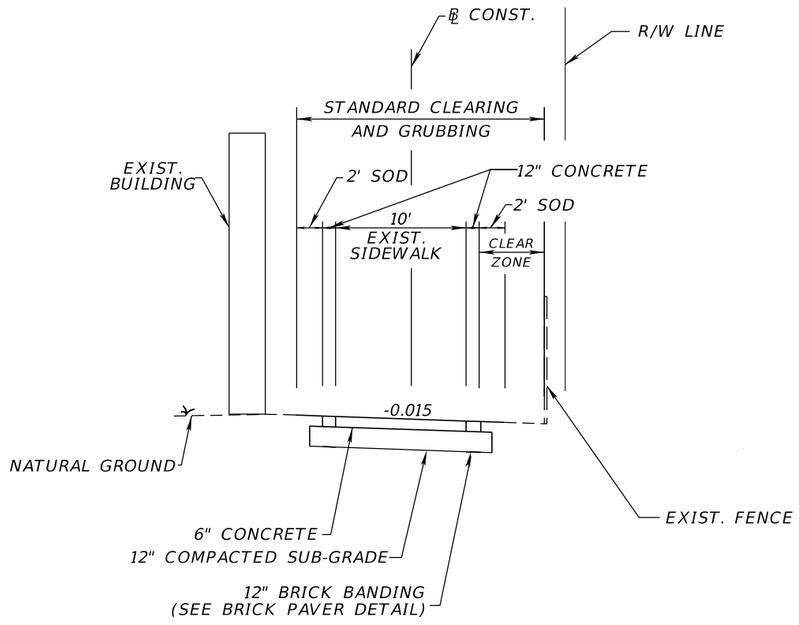


TYPICAL SECTION 3
STA. 2016+20.00 TO STA. 2017+24.53 - ℄ CONST.



TYPICAL SECTION 4
STA. 2017+24.53 TO STA. 2020+32.21 - ℄ CONST.

SHARED USE PATH

CONCRETE
6" CONCRETE WITH
12" COMPACTED SUB-GRADE (98% T-180)

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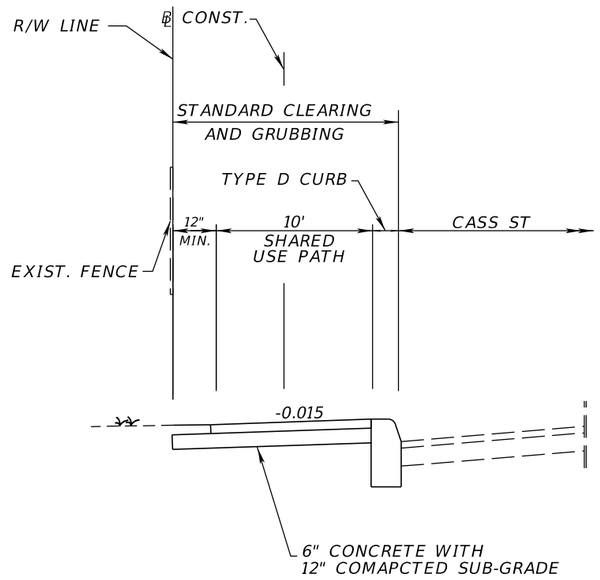
REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			TRAIL TYPICAL SECTION (2) PLANT PARK TO ROME AVENUE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ARIEL P. ELVAMBUENA, P.E. P.E. LICENSE NUMBER 66657 GRESHAM SMITH 3615 BROMLEY GRAND AVENUE, SUITE 320 TAMPA, FL 33607	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		2-003
						HILLSBOROUGH			



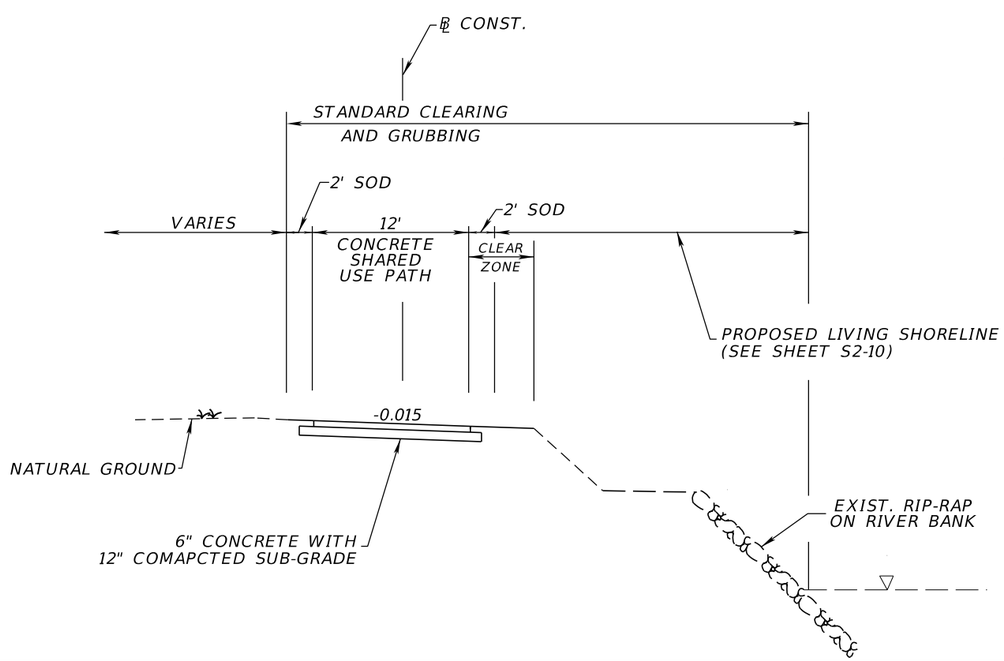
TYPICAL SECTION 5

STA. 2100+05.36 TO STA. 2102+75.00 - ℄ CONST.

SHARED USE PATH

CONCRETE

6" CONCRETE WITH
12" COMPACTED SUB-GRADE (98% T-180)



TYPICAL SECTION 6

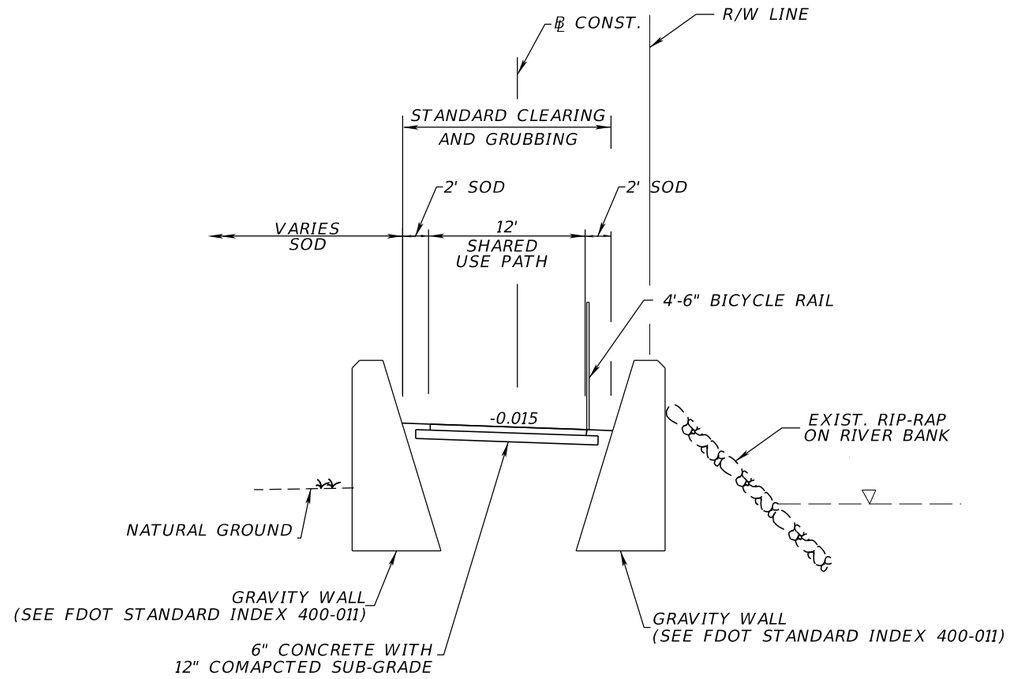
STA. 2102+75.00 TO STA. 2103+50.00 - ℄ CONST.

SHARED USE PATH

CONCRETE

6" CONCRETE WITH
12" COMPACTED SUB-GRADE (98% T-180)

REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			TRAIL TYPICAL SECTION (3) PLANT PARK TO ROME AVENUE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ARIEL P. ELVAMBUENA, P.E. P.E. LICENSE NUMBER 66657 GRESHAM SMITH 3615 BROMLEY GRAND AVENUE, SUITE 320 TAMPA, FL 33607	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		2-004
						HILLSBOROUGH			



TYPICAL SECTION 7
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SHARED USE PATH

CONCRETE

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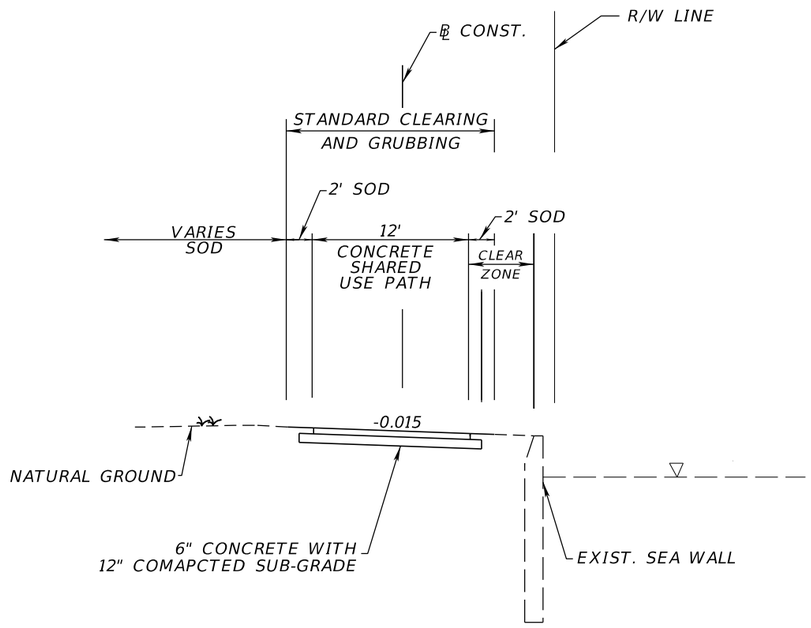
12" COMPACTED SUB-GRADE (98% T-180)



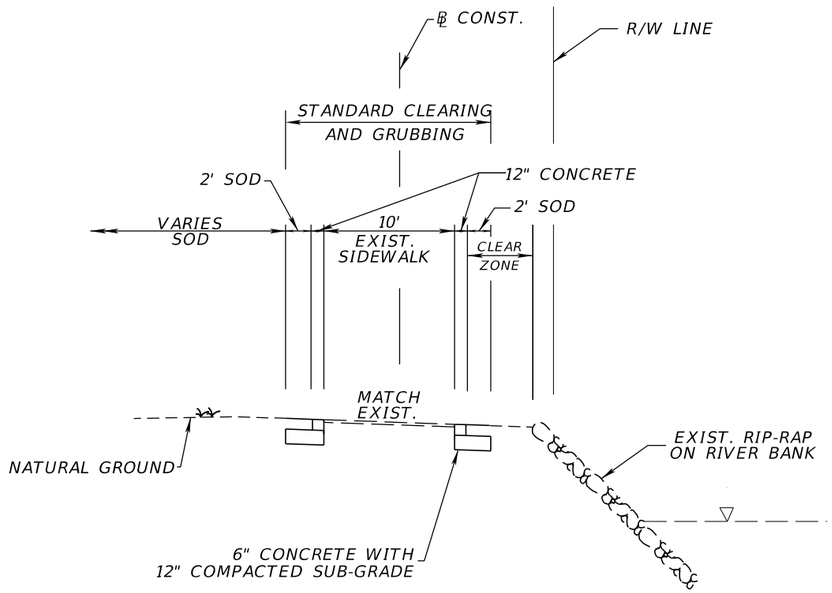
TYPICAL SECTION 8
STA. 2220+96.78 TO STA. 2239+27.06 - ℄ CONST.

SHARED USE PATH

CONCRETE

6" CONCRETE WITH
12" COMPACTED SUB-GRADE (98% T-180)

REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			TRAIL TYPICAL SECTION (4) PLANT PARK TO ROME AVENUE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ARIEL P. ELVAMBUENA, P.E. P.E. LICENSE NUMBER 66657 GRESHAM SMITH 3615 BROMLEY GRAND AVENUE, SUITE 320 TAMPA, FL 33607	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		2-005
						HILLSBOROUGH			

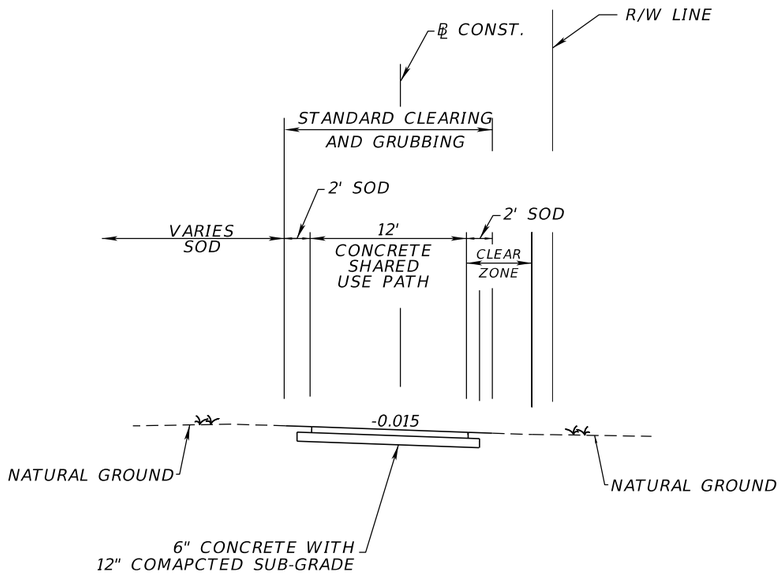


TYPICAL SECTION 9
STA. 2239+27.06 TO STA. 2247+70.91 - ℄ CONST.

SHARED USE PATH

CONCRETE

6" CONCRETE WITH
12" COMPACTED SUB-GRADE (98% T-180)



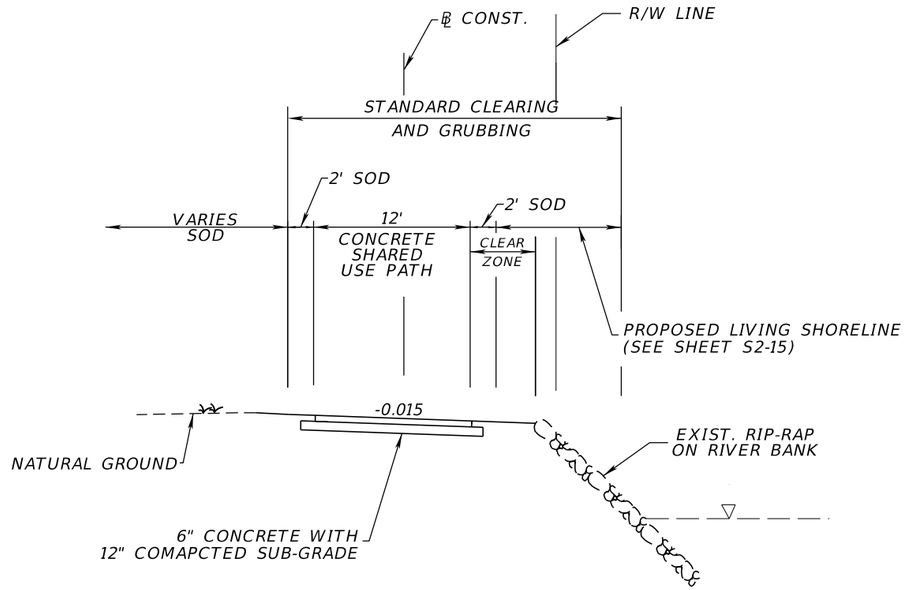
TYPICAL SECTION 10-A
STA. 2247+70.91 TO STA. 2259+00.00 - ℄ CONST.
STA. 2300+00.00 TO STA. 2306+67.81 - ℄ CONST.

SHARED USE PATH

CONCRETE

6" CONCRETE WITH
12" COMPACTED SUB-GRADE (98% T-180)

REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			TRAIL TYPICAL SECTION (5) PLANT PARK TO ROME AVENUE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ARIEL P. ELVAMBUENA, P.E. P.E. LICENSE NUMBER 66657 GRESHAM SMITH 3615 BROMLEY GRAND AVENUE, SUITE 320 TAMPA, FL 33607	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		2-006
						HILLSBOROUGH			



TYPICAL SECTION 10-B

STA. 2247+69.08 TO STA. 2257+00.00 - ℄ CONST.

SHARED USE PATH

CONCRETE

6" CONCRETE WITH
12" COMPACTED SUB-GRADE (98% T-180)

REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			TRAIL TYPICAL SECTION (6) PLANT PARK TO ROME AVENUE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ARIEL P. ELVAMBUENA, P.E. P.E. LICENSE NUMBER 66657 GRESHAM SMITH 3615 BROMLEY GRAND AVENUE, SUITE 320 TAMPA, FL 33607	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		2-007
						HILLSBOROUGH			

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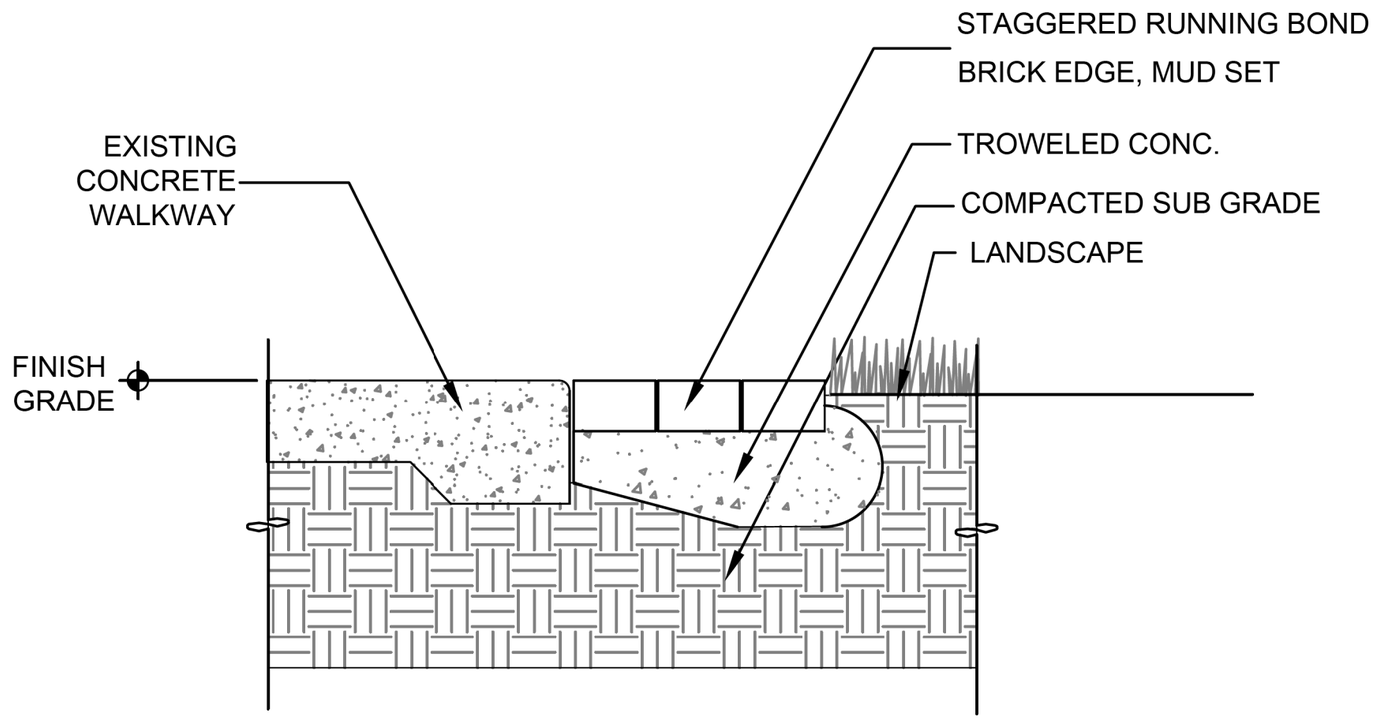


TYPICAL BRICK EDGE DETAIL

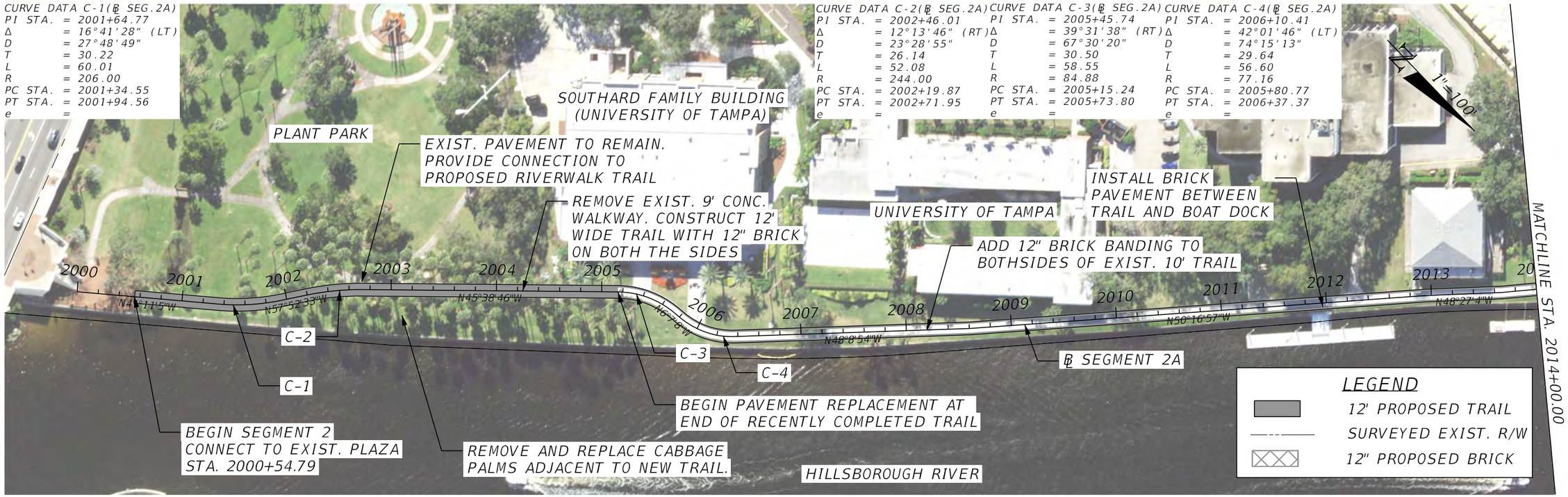
REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			TRAIL SPECIAL DETAILS	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ARIEL P. ELVAMBUENA, P.E. P.E. LICENSE NUMBER 66657 GRESHAM SMITH 3615 BROMLEY GRAND AVENUE, SUITE 320 TAMPA, FL 33607	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		2-008
						HILLSBOROUGH			

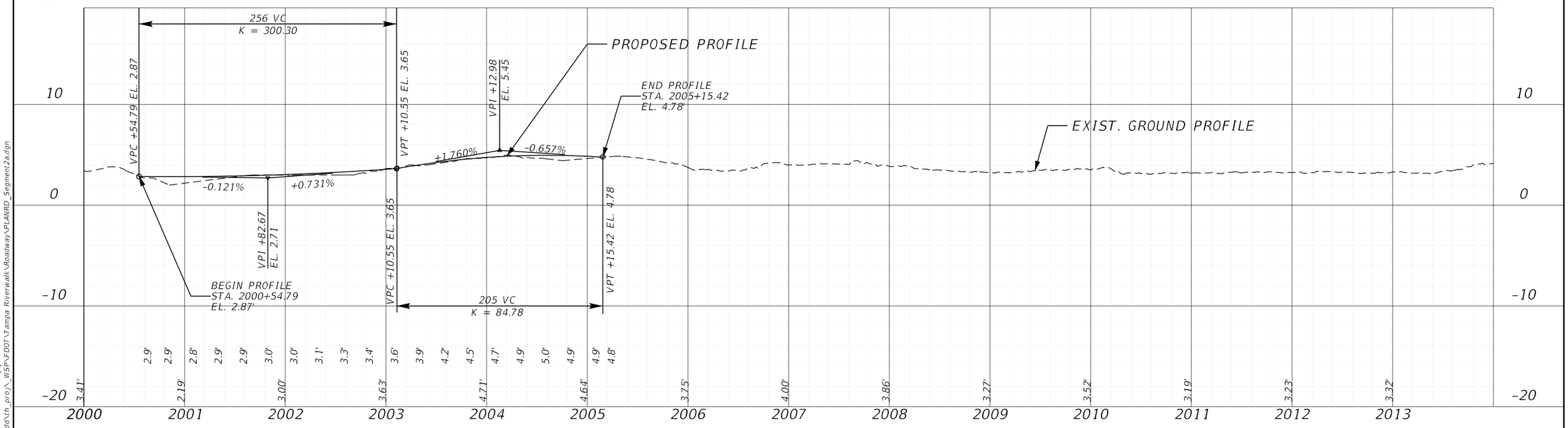
CURVE DATA C-1(℄ SEG.2A)
PI STA. = 2001+64.77
Δ = 16°41'28" (LT)
D = 27°48'49"
T = 30.22
L = 60.01
R = 206.00
PC STA. = 2001+34.55
PT STA. = 2001+94.56
e =

CURVE DATA C-2(℄ SEG.2A)
PI STA. = 2002+46.01
Δ = 12°13'46" (RT)
D = 23°28'55"
T = 26.14
L = 52.08
R = 244.00
PC STA. = 2002+19.87
PT STA. = 2002+71.95
e =

CURVE DATA C-3(℄ SEG.2A)
PI STA. = 2005+45.74
Δ = 39°31'38" (RT)
D = 67°30'20"
T = 30.50
L = 58.55
R = 84.88
PC STA. = 2005+15.24
PT STA. = 2005+73.80
e =

CURVE DATA C-4(℄ SEG.2A)
PI STA. = 2006+10.41
Δ = 42°01'46" (LT)
D = 74°15'13"
T = 29.64
L = 56.60
R = 77.16
PC STA. = 2005+80.77
PT STA. = 2006+37.37
e =





REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			TRAIL PLAN - PROFILE (1) PLANT PARK TO ROME AVENUE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ARIEL P. ELVAMBUENA, P.E. P.E. LICENSE NUMBER 66657 GRESHAM SMITH 3615 BROMLEY GRAND AVENUE, SUITE 320 TAMPA, FL 33607	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		2-009
						HILLSBOROUGH			

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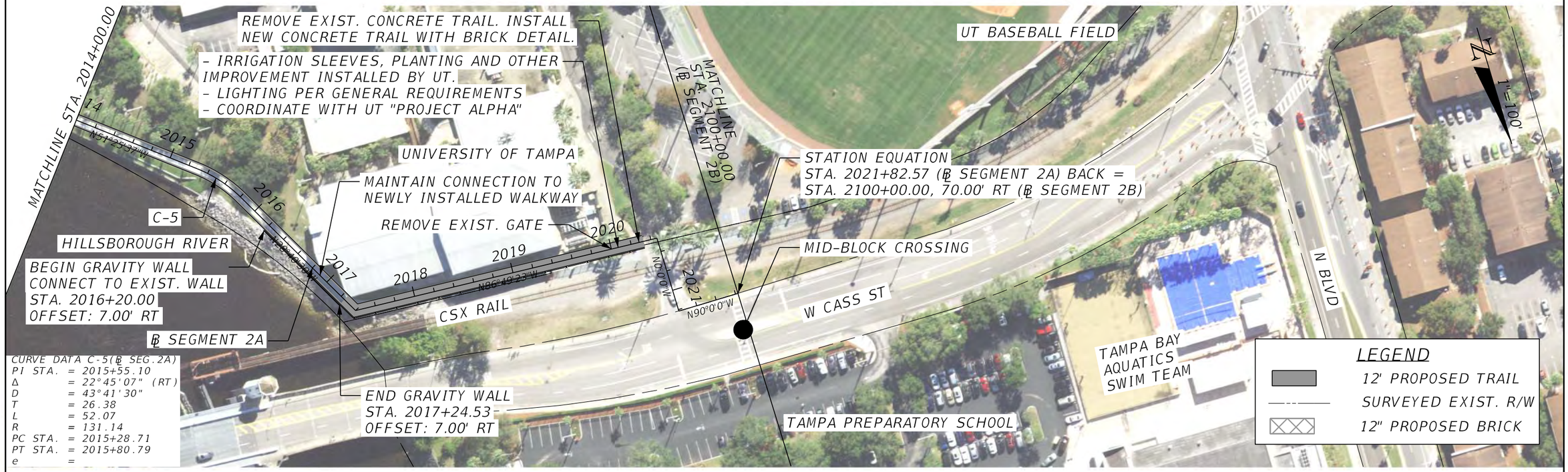
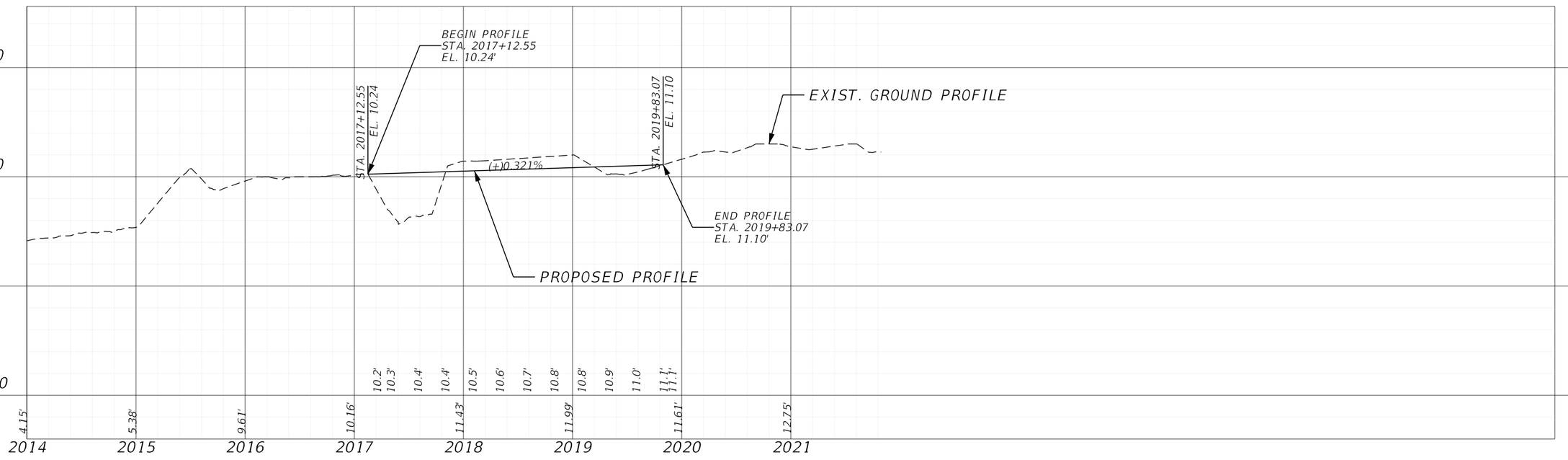
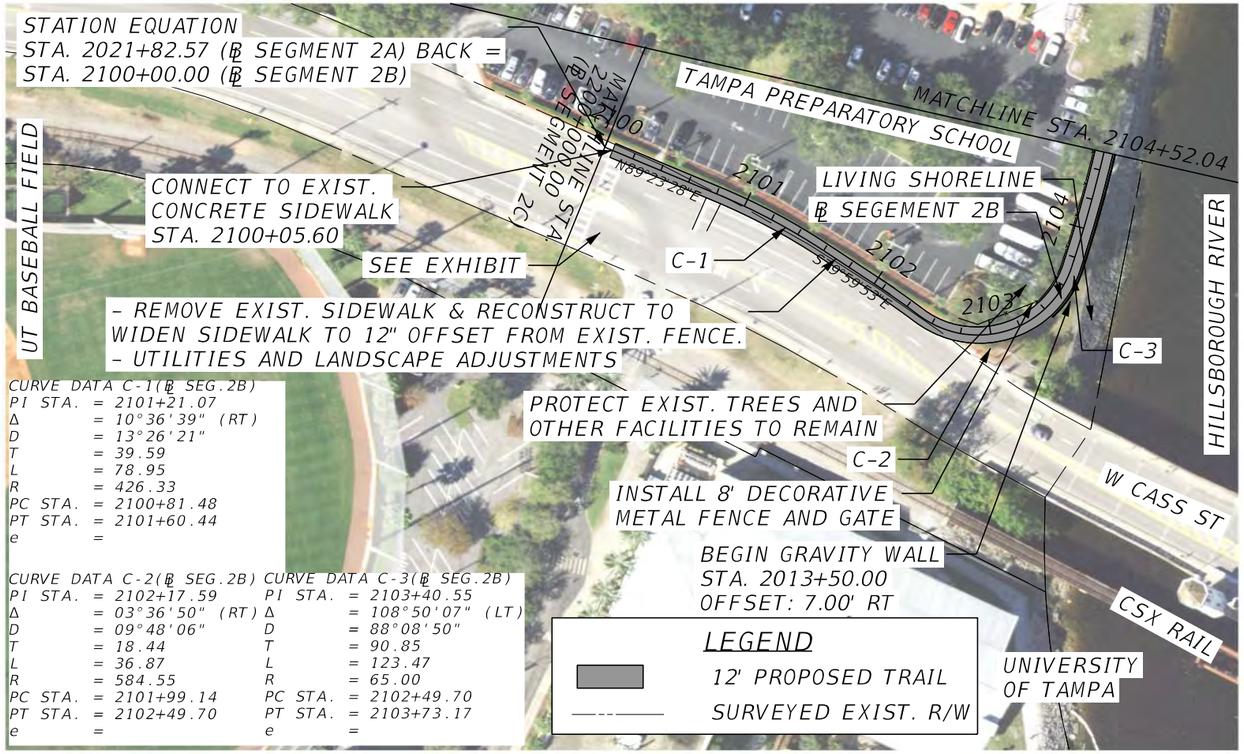




REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			TRAIL PLAN - PROFILE (2) PLANT PARK TO ROME AVENUE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ARIEL P. ELVAMBUENA, P.E. P.E. LICENSE NUMBER 66657 GRESHAM SMITH 3615 BROMLEY GRAND AVENUE, SUITE 320 TAMPA, FL 33607	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		2-010
						HILLSBOROUGH			

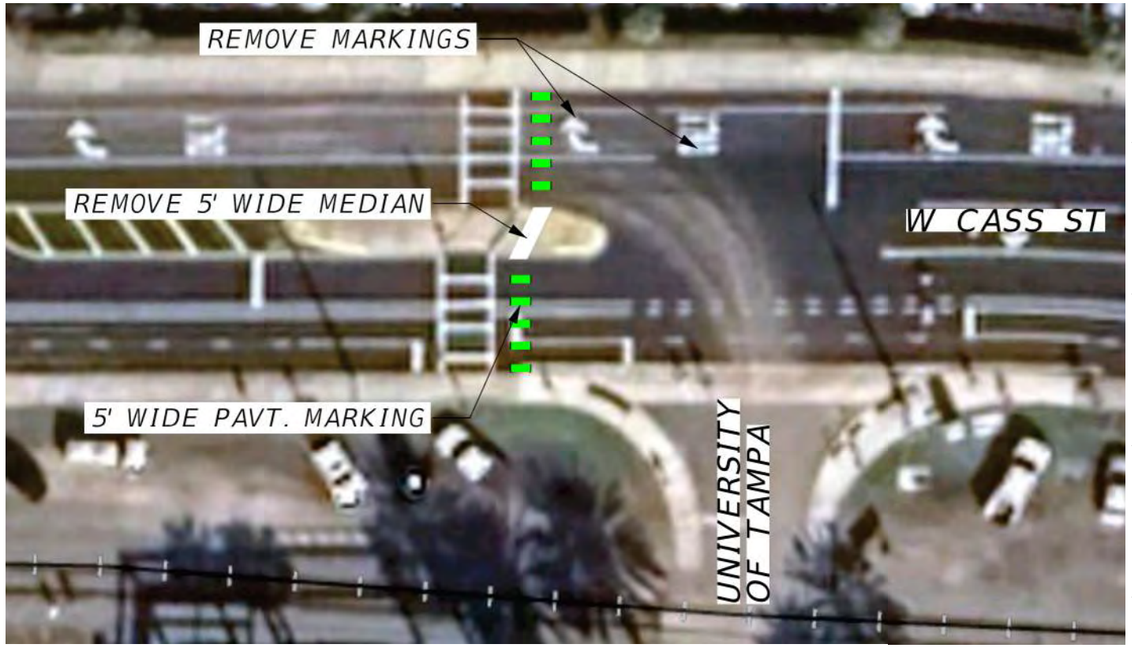
EXHIBIT

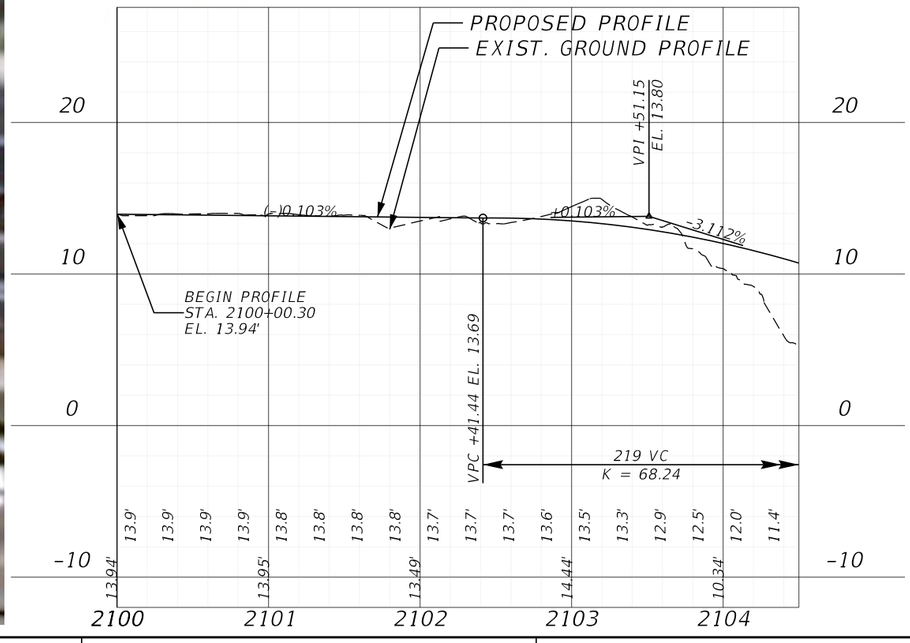


CURVE DATA C-1(℄ SEG.2B)
PI STA. = 2101+21.07
Δ = 10°36'39" (RT)
D = 13°26'21"
T = 39.59
L = 78.95
R = 426.33
PC STA. = 2100+81.48
PT STA. = 2101+60.44
e =

CURVE DATA C-2(℄ SEG.2B)
PI STA. = 2102+17.59
Δ = 03°36'50" (RT)
D = 09°48'06"
T = 18.44
L = 36.87
R = 584.55
PC STA. = 2101+99.14
PT STA. = 2102+49.70
e =

CURVE DATA C-3(℄ SEG.2B)
PI STA. = 2103+40.55
Δ = 108°50'07" (LT)
D = 88°08'50"
T = 90.85
L = 123.47
R = 65.00
PC STA. = 2102+49.70
PT STA. = 2103+73.17
e =





REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			TRAIL PLAN - PROFILE (3) PLANT PARK TO ROME AVENUE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ARIEL P. ELVAMBUENA, P.E. P.E. LICENSE NUMBER 66657 GRESHAM SMITH 3615 BROMLEY GRAND AVENUE, SUITE 320 TAMPA, FL 33607	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		2-011
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1"=100'

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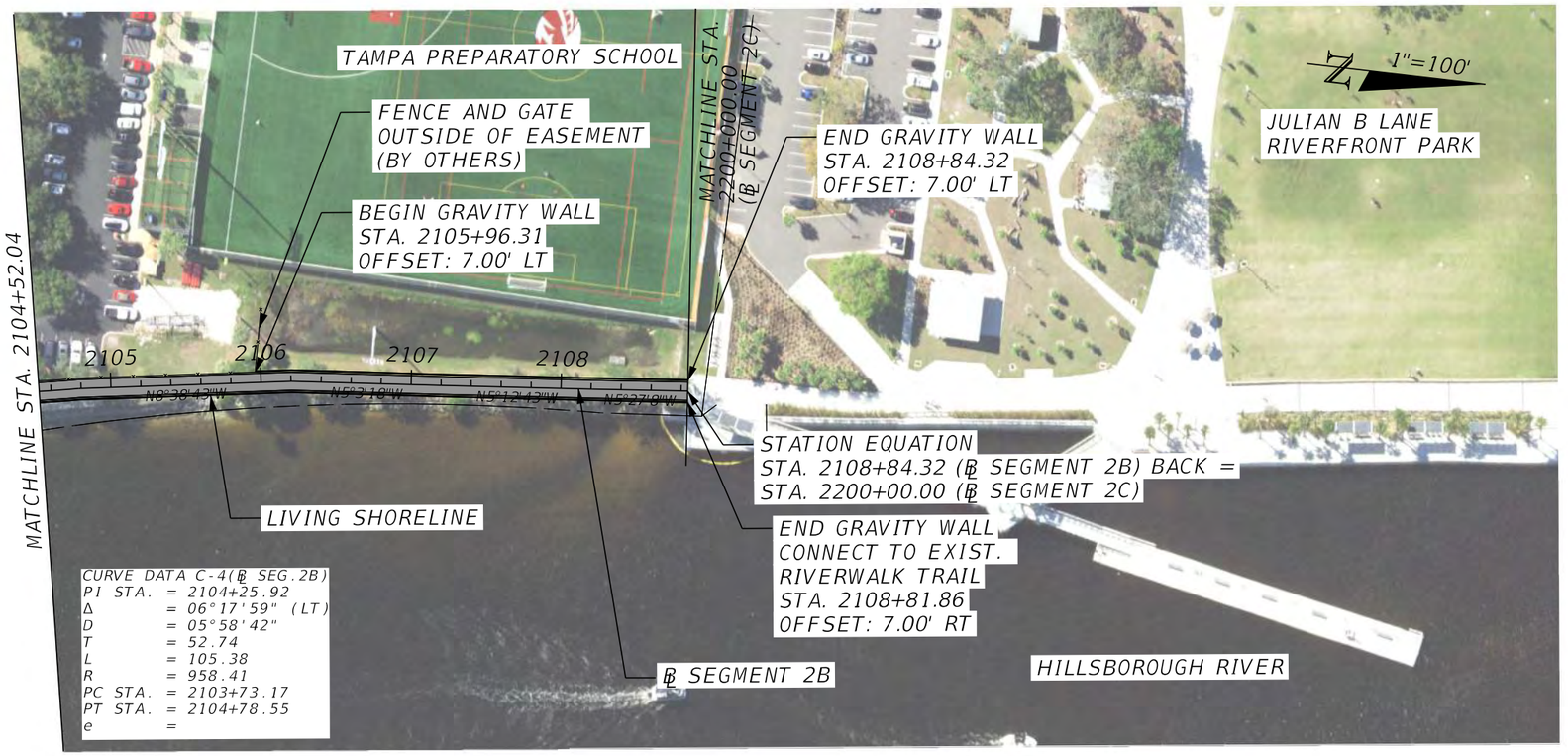

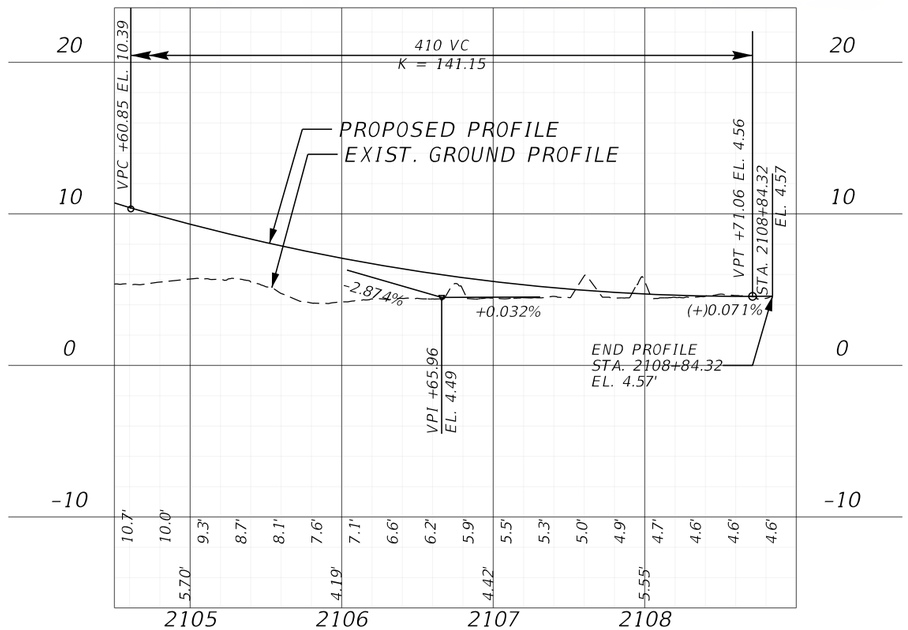

REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			TRAIL PLAN - PROFILE (4) PLANT PARK TO ROME AVENUE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ARIEL P. ELVAMBUENA, P.E. P.E. LICENSE NUMBER 66657 GRESHAM SMITH 3615 BROMLEY GRAND AVENUE, SUITE 320 TAMPA, FL 33607	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		2-012
						HILLSBOROUGH			

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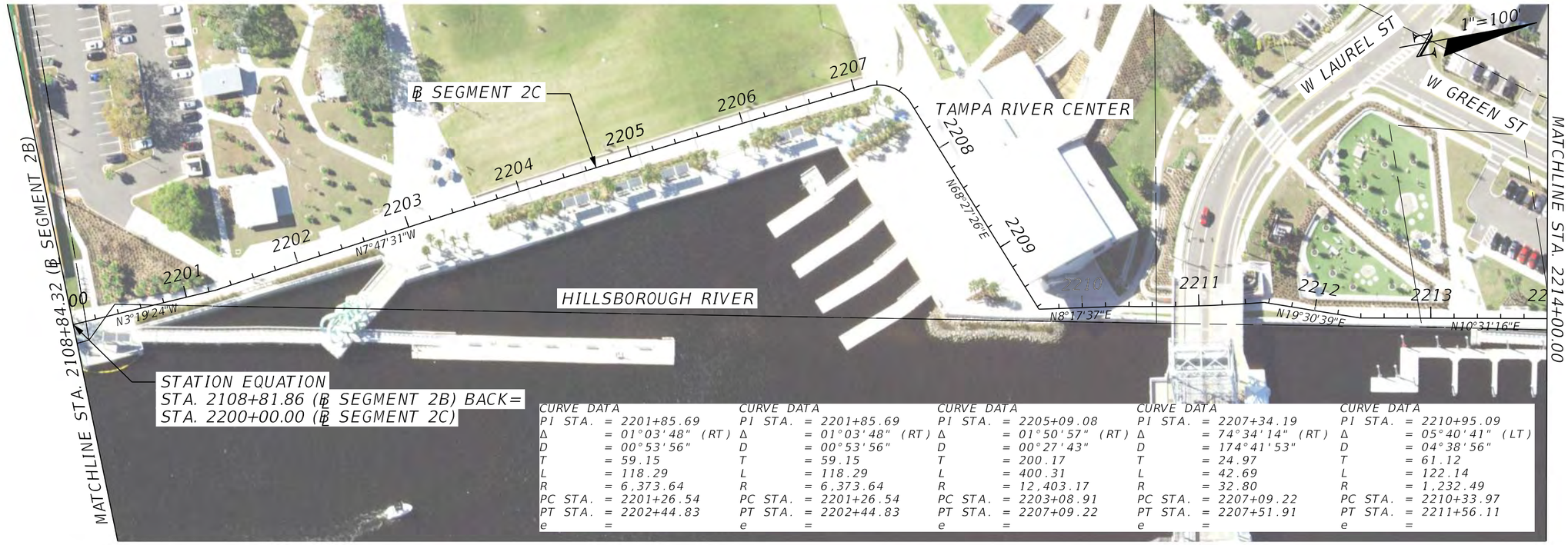
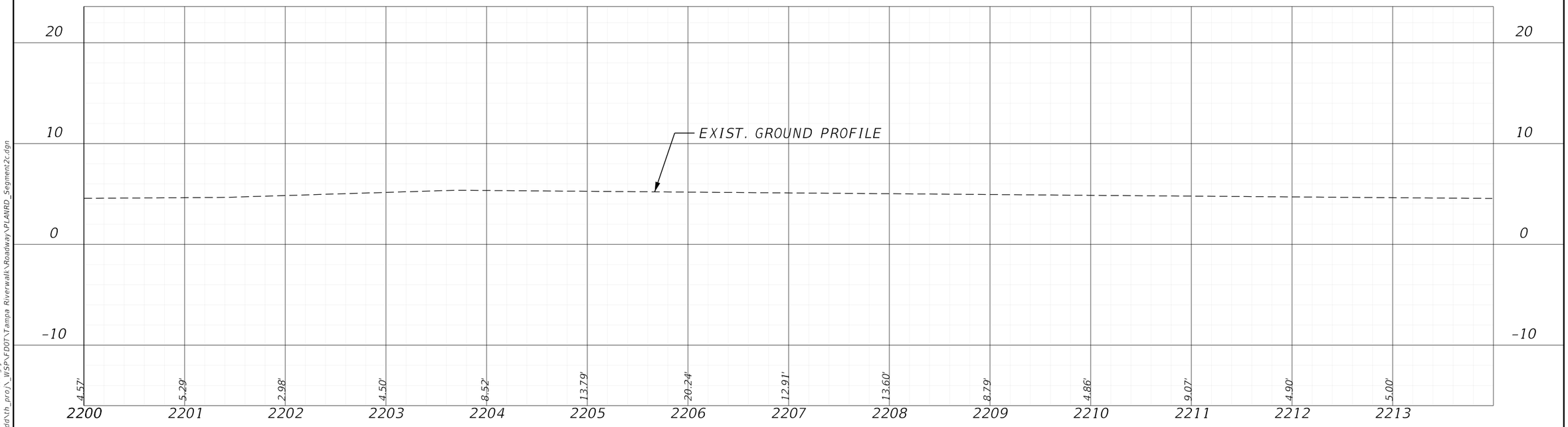


CURVE DATA	CURVE DATA	CURVE DATA	CURVE DATA	CURVE DATA
PI STA. = 2201+85.69	PI STA. = 2201+85.69	PI STA. = 2205+09.08	PI STA. = 2207+34.19	PI STA. = 2210+95.09
Δ = 01°03'48" (RT)	Δ = 01°03'48" (RT)	Δ = 01°50'57" (RT)	Δ = 74°34'14" (RT)	Δ = 05°40'41" (LT)
D = 00°53'56"	D = 00°53'56"	D = 00°27'43"	D = 174°41'53"	D = 04°38'56"
T = 59.15	T = 59.15	T = 200.17	T = 24.97	T = 61.12
L = 118.29	L = 118.29	L = 400.31	L = 42.69	L = 122.14
R = 6,373.64	R = 6,373.64	R = 12,403.17	R = 32.80	R = 1,232.49
PC STA. = 2201+26.54	PC STA. = 2201+26.54	PC STA. = 2203+08.91	PC STA. = 2207+09.22	PC STA. = 2210+33.97
PT STA. = 2202+44.83	PT STA. = 2202+44.83	PT STA. = 2207+09.22	PT STA. = 2207+51.91	PT STA. = 2211+56.11
e =	e =	e =	e =	e =



REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			TRAIL PLAN - PROFILE (5) PLANT PARK TO ROME AVENUE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ARIEL P. ELVAMBUENA, P.E. P.E. LICENSE NUMBER 66657 GRESHAM SMITH 3615 BROMLEY GRAND AVENUE, SUITE 320 TAMPA, FL 33607	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		2-013
						HILLSBOROUGH			

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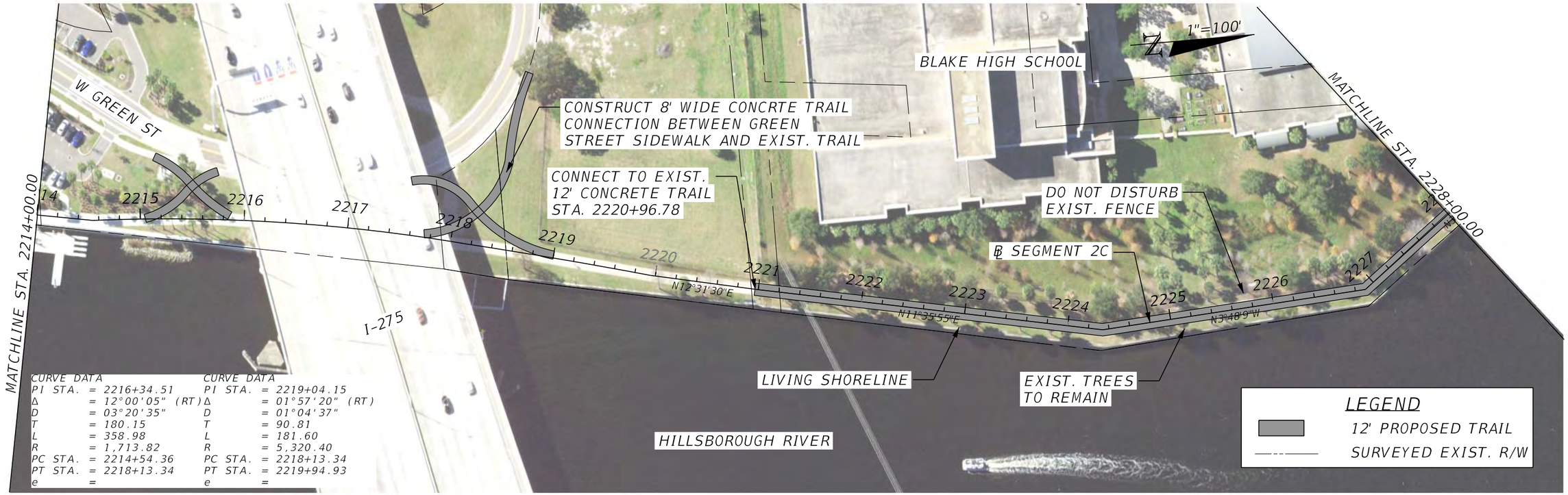
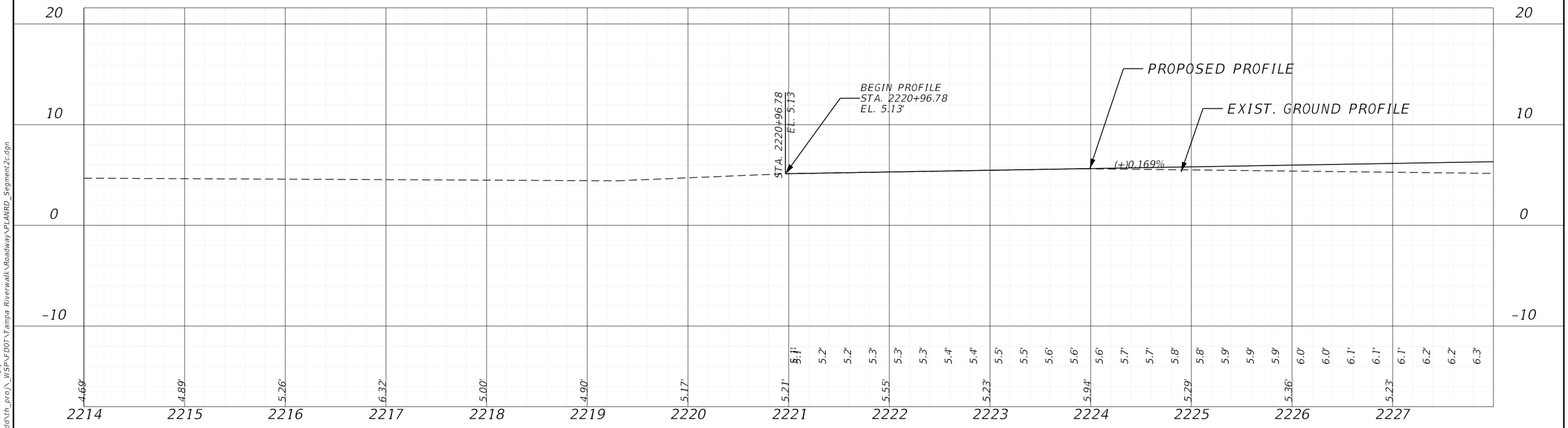


CURVE DATA		CURVE DATA	
PI STA.	= 2216+34.51	PI STA.	= 2219+04.15
Δ	= 12°00'05" (RT)	Δ	= 01°57'20" (RT)
D	= 03°20'35"	D	= 01°04'37"
T	= 180.15	T	= 90.81
L	= 358.98	L	= 181.60
R	= 1,713.82	R	= 5,320.40
PC STA.	= 2214+54.36	PC STA.	= 2218+13.34
PT STA.	= 2218+13.34	PT STA.	= 2219+94.93
e	=	e	=



REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			TRAIL PLAN - PROFILE (6) PLANT PARK TO ROME AVENUE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ARIEL P. ELVAMBUENA, P.E. P.E. LICENSE NUMBER 66657 GRESHAM SMITH 3615 BROMLEY GRAND AVENUE, SUITE 320 TAMPA, FL 33607	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		2-014
						HILLSBOROUGH			

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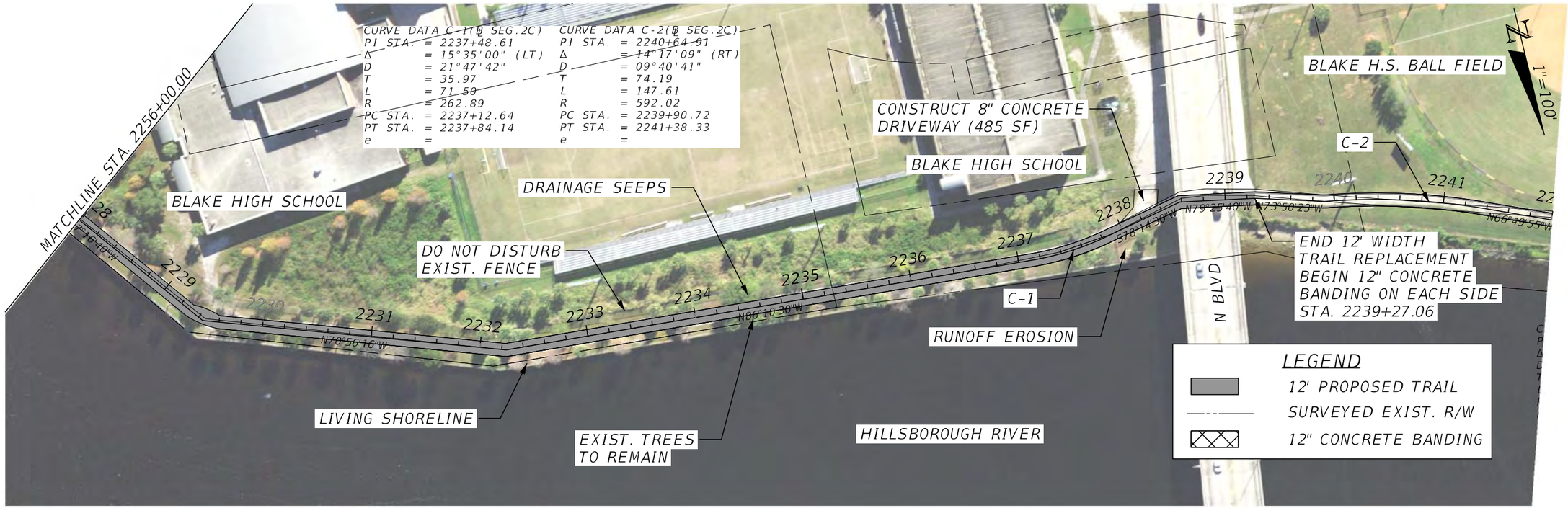

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

ARIEL P. ELVAMBUENA, P.E.
P.E. LICENSE NUMBER 66657
GRESHAM SMITH
3615 BROMLEY GRAND AVENUE, SUITE 320
TAMPA, FL 33607

CITY OF TAMPA
MOBILITY DEPARTMENT

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	HILLSBOROUGH	

TRAIL PLAN - PROFILE (7)
PLANT PARK TO ROME AVENUE

SHEET NO. 2-015

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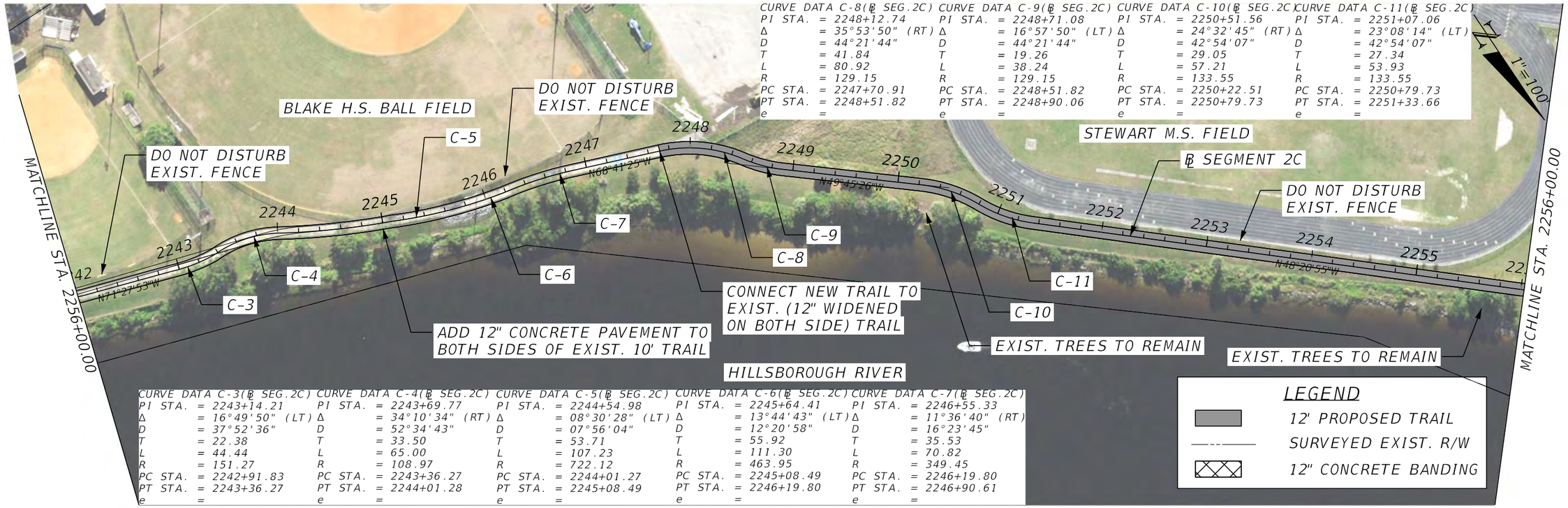


CURVE DATA C-8(℄ SEG.2C)
PI STA. = 2248+12.74
Δ = 35°53'50" (RT)
D = 44°21'44"
T = 41.84
L = 80.92
R = 129.15
PC STA. = 2247+70.91
PT STA. = 2248+51.82
e =

CURVE DATA C-9(℄ SEG.2C)
PI STA. = 2248+71.08
Δ = 16°57'50" (LT)
D = 44°21'44"
T = 19.26
L = 38.24
R = 129.15
PC STA. = 2248+51.82
PT STA. = 2248+90.06
e =

CURVE DATA C-10(℄ SEG.2C)
PI STA. = 2250+51.56
Δ = 24°32'45" (RT)
D = 42°54'07"
T = 29.05
L = 57.21
R = 133.55
PC STA. = 2250+22.51
PT STA. = 2250+79.73
e =

CURVE DATA C-11(℄ SEG.2C)
PI STA. = 2251+07.06
Δ = 23°08'14" (LT)
D = 42°54'07"
T = 27.34
L = 53.93
R = 133.55
PC STA. = 2250+79.73
PT STA. = 2251+33.66
e =

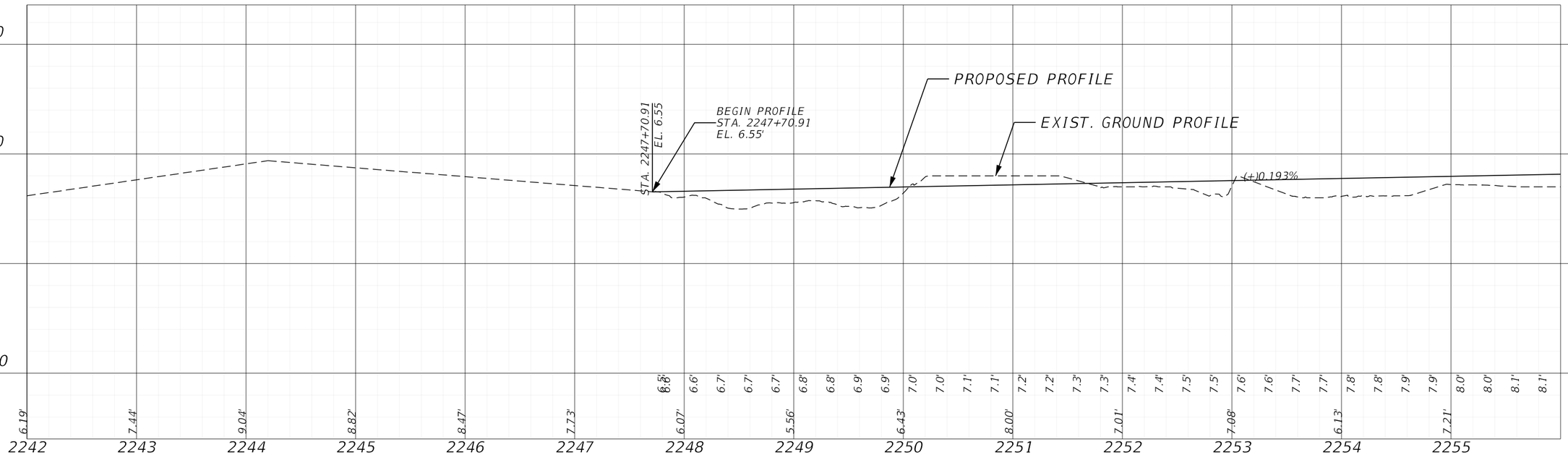
CURVE DATA C-3(℄ SEG.2C)
PI STA. = 2243+14.21
Δ = 16°49'50" (LT)
D = 37°52'36"
T = 22.38
L = 44.44
R = 151.27
PC STA. = 2242+91.83
PT STA. = 2243+36.27
e =

CURVE DATA C-4(℄ SEG.2C)
PI STA. = 2243+69.77
Δ = 34°10'34" (RT)
D = 52°34'43"
T = 33.50
L = 65.00
R = 108.97
PC STA. = 2243+36.27
PT STA. = 2244+01.28
e =

CURVE DATA C-5(℄ SEG.2C)
PI STA. = 2244+54.98
Δ = 08°30'28" (LT)
D = 07°56'04"
T = 53.71
L = 107.23
R = 722.12
PC STA. = 2244+01.27
PT STA. = 2245+08.49
e =

CURVE DATA C-6(℄ SEG.2C)
PI STA. = 2245+64.41
Δ = 13°44'43" (LT)
D = 12°20'58"
T = 55.92
L = 111.30
R = 463.95
PC STA. = 2245+08.49
PT STA. = 2246+19.80
e =

CURVE DATA C-7(℄ SEG.2C)
PI STA. = 2246+55.33
Δ = 11°36'40" (RT)
D = 16°23'45"
T = 35.53
L = 70.82
R = 349.45
PC STA. = 2246+19.80
PT STA. = 2246+90.61
e =



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD
ARIEL P. ELVAMBUENA, P.E.
P.E. LICENSE NUMBER 66657
GRESHAM SMITH
3615 BROMLEY GRAND AVENUE, SUITE 320
TAMPA, FL 33607

CITY OF TAMPA
MOBILITY DEPARTMENT

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	HILLSBOROUGH	

TRAIL PLAN - PROFILE (8)
PLANT PARK TO ROME AVENUE

SHEET NO. 2-016

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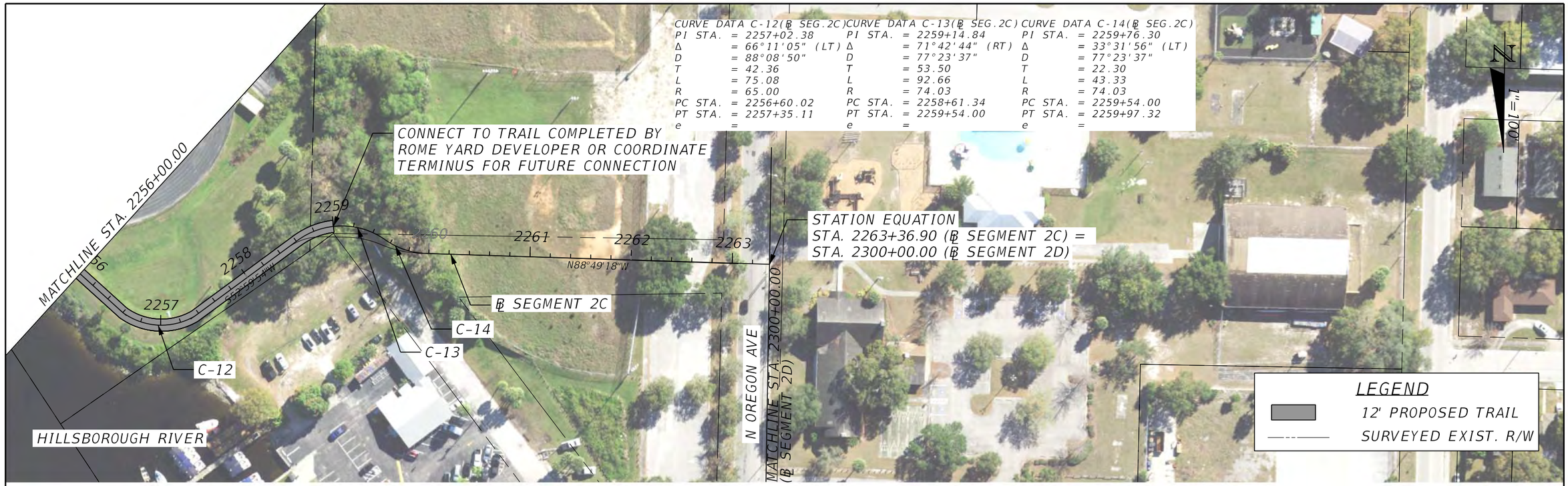
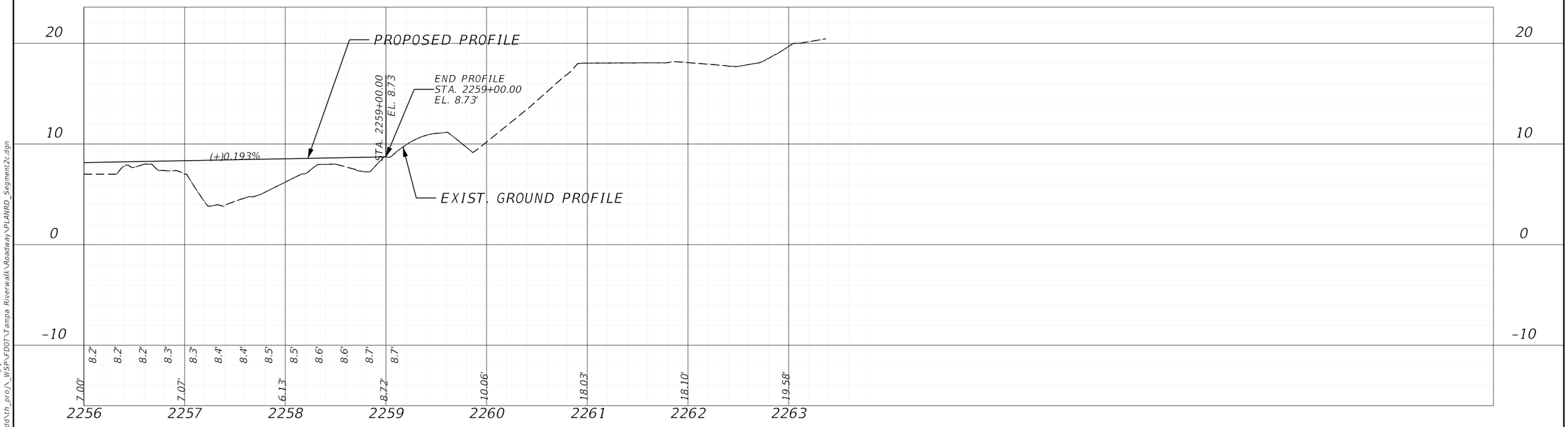
CURVE DATA C-12(℄ SEG.2C)		CURVE DATA C-13(℄ SEG.2C)		CURVE DATA C-14(℄ SEG.2C)	
PI STA.	= 2257+02.38	PI STA.	= 2259+14.84	PI STA.	= 2259+76.30
Δ	= 66°11'05" (LT)	Δ	= 71°42'44" (RT)	Δ	= 33°31'56" (LT)
D	= 88°08'50"	D	= 77°23'37"	D	= 77°23'37"
T	= 42.36	T	= 53.50	T	= 22.30
L	= 75.08	L	= 92.66	L	= 43.33
R	= 65.00	R	= 74.03	R	= 74.03
PC STA.	= 2256+60.02	PC STA.	= 2258+61.34	PC STA.	= 2259+54.00
PT STA.	= 2257+35.11	PT STA.	= 2259+54.00	PT STA.	= 2259+97.32
e	=	e	=	e	=





REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMANT			TRAIL PLAN - PROFILE (9) PLANT PARK TO ROME AVENUE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ARIEL P. ELVAMBUENA, P.E. P.E. LICENSE NUMBER 66657 GRESHAM SMITH 3615 BROMLEY GRAND AVENUE, SUITE 320 TAMPA, FL 33607	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		2-017
						HILLSBOROUGH			

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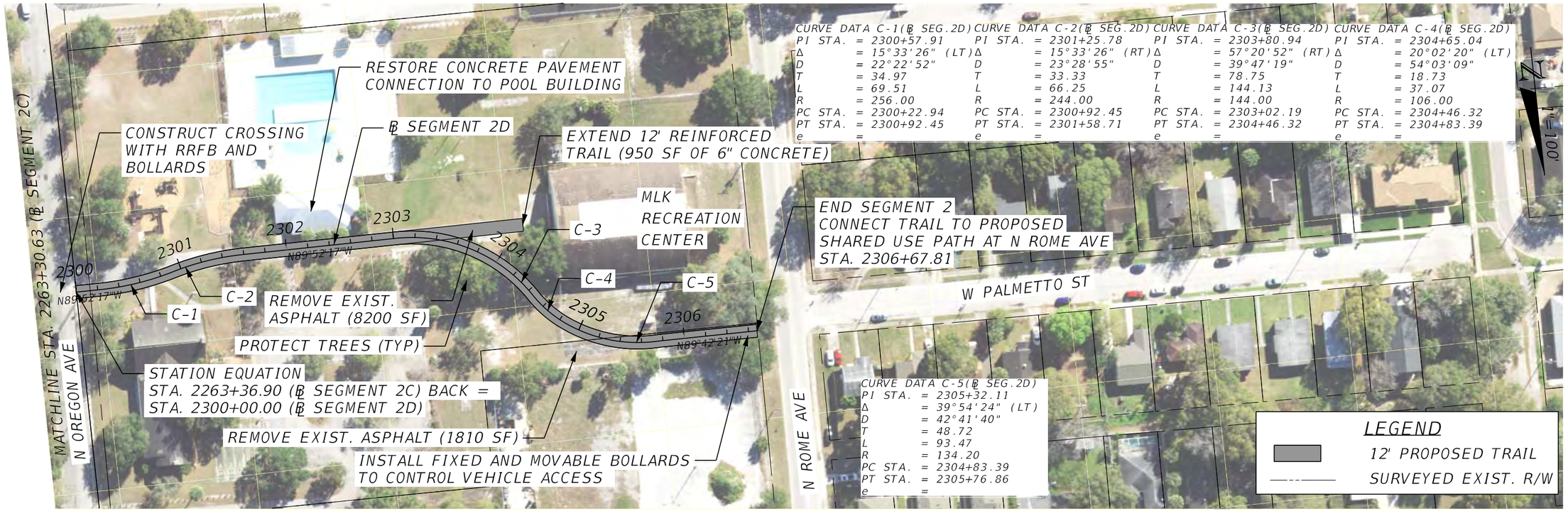

CURVE DATA C-1(℄ SEG.2D)
PI STA. = 2300+57.91
Δ = 15°33'26" (LT)
D = 22°22'52"
T = 34.97
L = 69.51
R = 256.00
PC STA. = 2300+22.94
PT STA. = 2300+92.45
e =

CURVE DATA C-2(℄ SEG.2D)
PI STA. = 2301+25.78
Δ = 15°33'26" (RT)
D = 23°28'55"
T = 33.33
L = 66.25
R = 244.00
PC STA. = 2300+92.45
PT STA. = 2301+58.71
e =

CURVE DATA C-3(℄ SEG.2D)
PI STA. = 2303+80.94
Δ = 57°20'52" (RT)
D = 39°47'19"
T = 78.75
L = 144.13
R = 144.00
PC STA. = 2303+02.19
PT STA. = 2304+46.32
e =

CURVE DATA C-4(℄ SEG.2D)
PI STA. = 2304+65.04
Δ = 20°02'20" (LT)
D = 54°03'09"
T = 18.73
L = 37.07
R = 106.00
PC STA. = 2304+46.32
PT STA. = 2304+83.39
e =

CURVE DATA C-5(℄ SEG.2D)
PI STA. = 2305+32.11
Δ = 39°54'24" (LT)
D = 42°41'40"
T = 48.72
L = 93.47
R = 134.20
PC STA. = 2304+83.39
PT STA. = 2305+76.86
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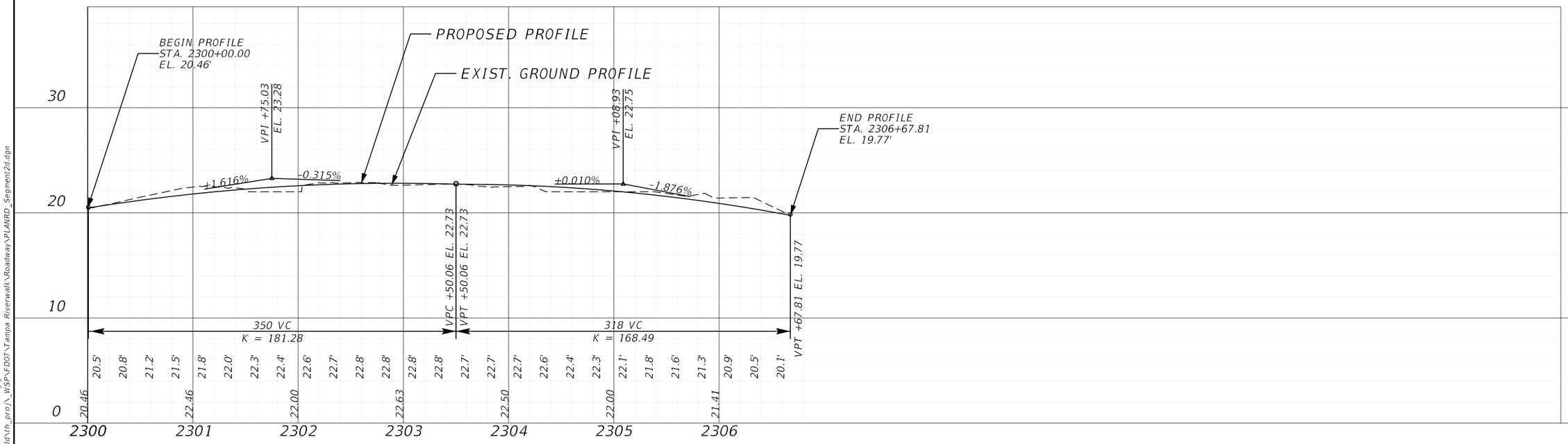

REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			TRAIL PLAN - PROFILE (10) PLANT PARK TO ROME AVENUE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ARIEL P. ELVAMBUENA, P.E. P.E. LICENSE NUMBER 66657 GRESHAM SMITH 3615 BROMLEY GRAND AVENUE, SUITE 320 TAMPA, FL 33607	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		2-018
						HILLSBOROUGH			

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INDEX OF SEGMENT 3
PLANS COMPONEMENT

SHEET NO.	SHEET DESCRIPTION
3-001	KEY SHEET
3-002 - 3-005	ROADWAY TYPICAL SECTIONS
3-006 - 3-012	ROADWAY PLANS
3-013 - 3-019	SIGNALS, SIGNING AND PAVEMENT MARKING PLANS

CITY OF TAMPA MOBILITY DEPARTMENT

TAMPA MULTIMODAL NETWORK
AND SAFETY IMPROVEMENTS

TECHNICAL PROPOSAL

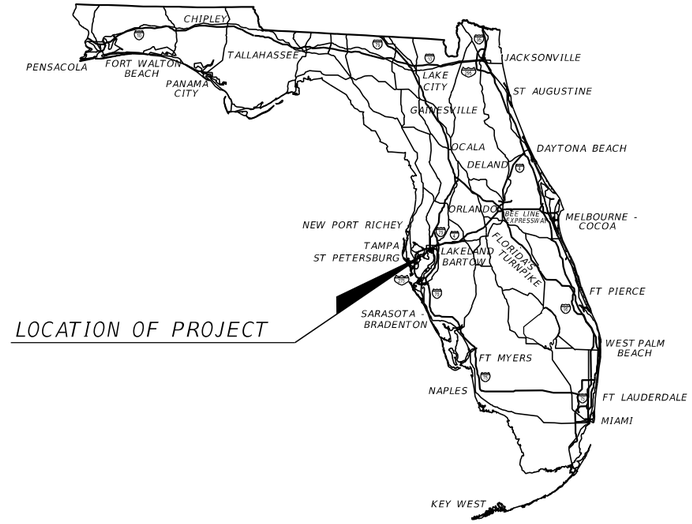
COUNTY

(WEST RIVER DISTRICT PROJECT)

CITY CONTRACT NUMBER: 22-C-00001

FEDERAL PROCUREMENT NUMBER: HOFM220023PR

SEGMENT 3 PLANS



ENGINEER OF RECORD:

OLIVER SHAHBAZIAN, P.E.
P.E. LICENSE NUMBER 85606
111 RIVERSIDE AVENUE
THE HASKELL COMPANY
111 RIVERSIDE AVENUE, FL 32202
CONTRACT NO.: 22-C-00001

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
	24	3-001

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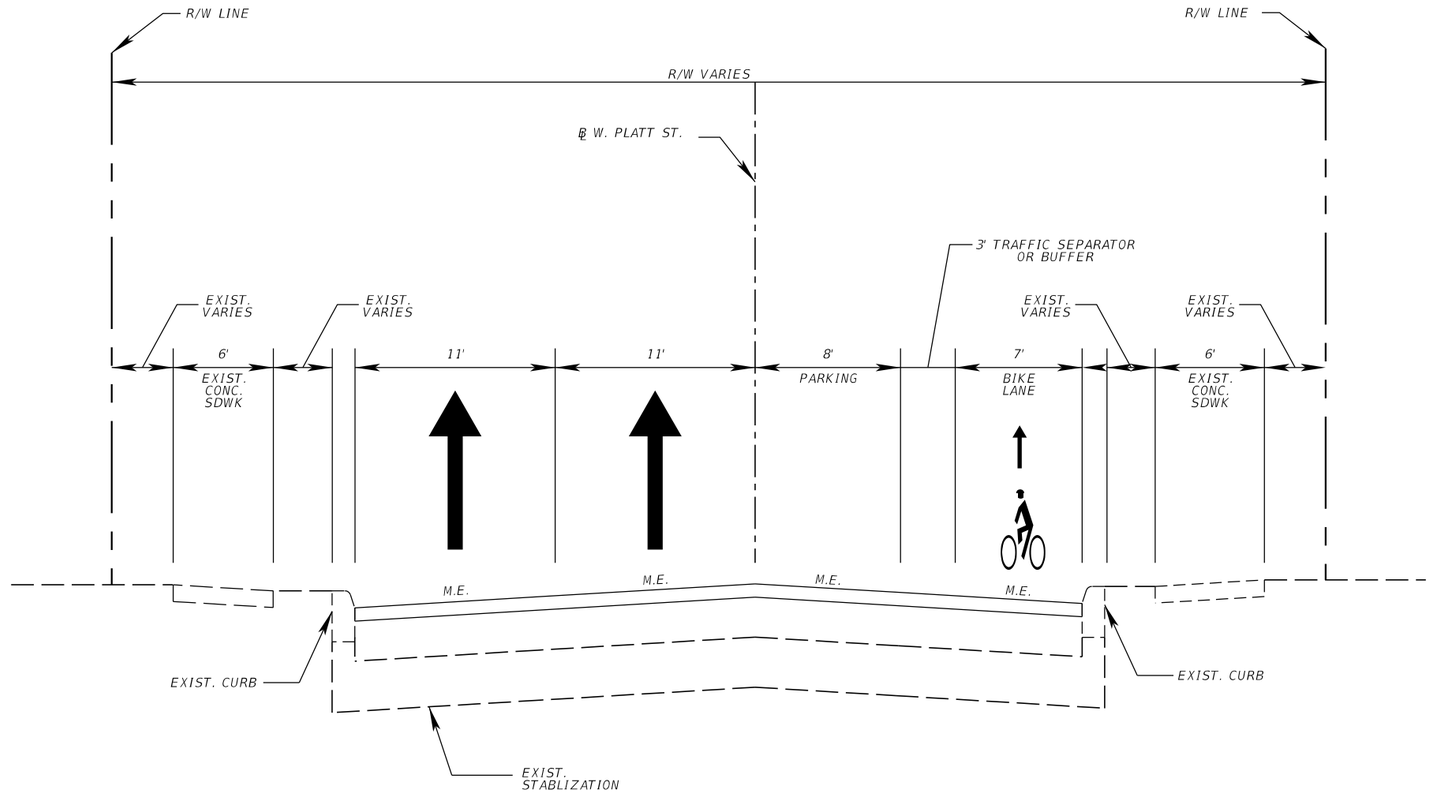
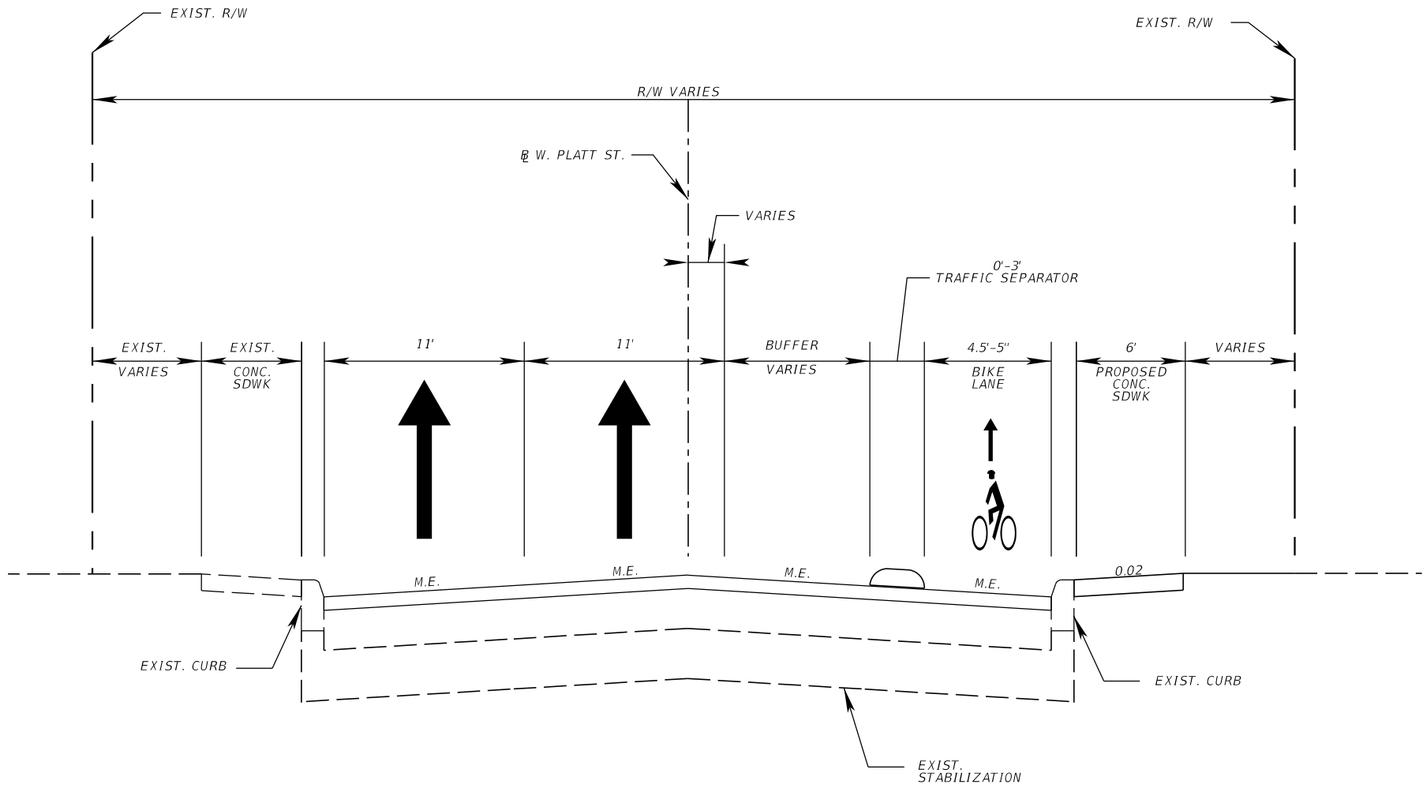
Grant\05Proposal\PropDev\3Proposal\Working\Trans\dgn\4400651 Tampa Multimodal Network\Roadway\KEYSR001_SEG3.dgn



TYPICAL SECTION
W. PLATT ST.

STA. 295+40 TO STA. 309+50
STA. 318+50 TO STA. 324+20
STA. 336+50 TO STA. 340+50
STA. 349+80 TO STA. 356+60

REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			ROADWAY TYPICAL SECTIONS (1) PLATT STREET	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		3-002
						HILLSBOROUGH			



TYPICAL SECTION
W. PLATT ST.
STA. 309+50 TO STA. 318+50
STA. 342+50 TO STA. 346+10

REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			ROADWAY TYPICAL SECTIONS (2) PLATT STREET	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		3-003
						HILLSBOROUGH			

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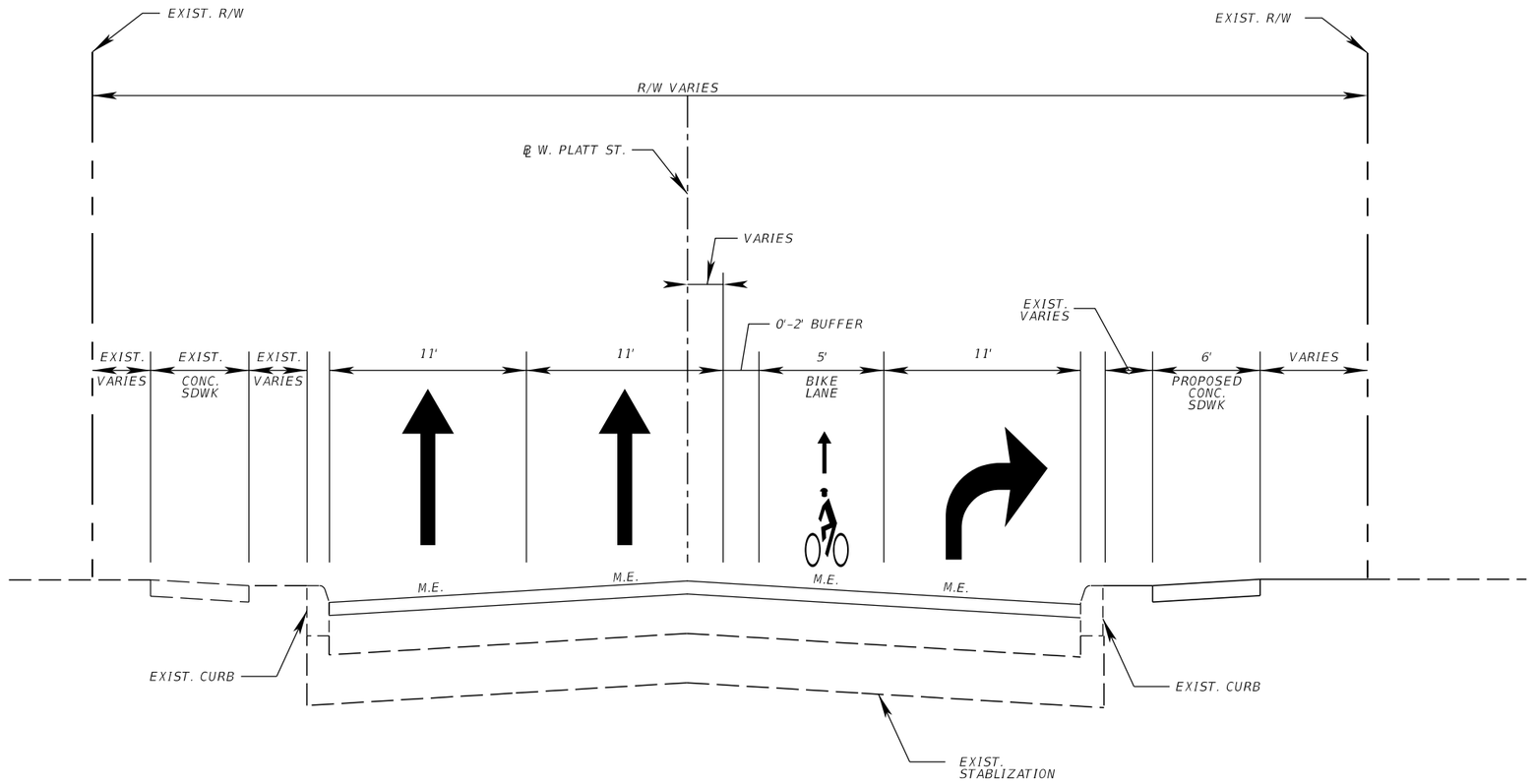


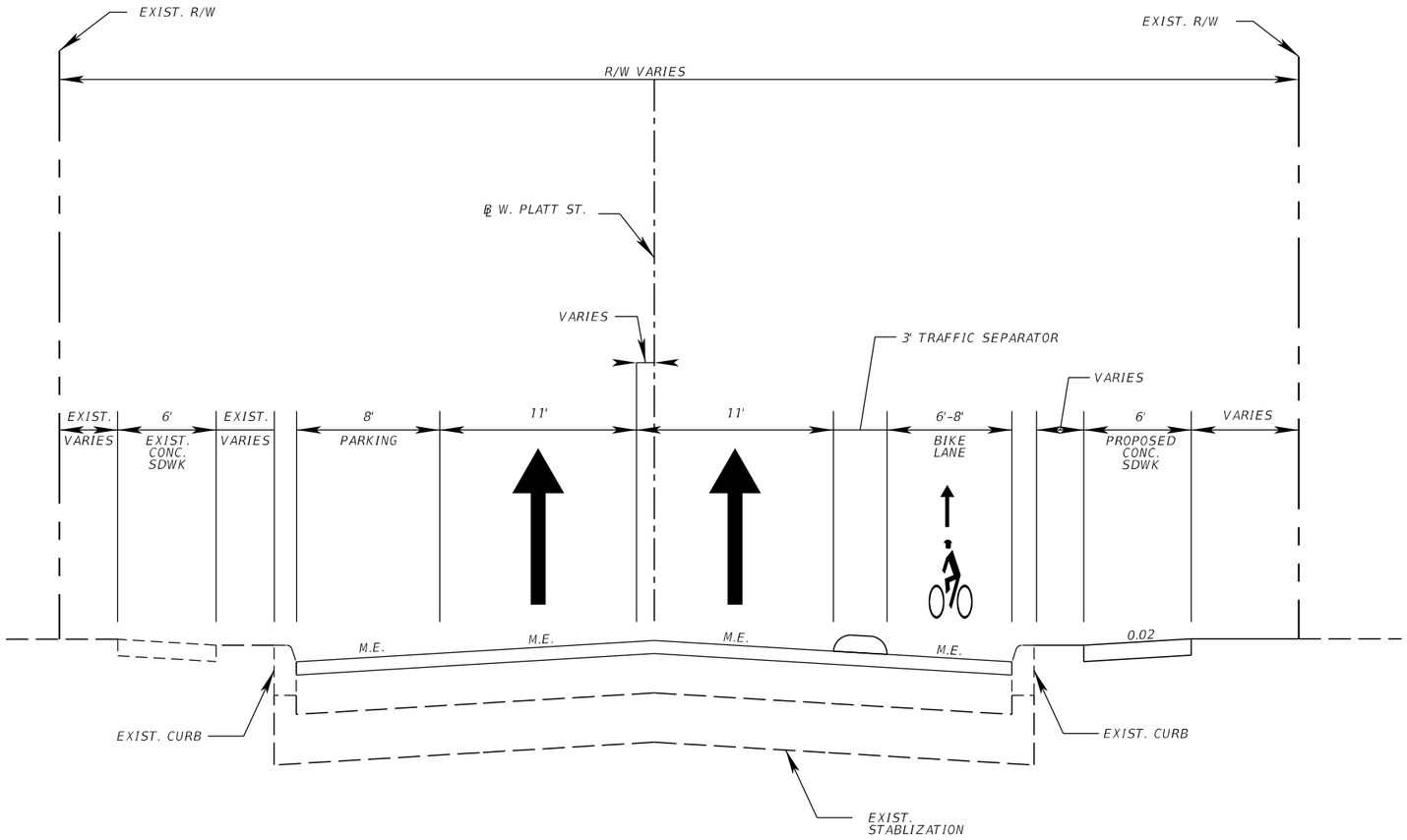
TYPICAL SECTION

W. PLATT ST.

STA. 324+20 TO STA. 327+50

STA. 340+50 TO STA. 342+50

REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			ROADWAY TYPICAL SECTIONS (3) PLATT STREET	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		3-004
						HILLSBOROUGH			



TYPICAL SECTION 5

W. PLATT ST.

STA. 327+50 TO STA. 336+50

STA. 346+10 TO STA. 349+80

REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			ROADWAY TYPICAL SECTIONS (4) PLATT STREET	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		3-005
						HILLSBOROUGH			

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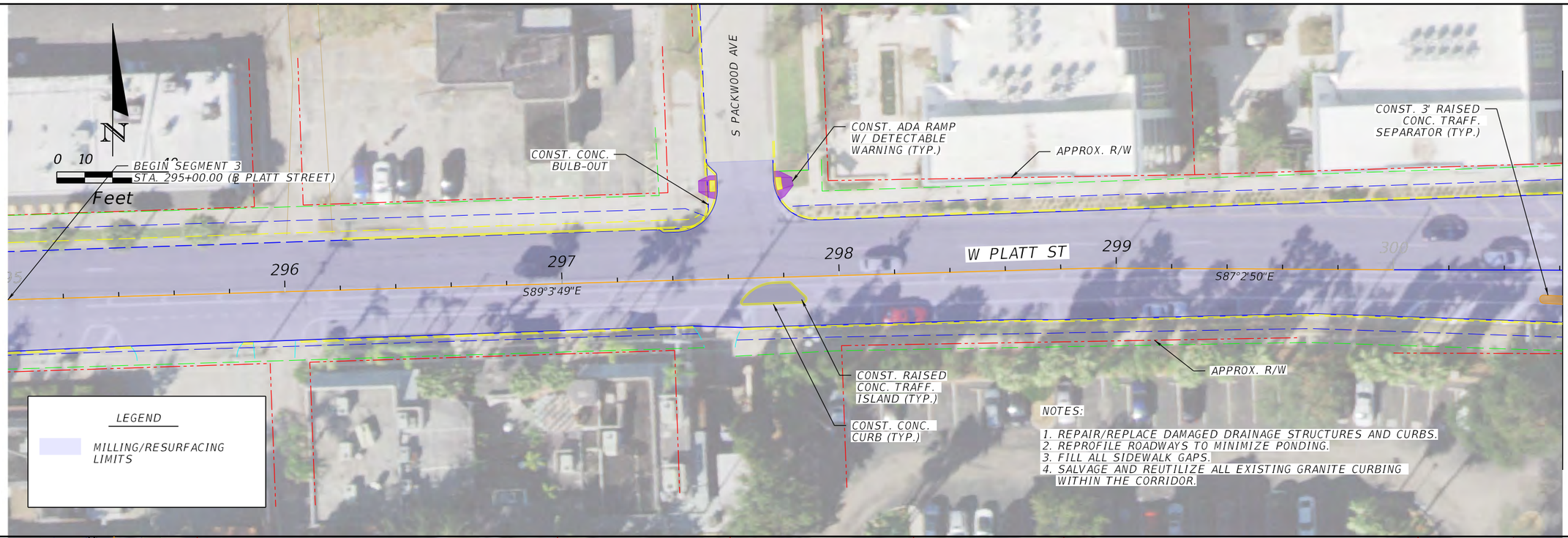

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

OLIVER P. SHAHBAZIAN, P.E.
LICENSE NUMBER 85606
THE HASKELL COMPANY
111 RIVERSIDE AVENUE
JACKSONVILLE, FL 32202

CITY OF TAMPA
MOBILITY DEPARTMENT

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	HILLSBOROUGH	

ROADWAY PLAN (1)
PLATT STREET

SHEET NO. 3-006

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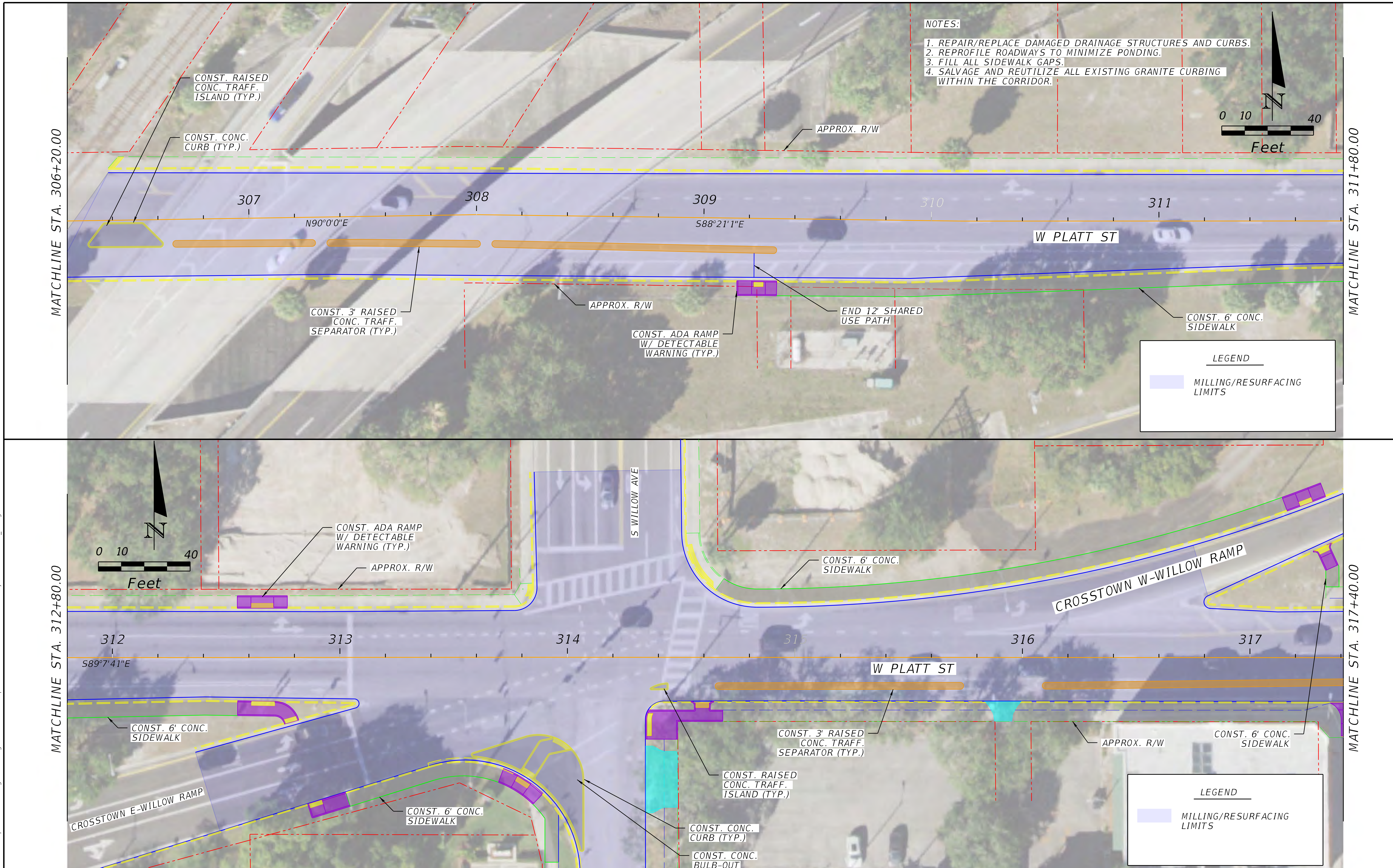

MATCHLINE STA. 306+20.00
MATCHLINE STA. 311+80.00
NOTES:
1. REPAIR/REPLACE DAMAGED DRAINAGE STRUCTURES AND CURBS.
2. REPROFILE ROADWAYS TO MINIMIZE PONDING.
3. FILL ALL SIDEWALK GAPS.
4. SALVAGE AND REUTILIZE ALL EXISTING GRANITE CURBING WITHIN THE CORRIDOR.
0 10 40 Feet
CONST. RAISED CONC. TRAFF. ISLAND (TYP.)
CONST. CONC. CURB (TYP.)
APPROX. R/W
307
308
309
310
311
N90°0'0"E
S88°21'1"E
W PLATT ST
CONST. 3' RAISED CONC. TRAFF. SEPARATOR (TYP.)
APPROX. R/W
CONST. ADA RAMP W/ DETECTABLE WARNING (TYP.)
END 12' SHARED USE PATH
CONST. 6' CONC. SIDEWALK
LEGEND
MILLING/RESURFACING LIMITS
MATCHLINE STA. 312+80.00
MATCHLINE STA. 317+40.00
0 10 40 Feet
CONST. ADA RAMP W/ DETECTABLE WARNING (TYP.)
APPROX. R/W
S WILLOW AVE
CONST. 6' CONC. SIDEWALK
CROSSTOWN W-WILLOW RAMP
312
313
314
316
317
S89°7'41"E
W PLATT ST
CONST. 6' CONC. SIDEWALK
CONST. 3' RAISED CONC. TRAFF. SEPARATOR (TYP.)
APPROX. R/W
CONST. 6' CONC. SIDEWALK
CONST. RAISED CONC. TRAFF. ISLAND (TYP.)
CROSSTOWN E-WILLOW RAMP
CONST. 6' CONC. SIDEWALK
CONST. CONC. CURB (TYP.)
CONST. CONC. BULB-OUT
LEGEND
MILLING/RESURFACING LIMITS

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REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT				SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	ROADWAY PLAN (2) PLATT STREET	3-007
						HILLSBOROUGH			

NOTES:

1. REPAIR/REPLACE DAMAGED DRAINAGE STRUCTURES AND CURBS.
2. REPROFILE ROADWAYS TO MINIMIZE PONDING.
3. FILL ALL SIDEWALK GAPS.
4. SALVAGE AND REUTILIZE ALL EXISTING GRANITE CURBING WITHIN THE CORRIDOR.

MATCHLINE STA. 317+40.00

MATCHLINE STA. 323+00.00

S NEWPORT AVE

S DELAWARE AVE

S EDISON AVE

S BOULEVARD

W PLATT ST

318 319 320 321 322 323

324 325 326 327 328

S89°3'36"E

BUS STOP

APPROX. R/W

CONST. CONC. CURB (TYP.)

CONST. 3' RAISED CONC. TRAFF. SEPARATOR (TYP.)

CONST. ADA RAMP W/ DETECTABLE WARNING (TYP.)

CONST. RAISED CONC. TRAFF. ISLAND (TYP.)

CONST. RAISED PED. SIDEWALK/BUS CONNECTION

CONST. CONC. ADA W/ DETECTABLE WARNING (TYP.)

CONST. CONC. BULB-OUT

0 10 40

Feet

LEGEND

MILLING/RESURFACING LIMITS

MATCHLINE STA. 328+60.00

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

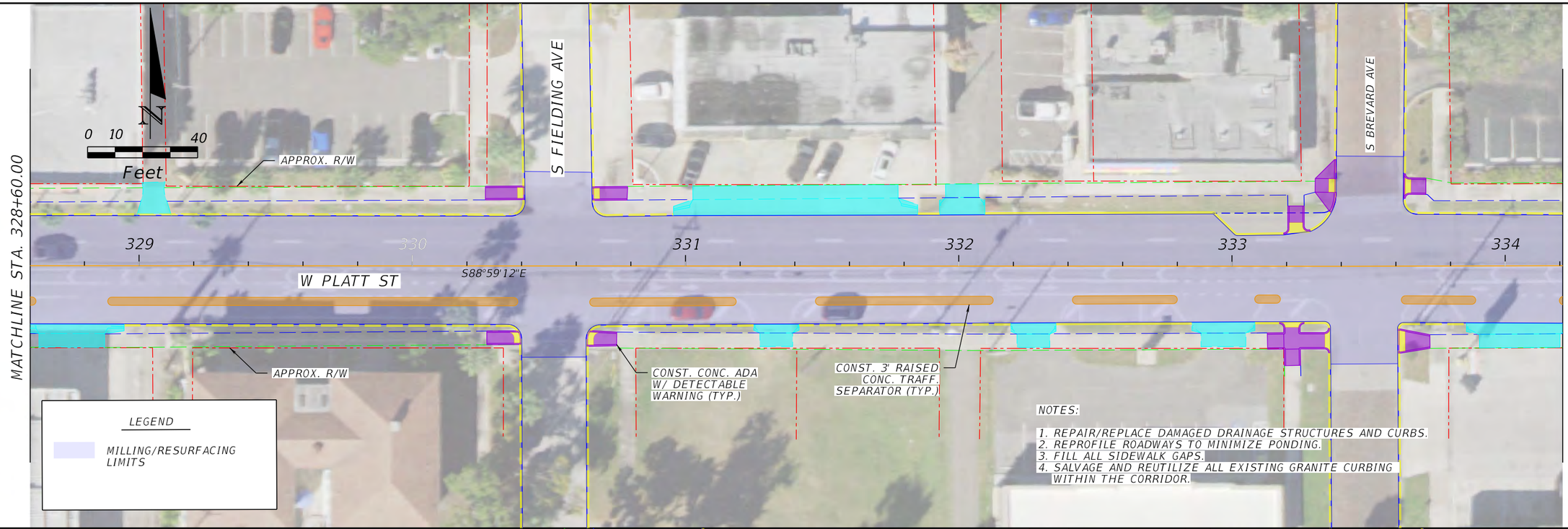
OLIVER P. SHAHBAZIAN, P.E.
LICENSE NUMBER 85606
THE HASKELL COMPANY
111 RIVERSIDE AVENUE
JACKSONVILLE, FL 32202

CITY OF TAMPA
MOBILITY DEPARTMENT

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	HILLSBOROUGH	

ROADWAY PLAN (3) PLATT STREET

SHEET NO. 3-008



REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			ROADWAY PLAN (4) PLATT STREET	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		3-009
						HILLSBOROUGH			

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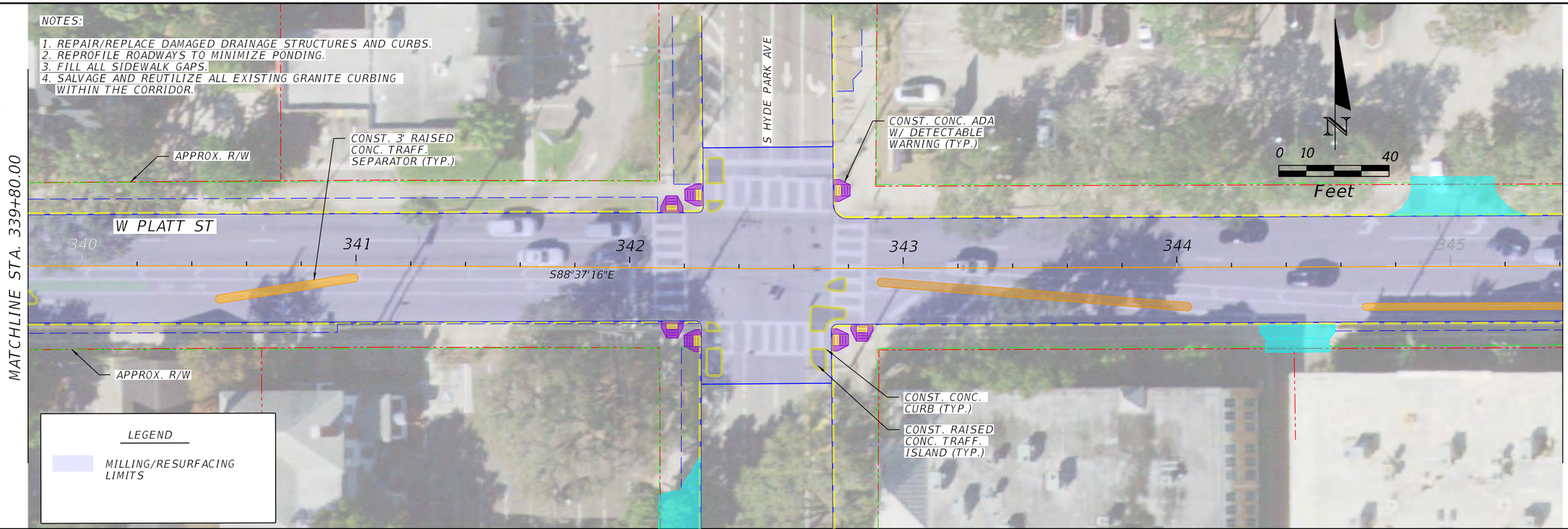
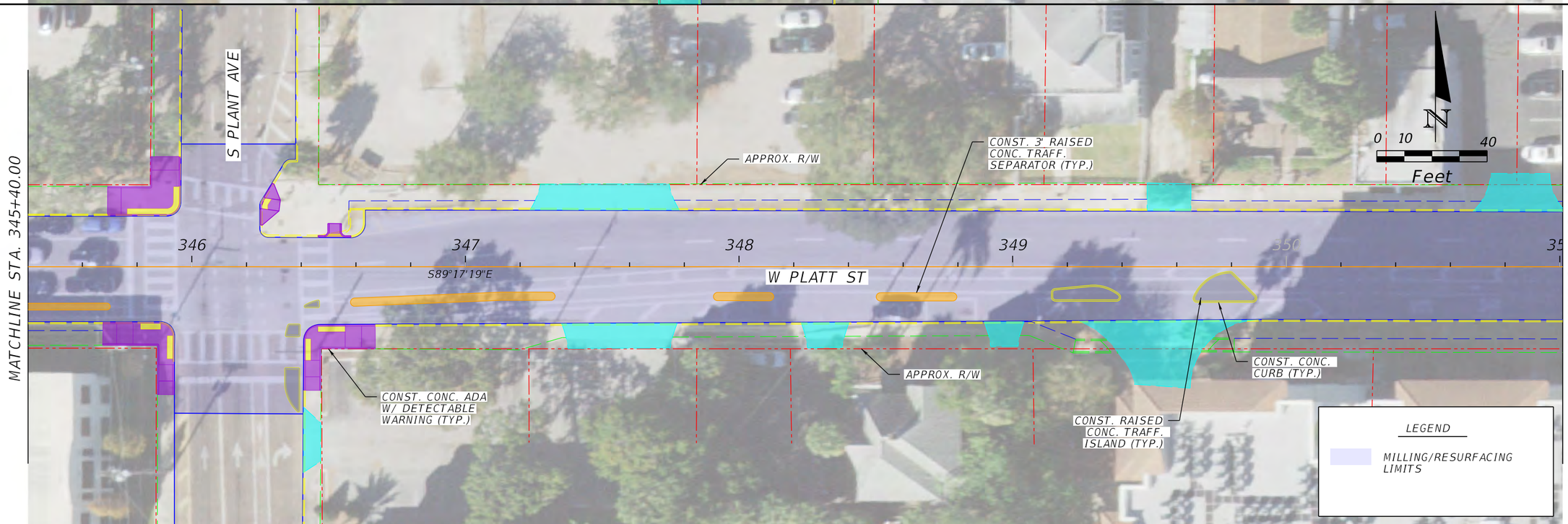
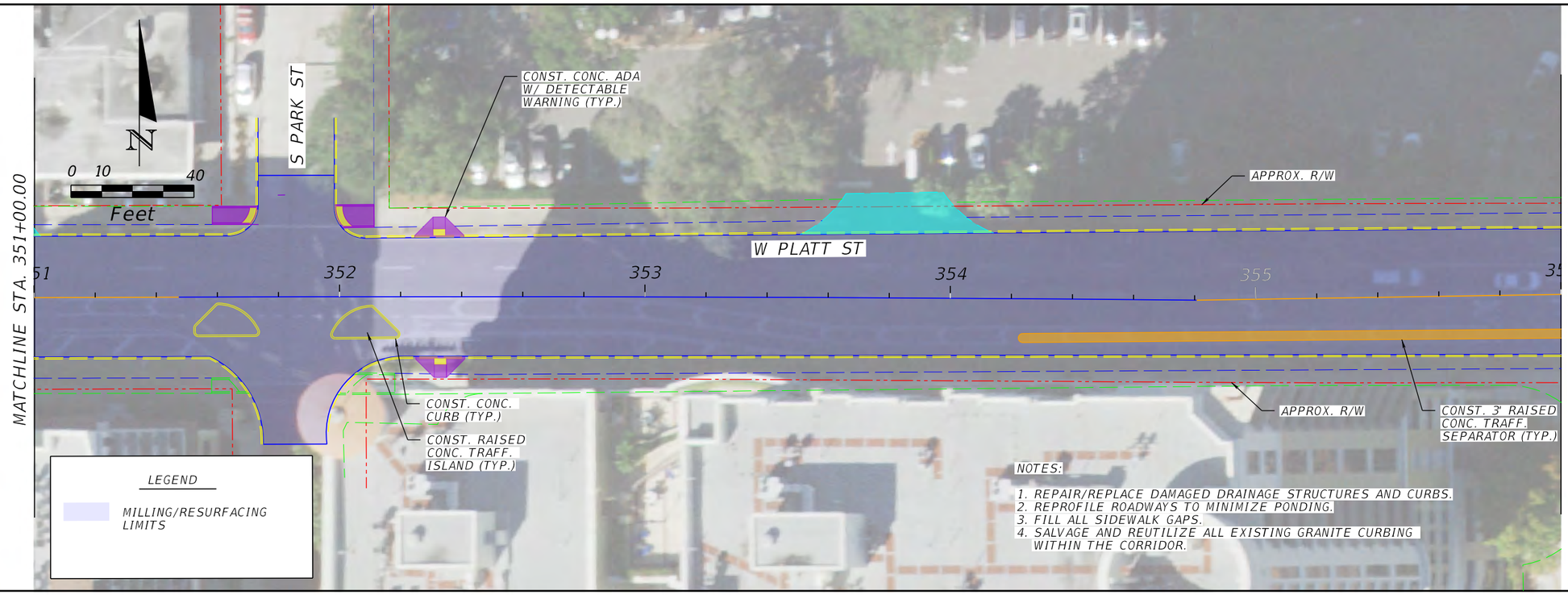
NOTES:

1. REPAIR/REPLACE DAMAGED DRAINAGE STRUCTURES AND CURBS.
2. REPROFILE ROADWAYS TO MINIMIZE PONDING.
3. FILL ALL SIDEWALK GAPS.
4. SALVAGE AND REUTILIZE ALL EXISTING GRANITE CURBING WITHIN THE CORRIDOR.

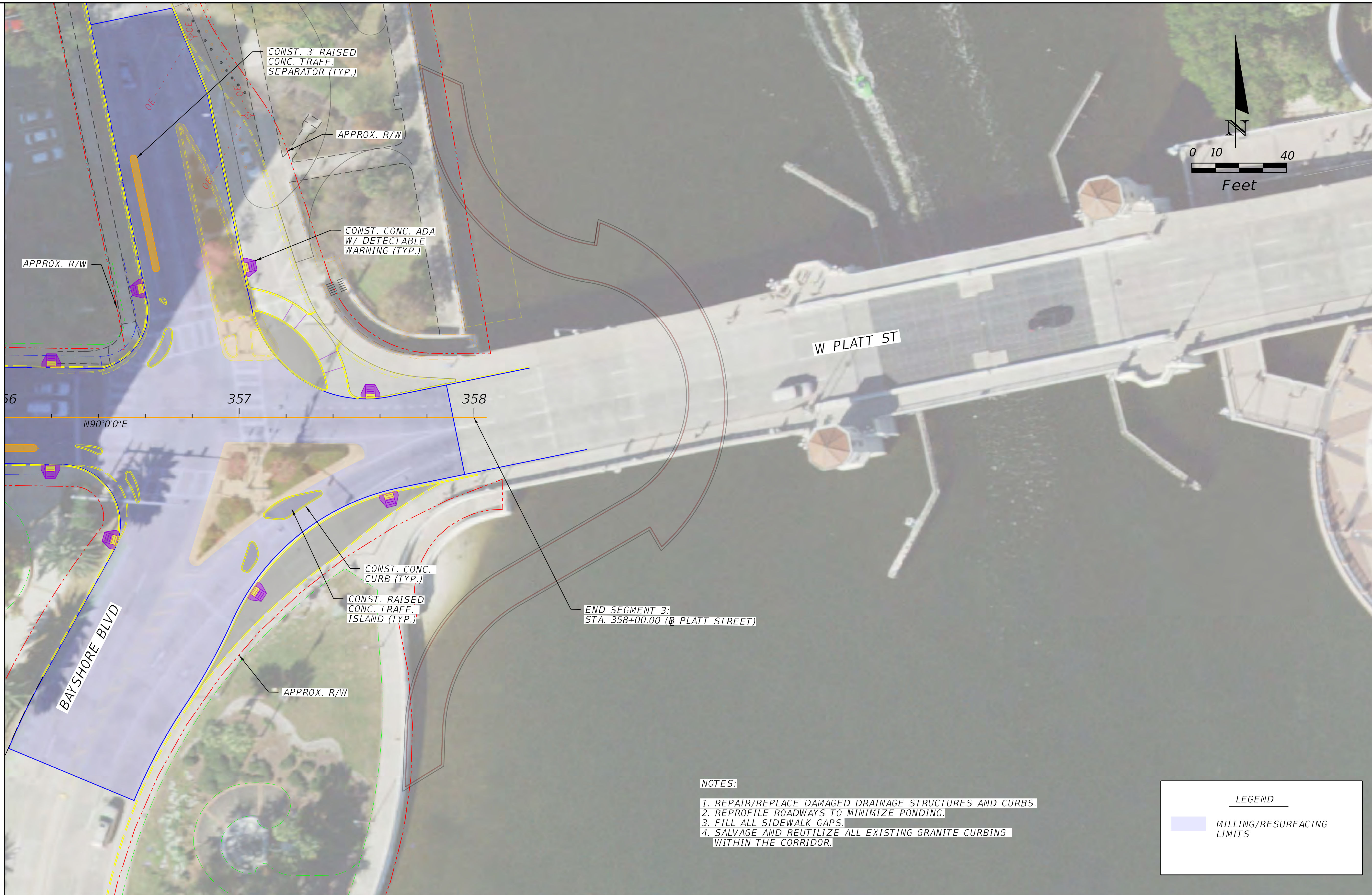




REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			ROADWAY PLAN (5) PLATT STREET	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		3-010
						HILLSBOROUGH			



REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			ROADWAY PLAN (6) PLATT STREET	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		3-011
						HILLSBOROUGH			



NOTES:

1. REPAIR/REPLACE DAMAGED DRAINAGE STRUCTURES AND CURBS.
2. REPROFILE ROADWAYS TO MINIMIZE PONDING.
3. FILL ALL SIDEWALK GAPS.
4. SALVAGE AND REUTILIZE ALL EXISTING GRANITE CURBING WITHIN THE CORRIDOR.

LEGEND

MILLING/RESURFACING LIMITS

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

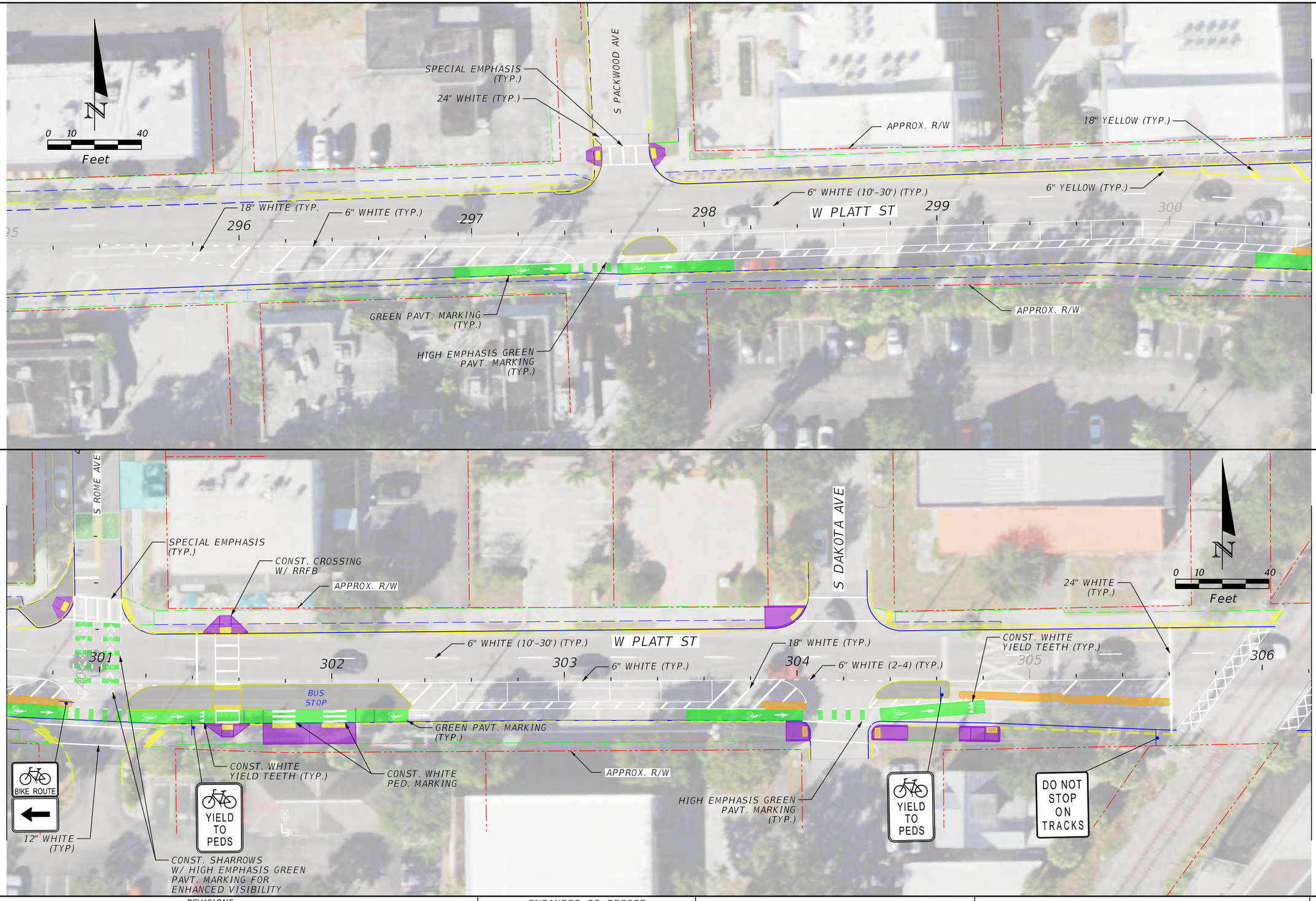
ENGINEER OF RECORD
OLIVER P. SHAHBAZIAN, P.E.
LICENSE NUMBER 85606
THE HASKELL COMPANY
111 RIVERSIDE AVENUE
JACKSONVILLE, FL 32202

CITY OF TAMPA
MOBILITY DEPARTMENT

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	HILLSBOROUGH	

ROADWAY PLAN (7)
PLATT STREET

SHEET NO.
3-012



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REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			SIGNALS, SIGNING AND PAVEMENT MARKING PLAN (1) PLATT STREET	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		3-013
						HILLSBOROUGH			

MATCHLINE STA. 306+20.00

MATCHLINE STA. 311+80.00

APPROX. R/W

6" WHITE (10'-30') (TYP.)

6" YELLOW (TYP.)

18" YELLOW (TYP.)

6" WHITE (10'-30') (TYP.)

18" WHITE (TYP.)

6" WHITE (TYP.)

W PLATT ST

GREEN PAVT. MARKING (TYP.)

APPROX. R/W

CONST. WHITE YIELD TEETH (TYP.)

DO NOT STOP ON TRACKS

YIELD TO PEDS

307 308 309 310 311

N

0 10 40

Feet

MATCHLINE STA. 312+80.00

MATCHLINE STA. 317+40.00

S WILLOW AVE

REALIGN PEDESTRIAN CROSSING TO IMPROVE SAFETY WHILE MAINTAINING EXISTING PEDESTRIAN AND VEHICLE SIGNAL HEADS.

24" WHITE (TYP.)

APPROX. R/W

6" WHITE (2'-4') (TYP.)

CROSSTOWN W-WILLOW RAMP

18" WHITE (TYP.)

6" WHITE (10'-30') (TYP.)

6" YELLOW (TYP.)

18" YELLOW (TYP.)

312 313 314 315 316 317

HIGH EMPHASIS GREEN PAVT. MARKING (TYP.)

6" WHITE (TYP.)

12" WHITE (TYP.)

W PLATT ST

GREEN PAVT. MARKING (TYP.)

APPROX. R/W

CROSSTOWN E-WILLOW RAMP

SPECIAL EMPHASIS (TYP.)

NOTE:
1. OPERATION SIGNAL TIMING TO SUPPORT EXCLUSIVE MANUALLY ACTUATED PEDESTRIAN PHASE, AND INTERSECTION TO OPERATE AS PEDESTRIAN SCRAMBLE PHASE.
2. EXISTING PEDESTRIAN SIGNALS TO BE RELOCATED AS NEEDED TO SUPPORT INTERSECTION IMPROVEMENTS.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

OLIVER P. SHAHBAZIAN, P.E.
LICENSE NUMBER 85606
THE HASKELL COMPANY
111 RIVERSIDE AVENUE
JACKSONVILLE, FL 32202

CITY OF TAMPA
MOBILITY DEPARTMENT

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	HILLSBOROUGH	

SIGNALS, SIGNING AND PAVEMENT MARKING PLAN (2) PLATT STREET

SHEET NO. 3-014

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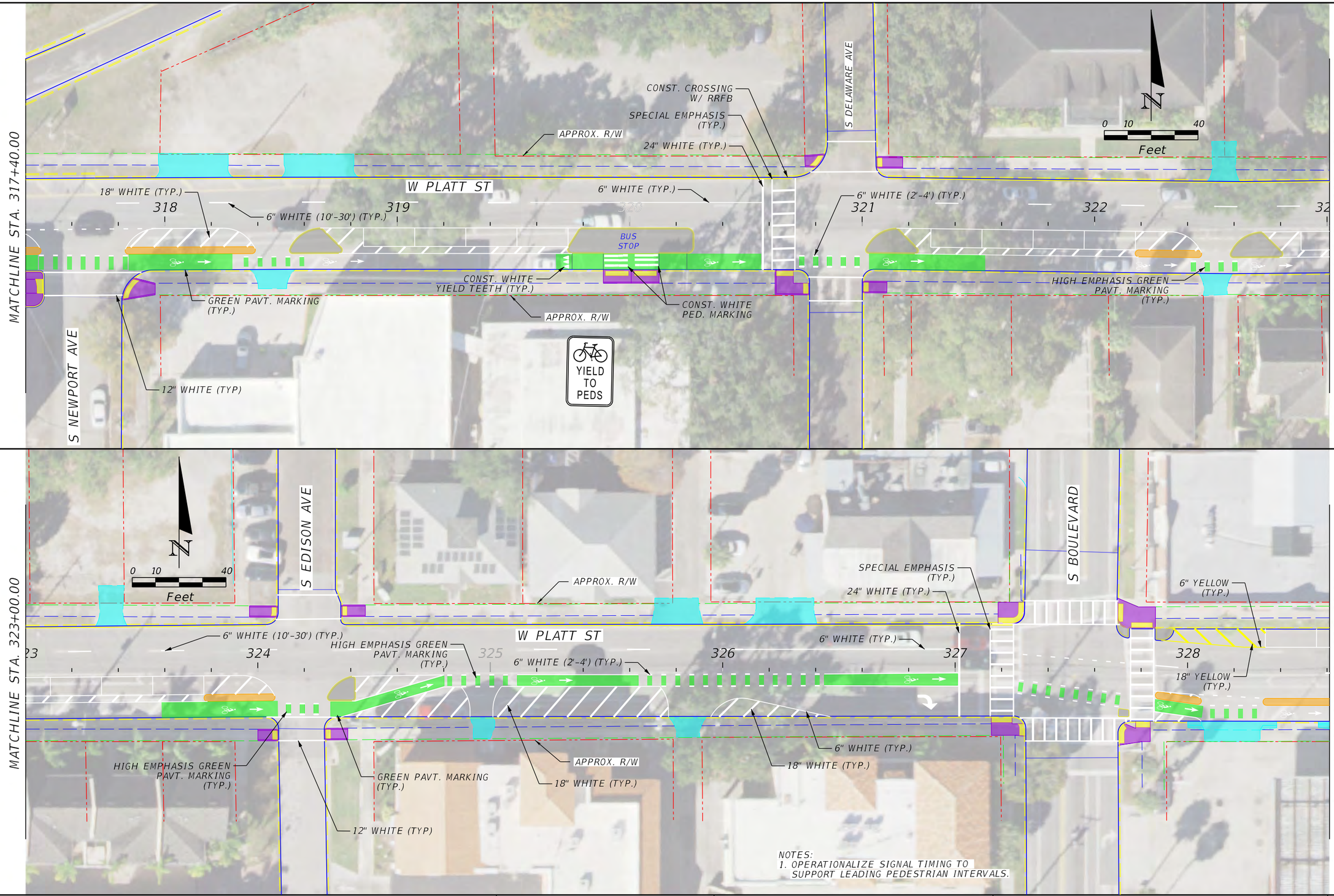

NOTES:
1. OPERATIONALIZE SIGNAL TIMING TO SUPPORT LEADING PEDESTRIAN INTERVALS.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

OLIVER P. SHAHBAZIAN, P.E.
LICENSE NUMBER 85606
THE HASKELL COMPANY
111 RIVERSIDE AVENUE
JACKSONVILLE, FL 32202

CITY OF TAMPA
MOBILITY DEPARTMENT

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	HILLSBOROUGH	

SIGNALS, SIGNING AND PAVEMENT MARKING PLAN (3) PLATT STREET

SHEET NO. 3-015

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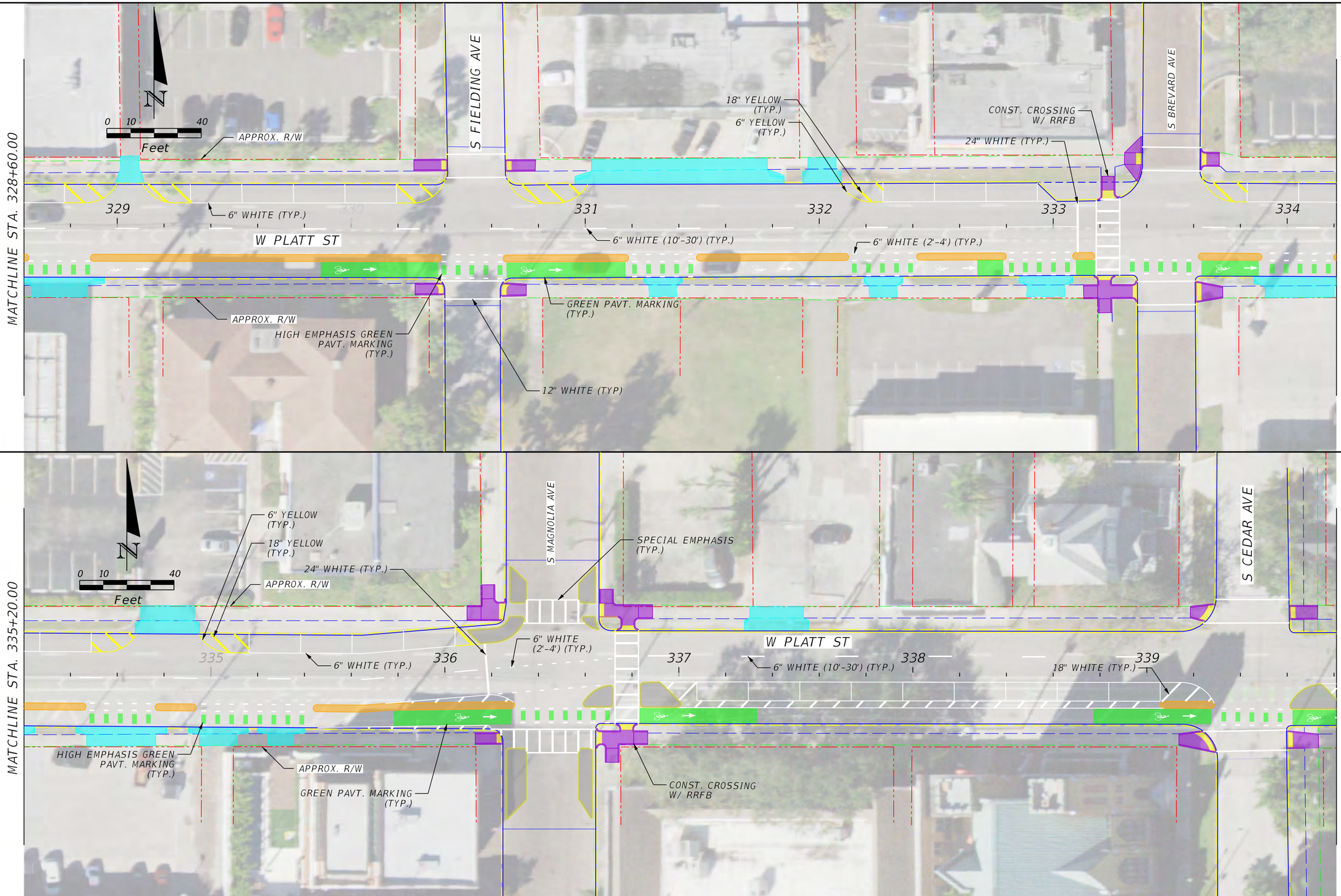

REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			SIGNALS, SIGNING AND PAVEMENT MARKING PLAN (4) PLATT STREET	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		3-016
						HILLSBOROUGH			

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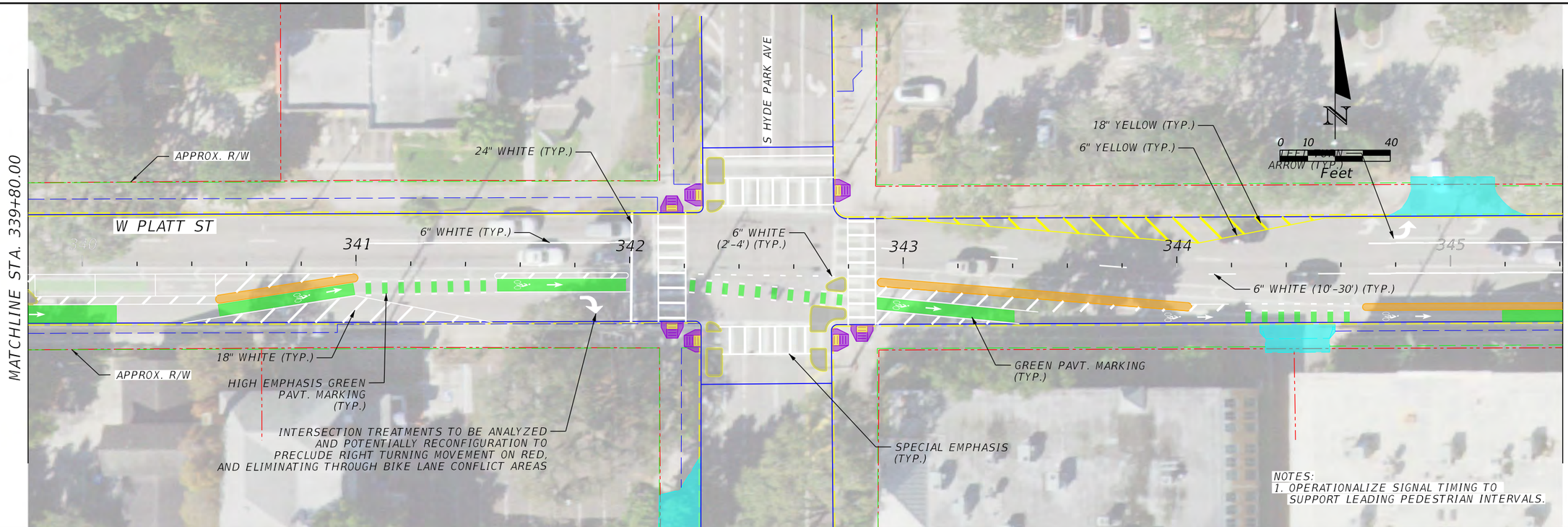

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

OLIVER P. SHAHBAZIAN, P.E.
LICENSE NUMBER 85606
THE HASKELL COMPANY
111 RIVERSIDE AVENUE
JACKSONVILLE, FL 32202

CITY OF TAMPA
MOBILITY DEPARTMENT

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	HILLSBOROUGH	

SIGNALS, SIGNING AND PAVEMENT MARKING PLAN (5) PLATT STREET

SHEET NO. 3-017

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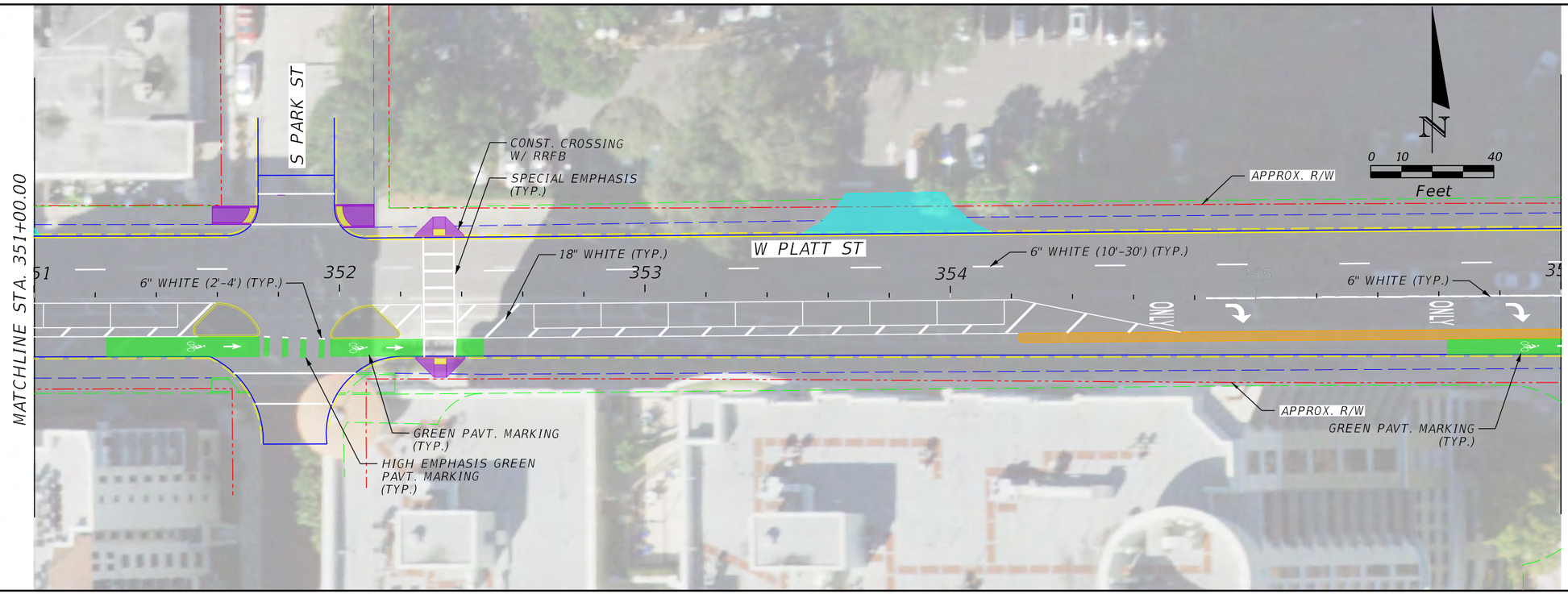

REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			SIGNALS, SIGNING AND PAVEMENT MARKING PLAN (6) PLATT STREET	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		3-018
						HILLSBOROUGH			

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REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			SIGNALS, SIGNING AND PAVEMENT MARKING PLAN (7) PLATT STREET	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		3-019
						HILLSBOROUGH			

INDEX OF SEGMENT 4
PLANS COMPONEMENT

SHEET NO.	SHEET DESCRIPTION
4-001	KEY SHEET
4-002 - 4-008	ROADWAY TYPICAL SECTIONS
4-009 - 4-015	ROADWAY PLANS
4-016 - 4-022	SIGNALS, SIGNING AND PAVEMENT MARKING PLANS

CITY OF TAMPA MOBILITY DEPARTMENT

TAMPA MULTIMODAL NETWORK
AND SAFETY IMPROVEMENTS

TECHNICAL PROPOSAL

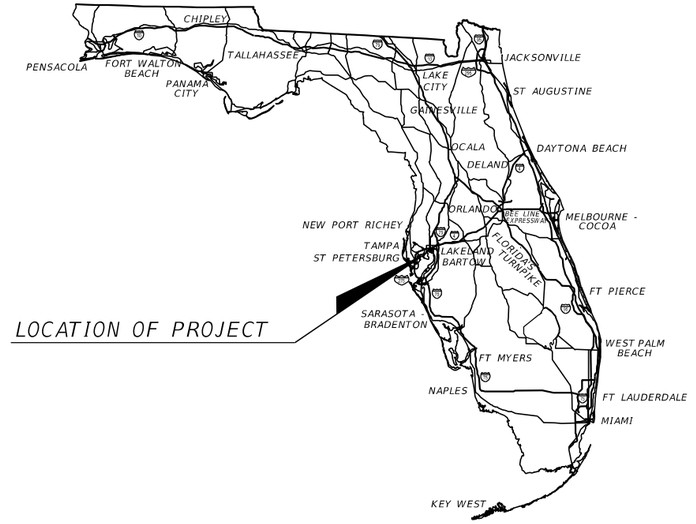
COUNTY

(WEST RIVER DISTRICT PROJECT)

CITY CONTRACT NUMBER: 22-C-00001

FEDERAL PROCUREMENT NUMBER: HOFM220023PR

SEGMENT 4 PLANS



ENGINEER OF RECORD:

OLIVER SHAHBAZIAN, P.E.
P.E. LICENSE NUMBER 85606
THE HASKELL COMPANY
111 RIVERSIDE AVENUE
JACKSONVILLE, FL 32202
CONTRACT NO.: 22-C-00001

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
	24	4-001

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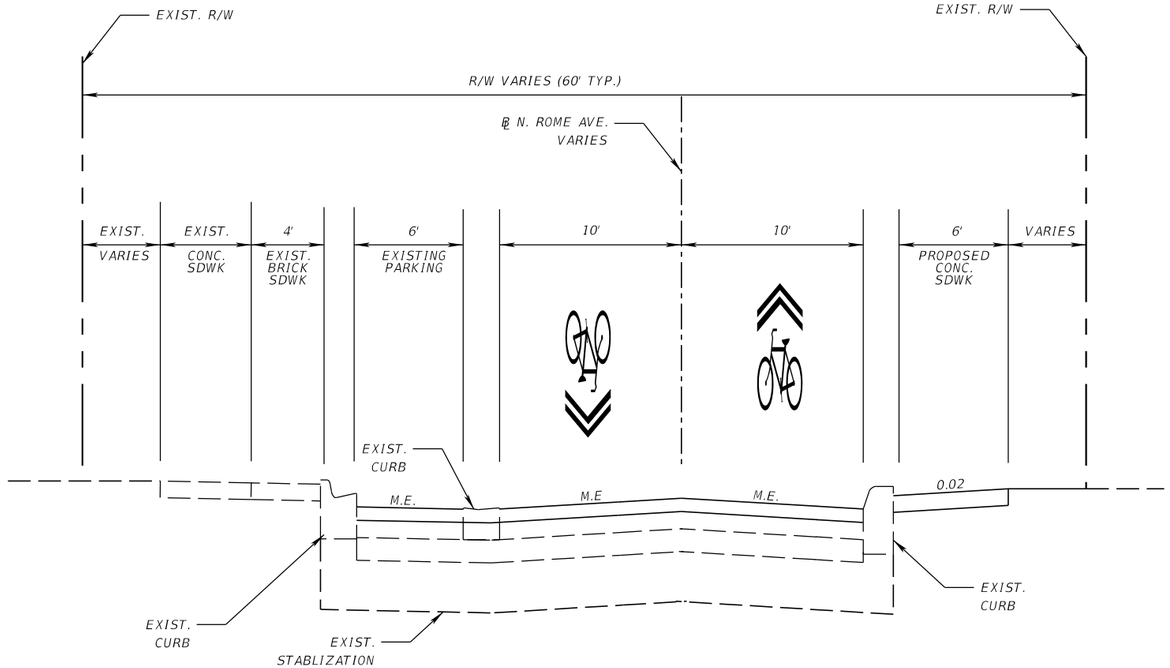
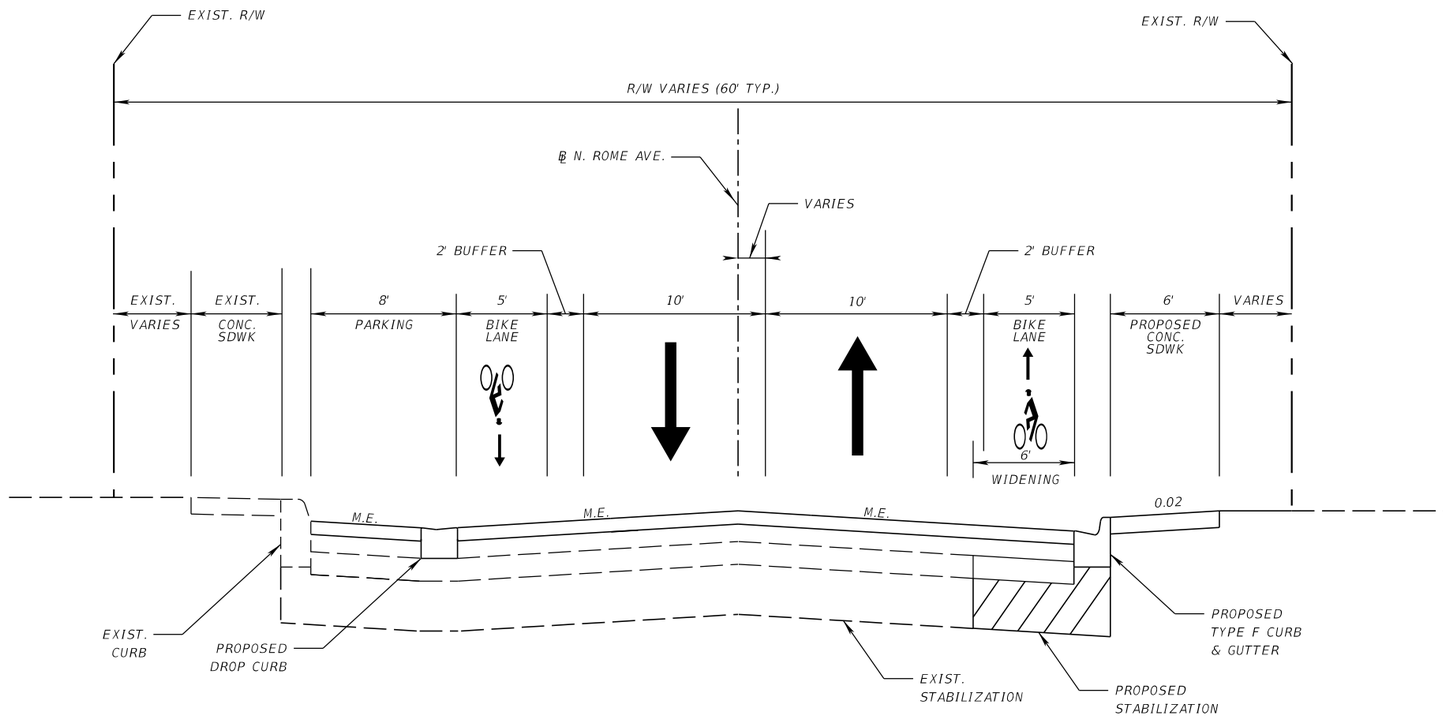


TYPICAL SECTION
NORTH ROME AVE.
W. PLATT ST. TO W. CLEVELAND ST

STA. 400+00 TO STA. 403+20

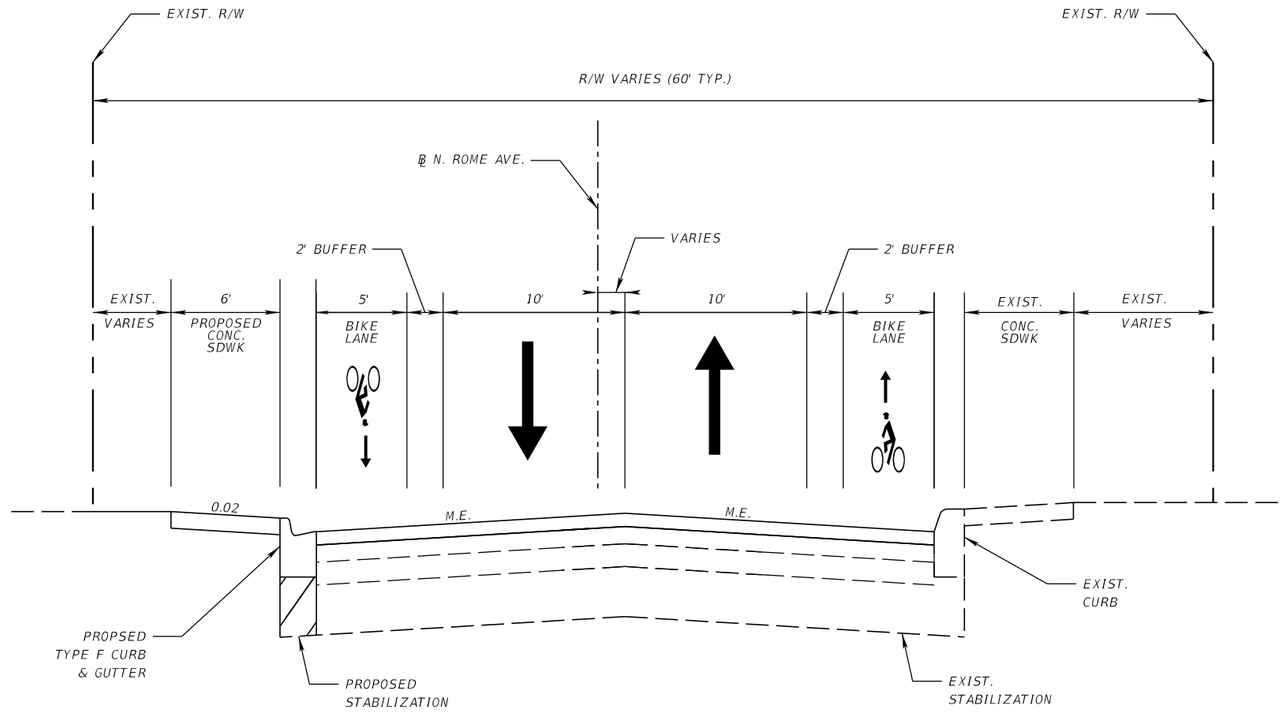
REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			ROADWAY TYPICAL SECTIONS (1) ROME AVENUE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		4-002
						HILLSBOROUGH			



TYPICAL SECTION
NORTH ROME AVE.
W. CLEVELAND ST. TO W. KENNEDY BLVD.

STA. 405+00 TO STA. 410+50

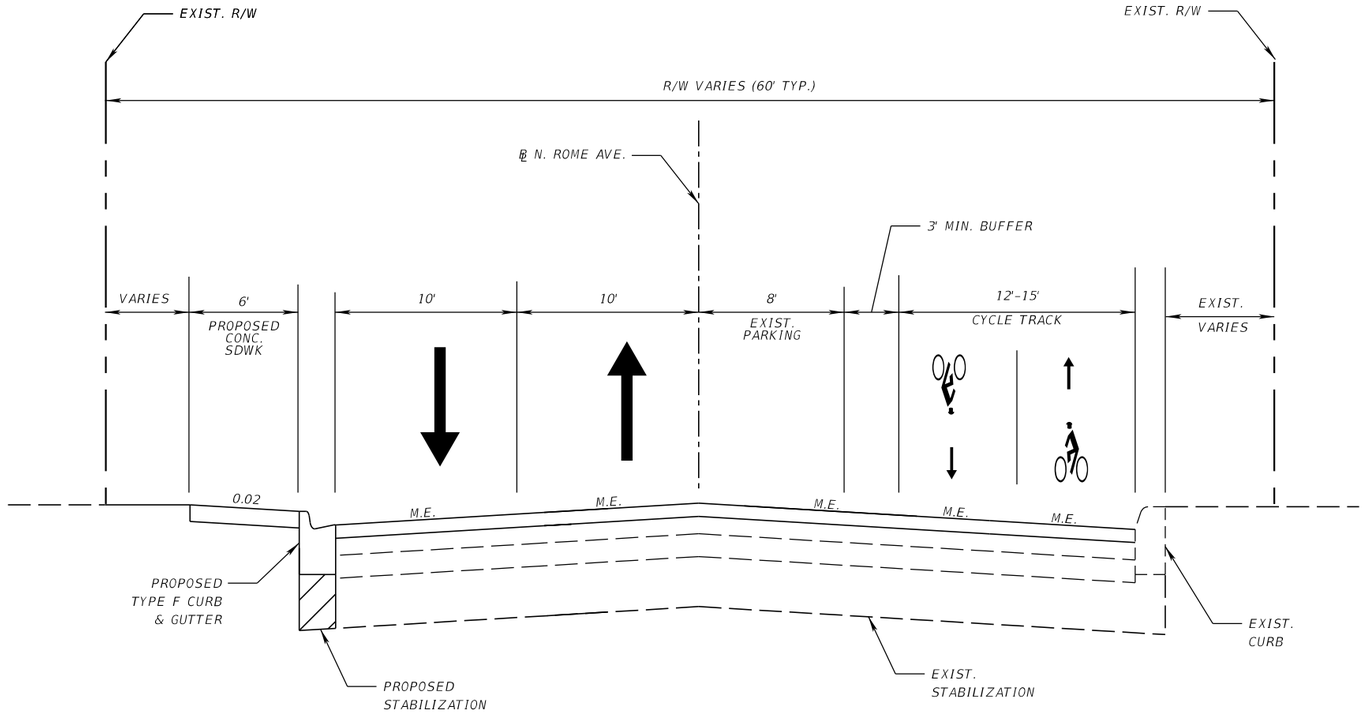
REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			ROADWAY TYPICAL SECTIONS (2) ROME AVENUE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		4-003
						HILLSBOROUGH			



TYPICAL SECTION
NORTH ROME AVE.
W. CASS ST. TO W. LEMON ST.

STA. 429+00 TO STA. 431+80

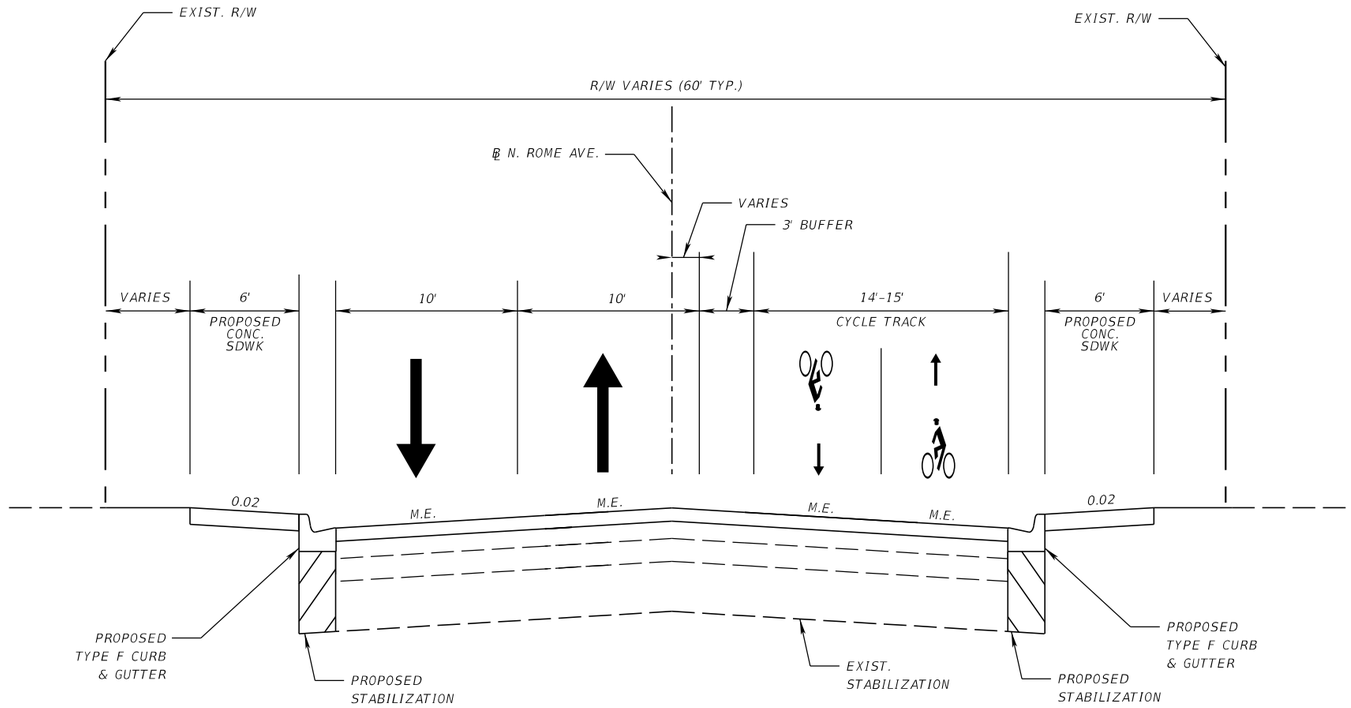
REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			ROADWAY TYPICAL SECTIONS (3) ROME AVENUE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		4-004
						HILLSBOROUGH			



TYPICAL SECTION
NORTH ROME AVE.
W. LEMON ST. TO W. CYPRESS ST.

STA. 431+80 TO STA. 437+00

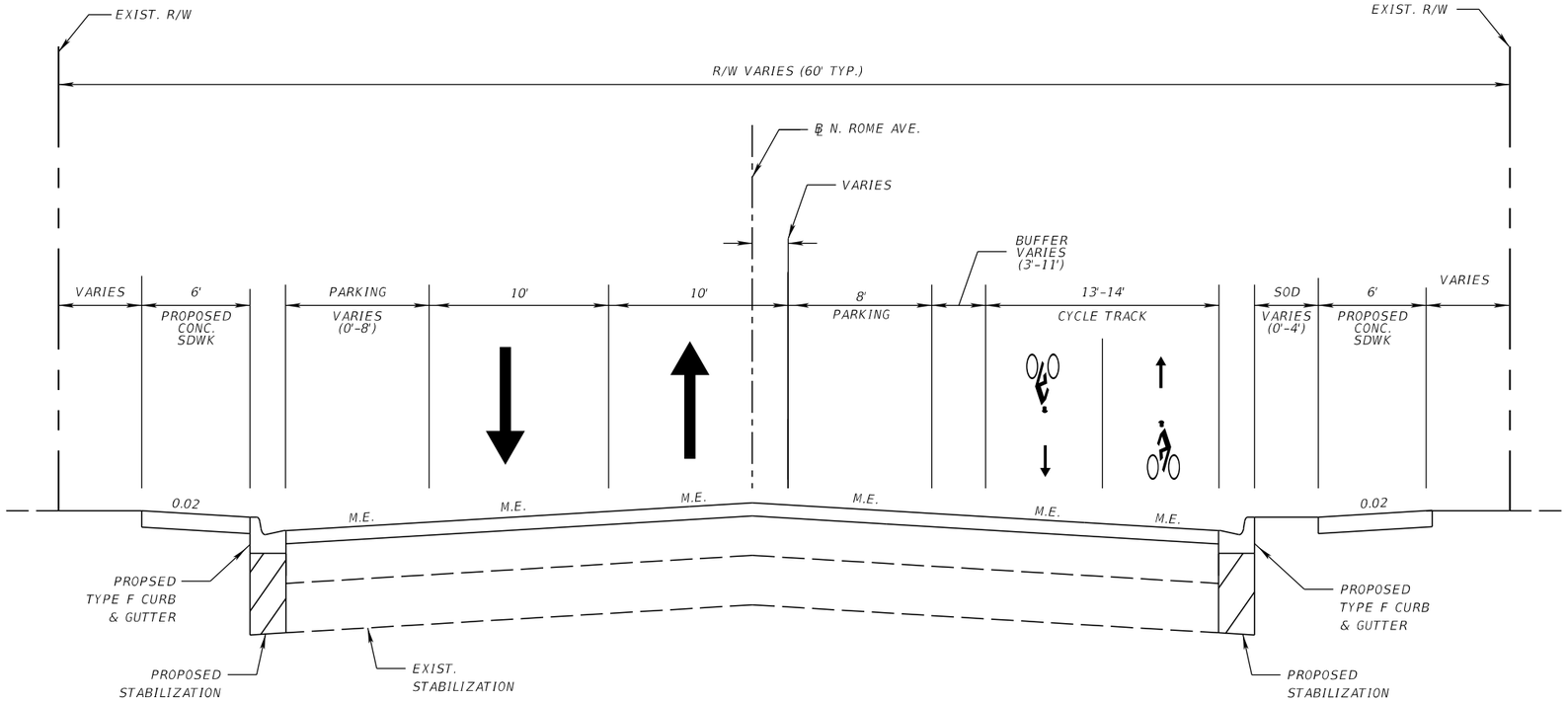
REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			ROADWAY TYPICAL SECTIONS (4) ROME AVENUE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		4-005
						HILLSBOROUGH			



TYPICAL SECTION
NORTH ROME AVE.
W. CYPRESS ST. TO W. LA SALLE ST.

STA. 437+00 TO STA. 447+50

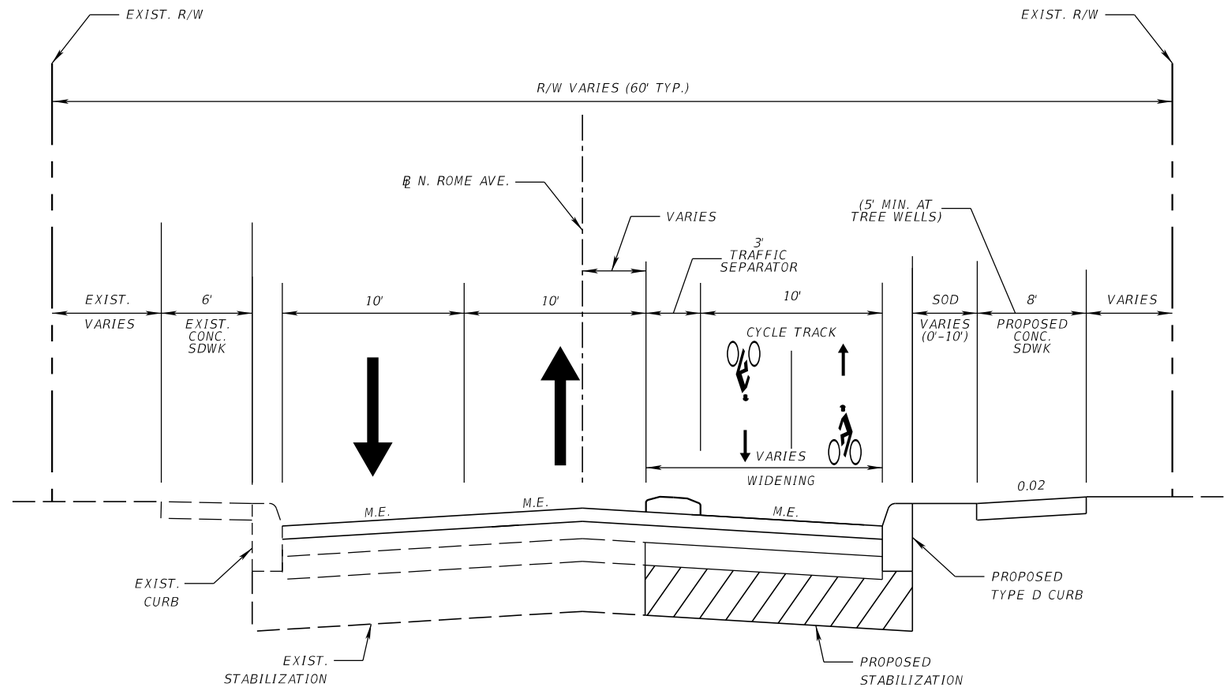
REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			ROADWAY TYPICAL SECTIONS (5) ROME AVENUE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		4-006
						HILLSBOROUGH			



TYPICAL SECTION
NORTH ROME AVE.
W. LA SALLE ST. TO W. SPRUCE ST.

STA. 447+50 TO STA. 463+50

REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			ROADWAY TYPICAL SECTIONS (6) ROME AVENUE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		4-007
						HILLSBOROUGH			



TYPICAL SECTION
NORTH ROME AVE.
W SPRUCE ST. TO W COLUMBUS BLVD.

STA. 463+50 TO STA. 490+00

REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			ROADWAY TYPICAL SECTIONS (7) ROME AVENUE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		4-008
						HILLSBOROUGH			

NOTES:

1. REPAIR/REPLACE DAMAGED DRAINAGE STRUCTURES AND CURBS.
2. REPROFILE ROADWAYS TO MINIMIZE PONDING.
3. FILL ALL SIDEWALK GAPS.
4. SALVAGE AND REUTILIZE ALL EXISTING GRANITE CURBING WITHIN THE CORRIDOR.

REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			ROADWAY PLAN (1) ROME AVENUE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		4-009
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NOTES:

1. REPAIR/REPLACE DAMAGED DRAINAGE STRUCTURES AND CURBS.
2. REPROFILE ROADWAYS TO MINIMIZE PONDING.
3. FILL ALL SIDEWALK GAPS.
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REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			ROADWAY PLAN (2) ROME AVENUE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		4-010
						HILLSBOROUGH			

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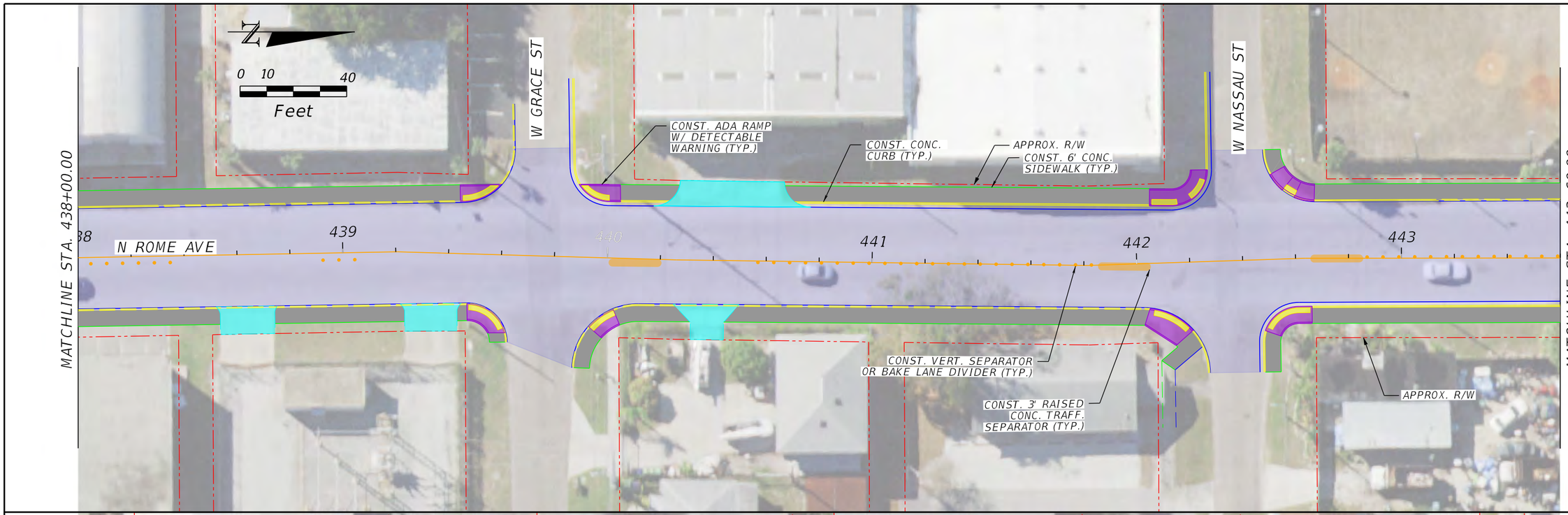

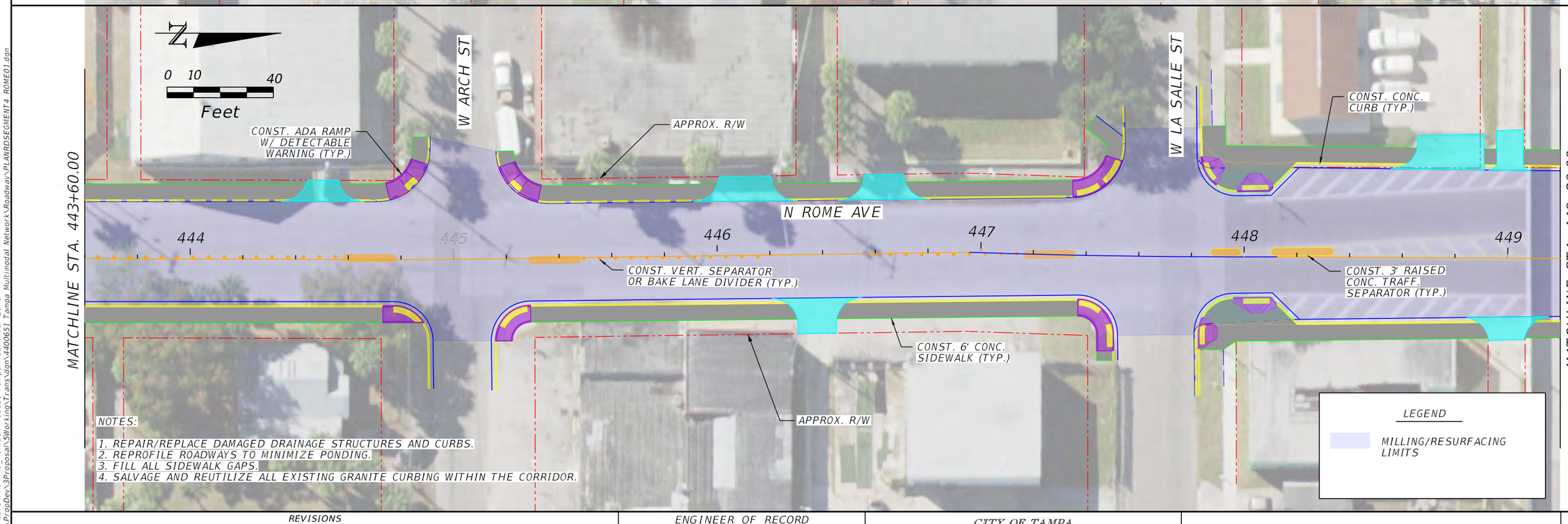

NOTES:

1. REPAIR/REPLACE DAMAGED DRAINAGE STRUCTURES AND CURBS.
2. REPROFILE ROADWAYS TO MINIMIZE PONDING.
3. FILL ALL SIDEWALK GAPS.
4. SALVAGE AND REUTILIZE ALL EXISTING GRANITE CURBING WITHIN THE CORRIDOR.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

OLIVER P. SHAHBAZIAN, P.E.
LICENSE NUMBER 85606
THE HASKELL COMPANY
111 RIVERSIDE AVENUE
JACKSONVILLE, FL 32202

CITY OF TAMPA
MOBILITY DEPARTMENT

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	HILLSBOROUGH	

ROADWAY PLAN (3) ROME AVENUE

SHEET NO. 4-011

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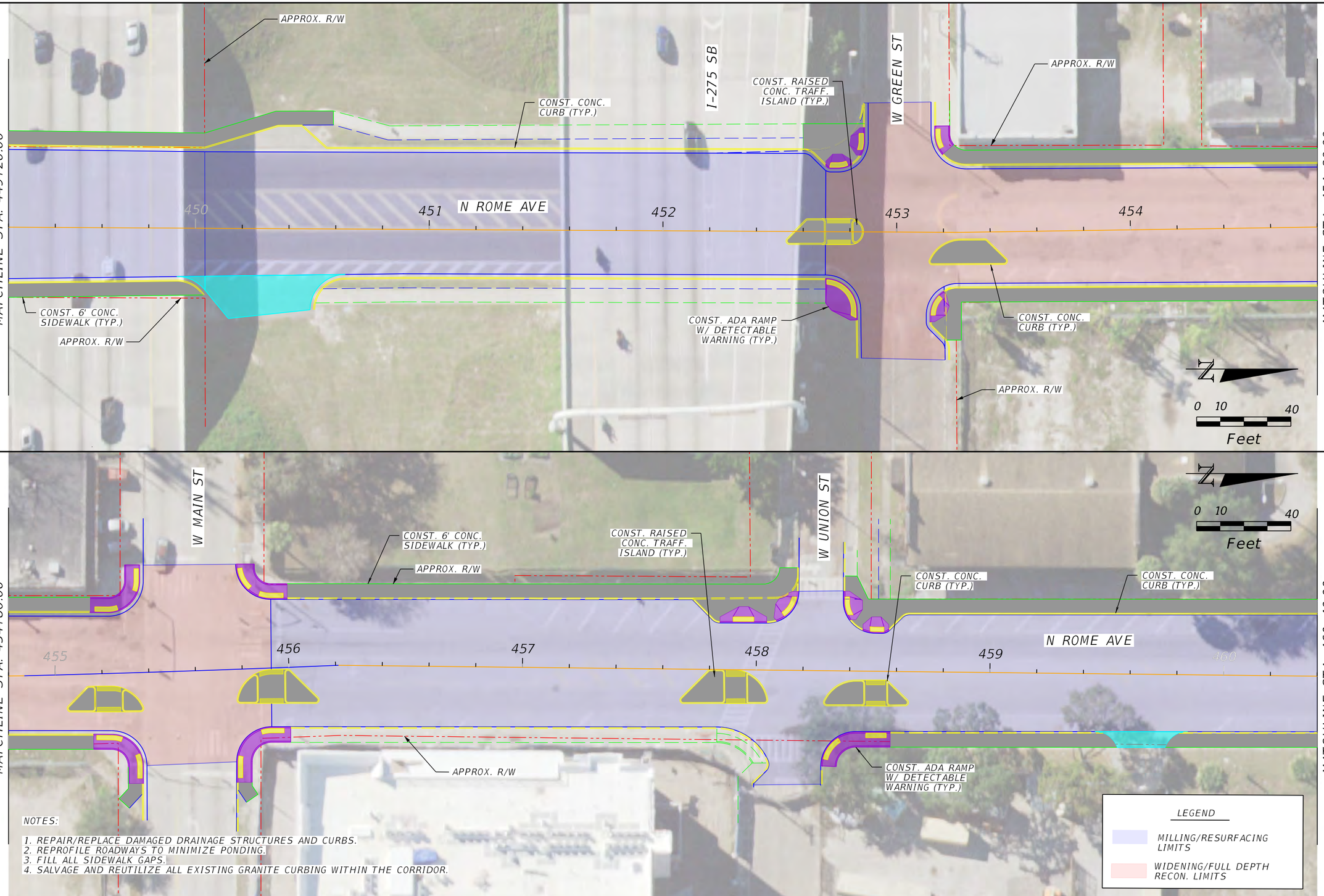

NOTES:

1. REPAIR/REPLACE DAMAGED DRAINAGE STRUCTURES AND CURBS.
2. REPROFILE ROADWAYS TO MINIMIZE PONDING.
3. FILL ALL SIDEWALK GAPS.
4. SALVAGE AND REUTILIZE ALL EXISTING GRANITE CURBING WITHIN THE CORRIDOR.

REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			ROADWAY PLAN (4) ROME AVENUE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		4-012
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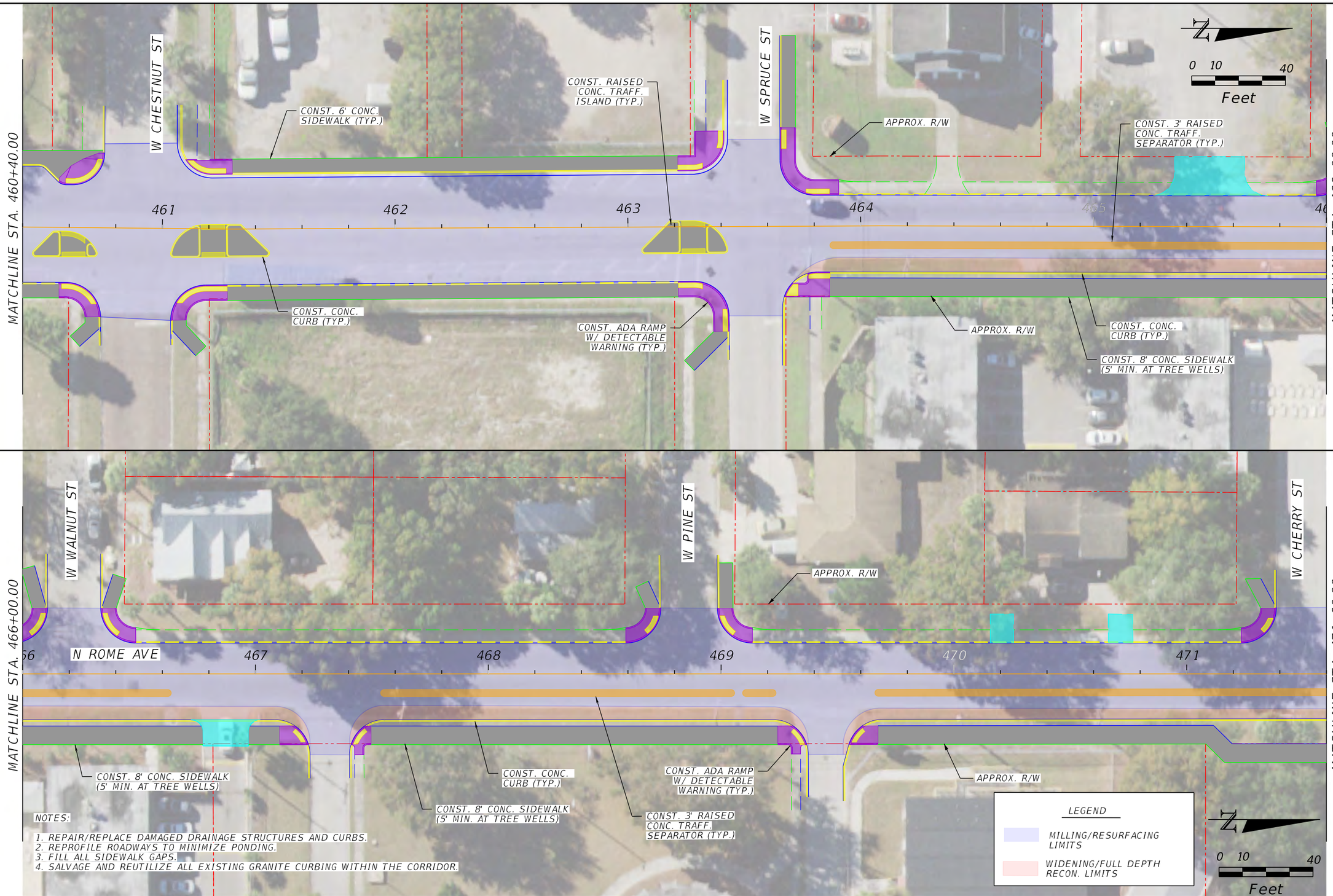

NOTES:

1. REPAIR/REPLACE DAMAGED DRAINAGE STRUCTURES AND CURBS.
2. REPROFILE ROADWAYS TO MINIMIZE PONDING.
3. FILL ALL SIDEWALK GAPS.
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REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			ROADWAY PLAN (5) ROME AVENUE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		4-013
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NOTES:

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

OLIVER P. SHAHBAZIAN, P.E.
LICENSE NUMBER 85606
THE HASKELL COMPANY
111 RIVERSIDE AVENUE
JACKSONVILLE, FL 32202

CITY OF TAMPA
MOBILITY DEPARTMENT

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	HILLSBOROUGH	

ROADWAY PLAN (6)
ROME AVENUE

SHEET NO. 4-009

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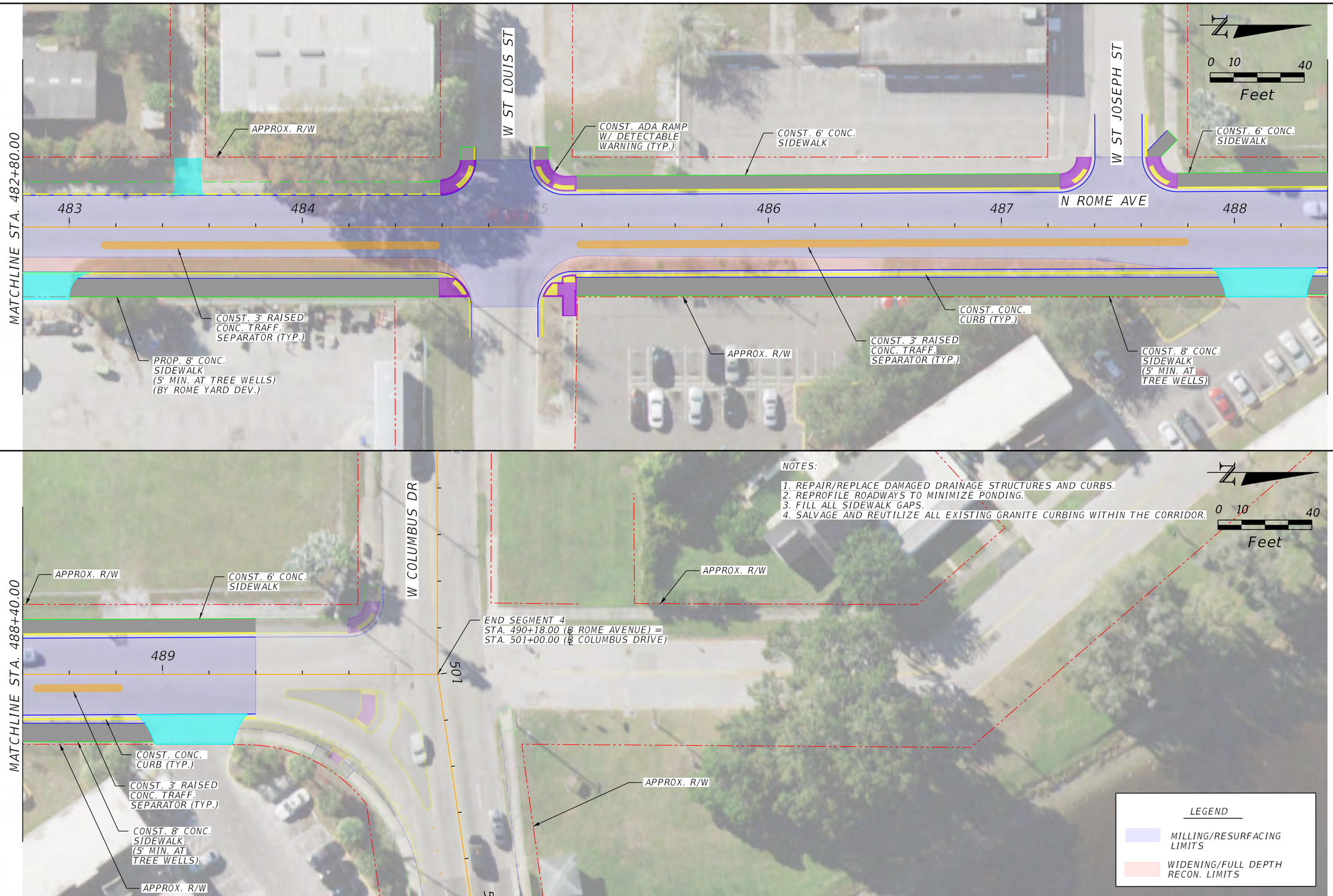

REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			ROADWAY PLAN (7) ROME AVENUE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		4-015
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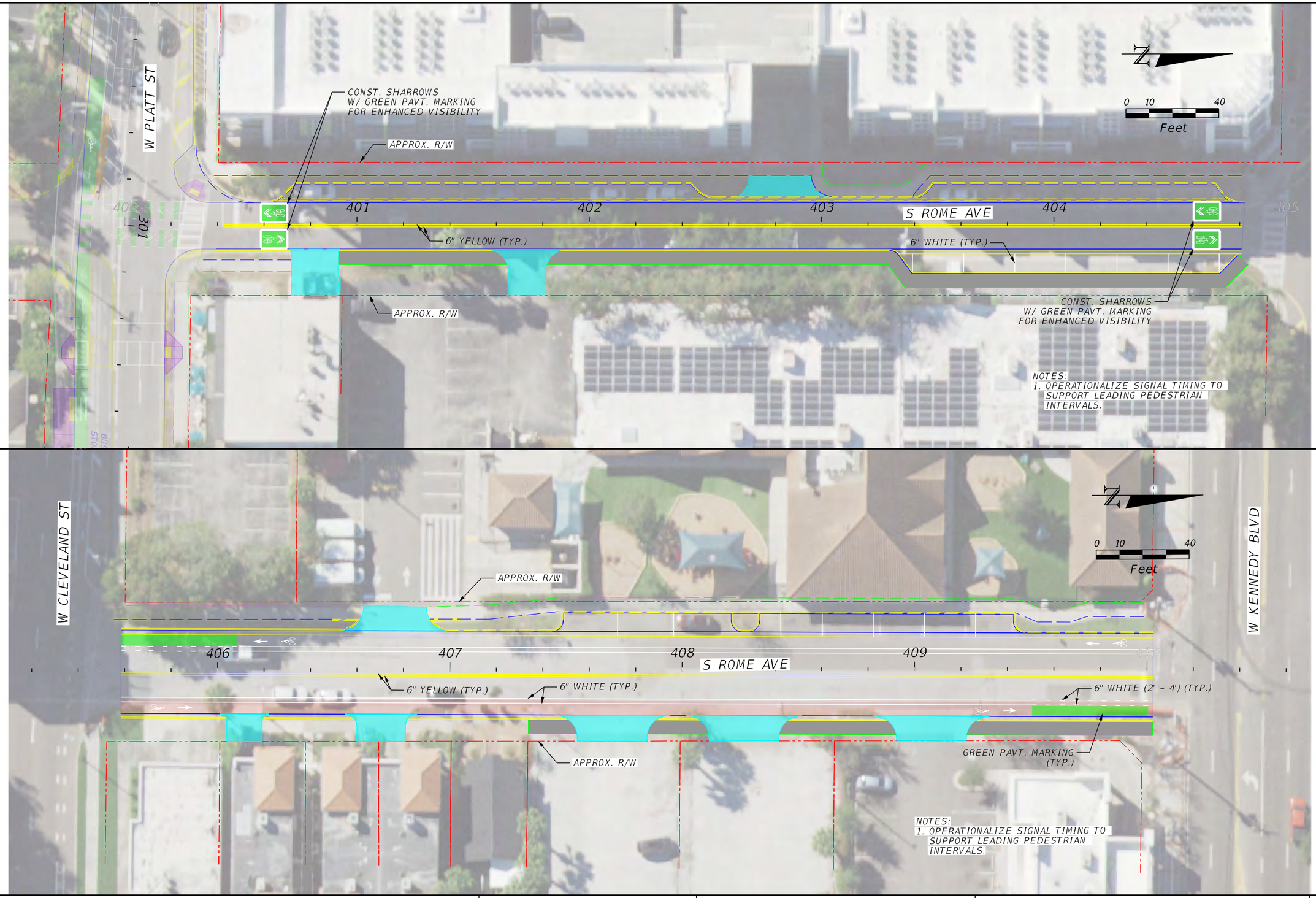

REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			SIGNALS, SIGNING, AND PAVEMENT MARKING PLAN (1) ROME AVENUE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		4-016
						HILLSBOROUGH			

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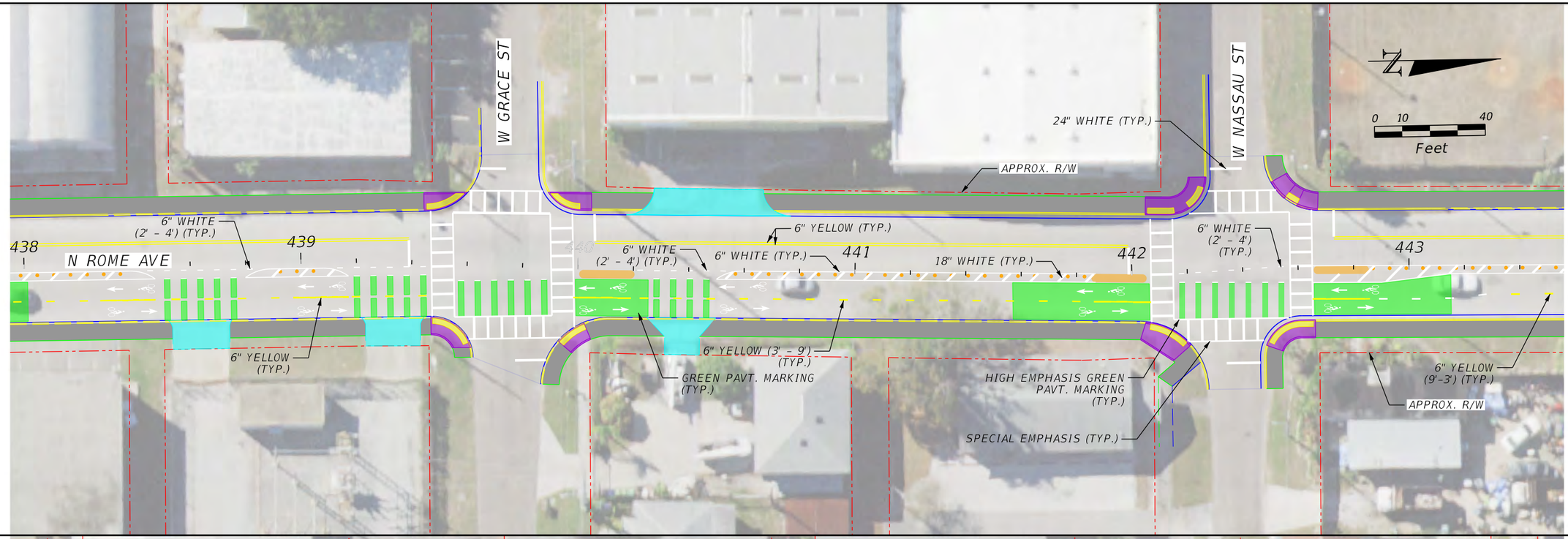
REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			SIGNALS, SIGNING, AND PAVEMENT MARKING PLAN (2) ROME AVENUE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		4-017
						HILLSBOROUGH			



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

OLIVER P. SHAHBAZIAN, P.E.
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JACKSONVILLE, FL 32202

CITY OF TAMPA
MOBILITY DEPARTMENT

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	HILLSBOROUGH	

SIGNALS, SIGNING, AND PAVEMENT MARKING PLAN (3) ROME AVENUE

SHEET NO. 4-018

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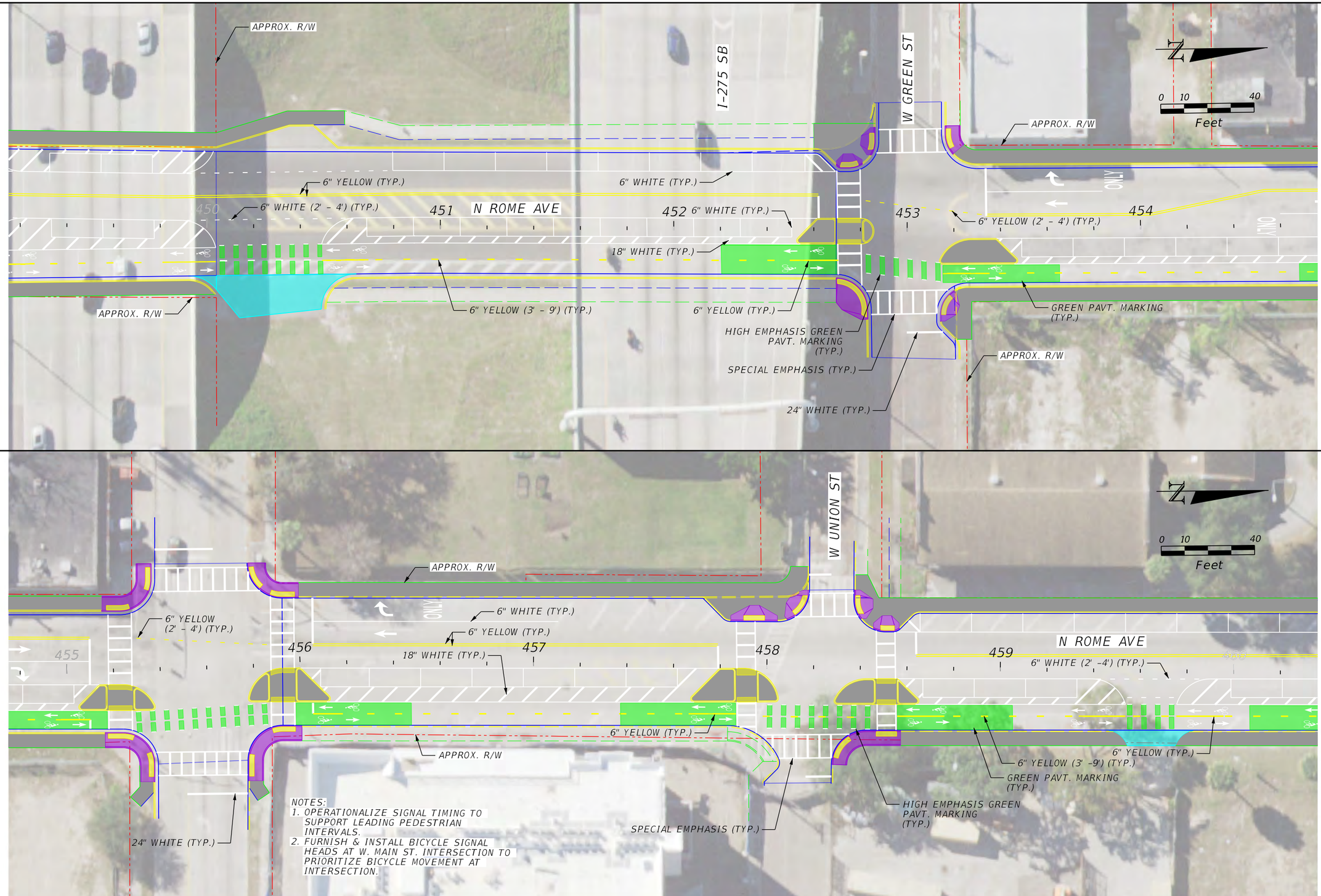

NOTES:
1. OPERATIONALIZE SIGNAL TIMING TO SUPPORT LEADING PEDESTRIAN INTERVALS.
2. FURNISH & INSTALL BICYCLE SIGNAL HEADS AT W. MAIN ST. INTERSECTION TO PRIORITIZE BICYCLE MOVEMENT AT INTERSECTION.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

OLIVER P. SHAHBAZIAN, P.E.
LICENSE NUMBER 85606
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JACKSONVILLE, FL 32202

CITY OF TAMPA
MOBILITY DEPARTMENT

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	HILLSBOROUGH	

SIGNALS, SIGNING, AND PAVEMENT MARKING PLAN (4) ROME AVENUE

SHEET NO. 4-019

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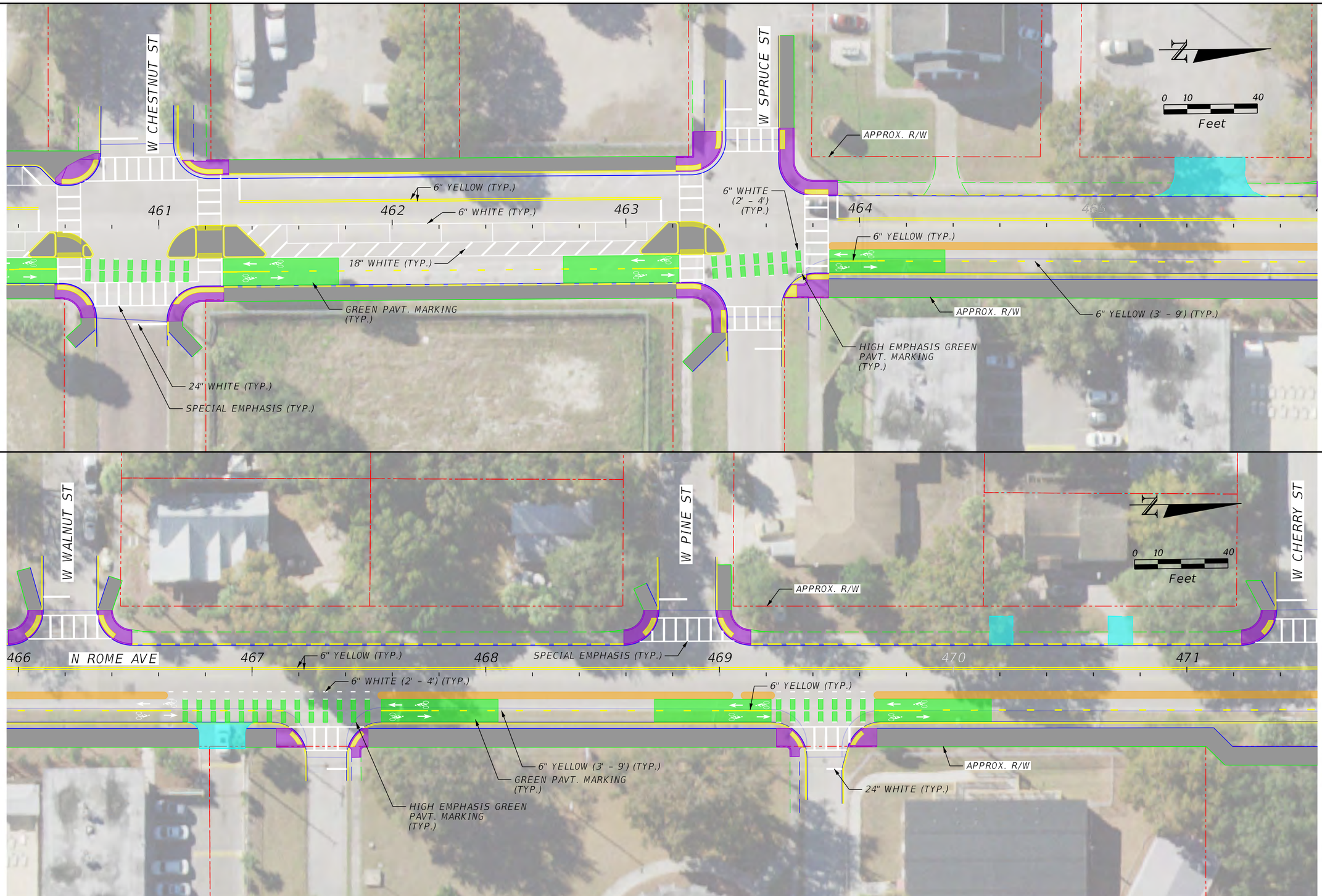

REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			SIGNALS, SIGNING, AND PAVEMENT MARKING PLAN (5) ROME AVENUE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		4-020
						HILLSBOROUGH			

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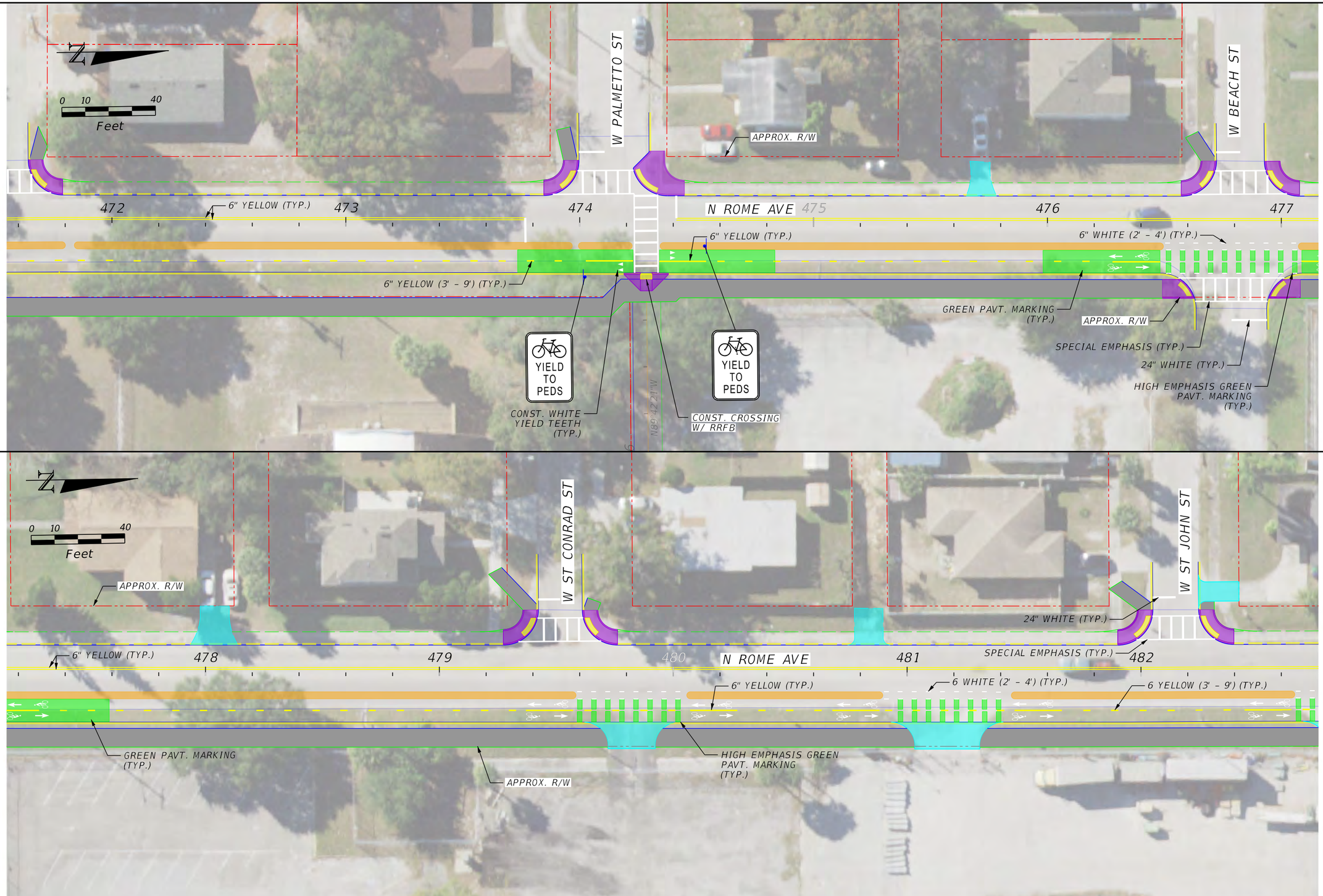

REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			SIGNALS, SIGNING, AND PAVEMENT MARKING PLAN (6) ROME AVENUE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		4-021
						HILLSBOROUGH			

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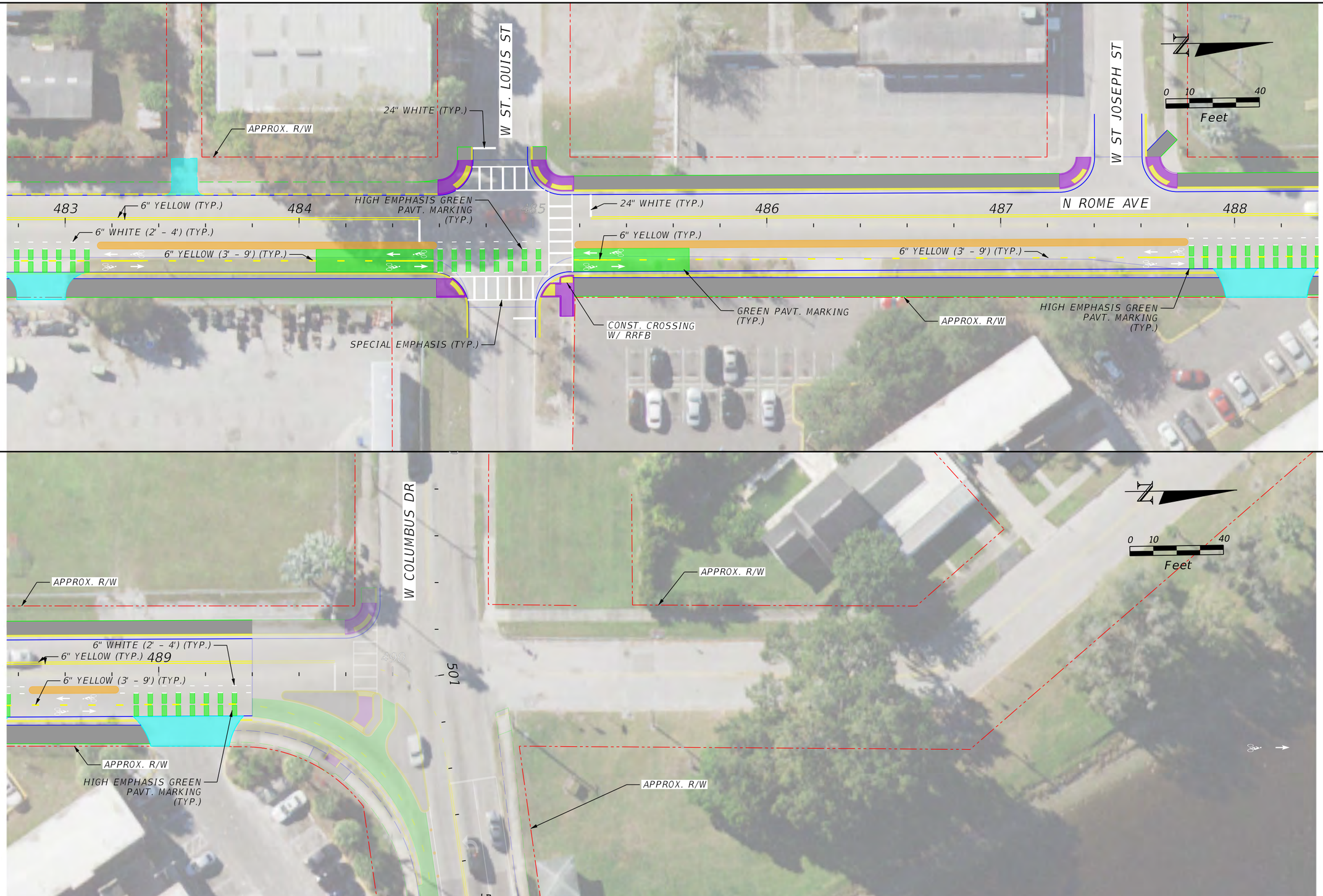

REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			SIGNALS, SIGNING, AND PAVEMENT MARKING PLAN (7) ROME AVENUE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		4-022
						HILLSBOROUGH			

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INDEX OF SEGMENT 5
PLANS COMPONEMENT

SHEET NO.	SHEET DESCRIPTION
5-001	KEY SHEET
5-002 - 5-004	ROADWAY TYPICAL SECTIONS
5-005 - 5-007	ROADWAY PLANS
5-008	SIGNALS, SIGNING AND PAVEMENT MARKING PLANS

CITY OF TAMPA MOBILITY DEPARTMENT

TAMPA MULTIMODAL NETWORK
AND SAFETY IMPROVEMENTS

TECHNICAL PROPOSAL

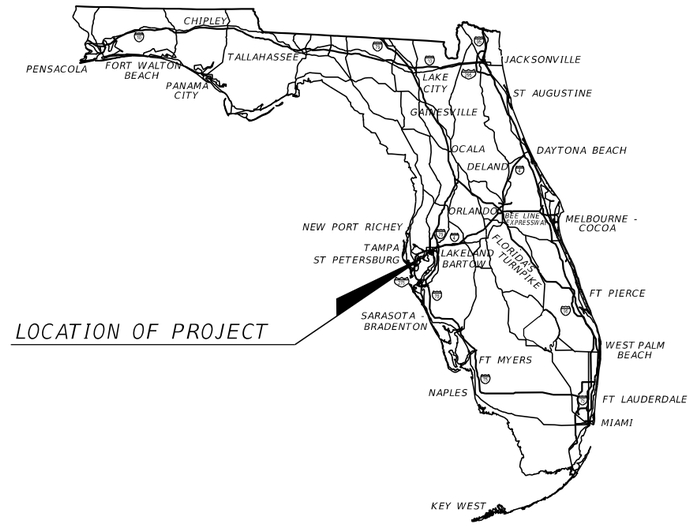
COUNTY

(WEST RIVER DISTRICT PROJECT)

CITY CONTRACT NUMBER: 22-C-00001

FEDERAL PROCUREMENT NUMBER: HOFM220023PR

SEGMENT 5 PLANS



ENGINEER OF RECORD:

OLIVER SHAHBAZIAN, P.E.
P.E. LICENSE NUMBER 85606
THE HASKELL COMPANY
111 RIVERSIDE AVENUE
JACKSONVILLE, FL 32202
CONTRACT NO.: 22-C-00001

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
	24	5-001

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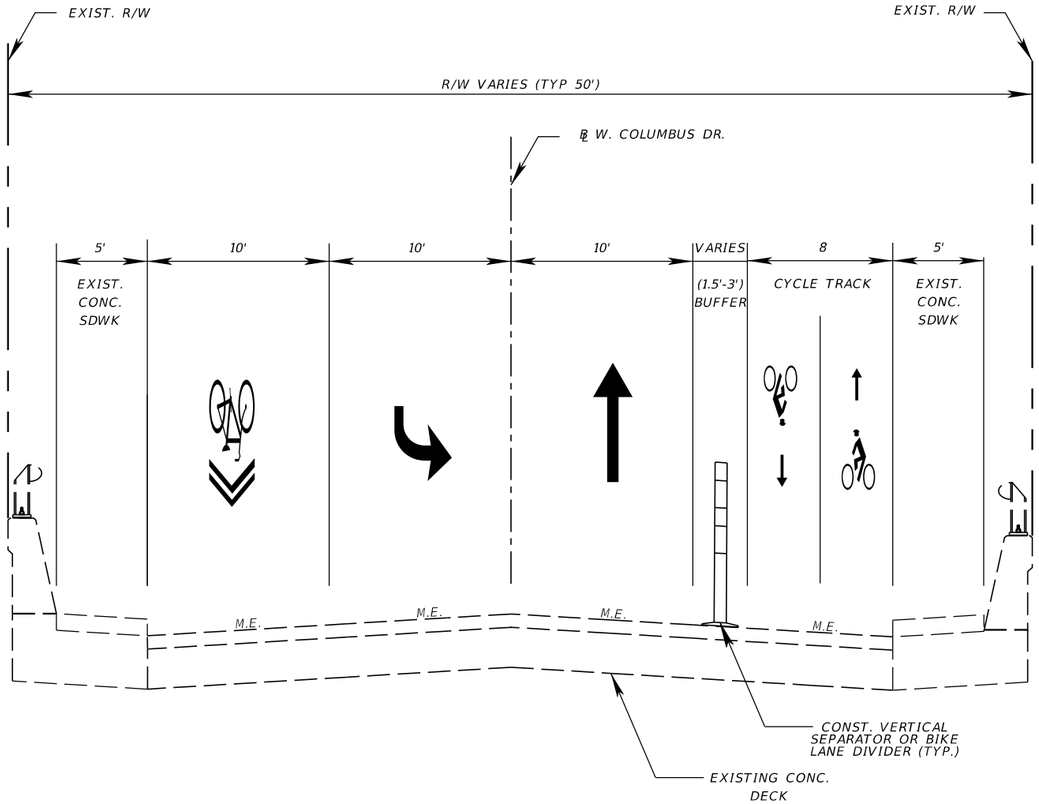
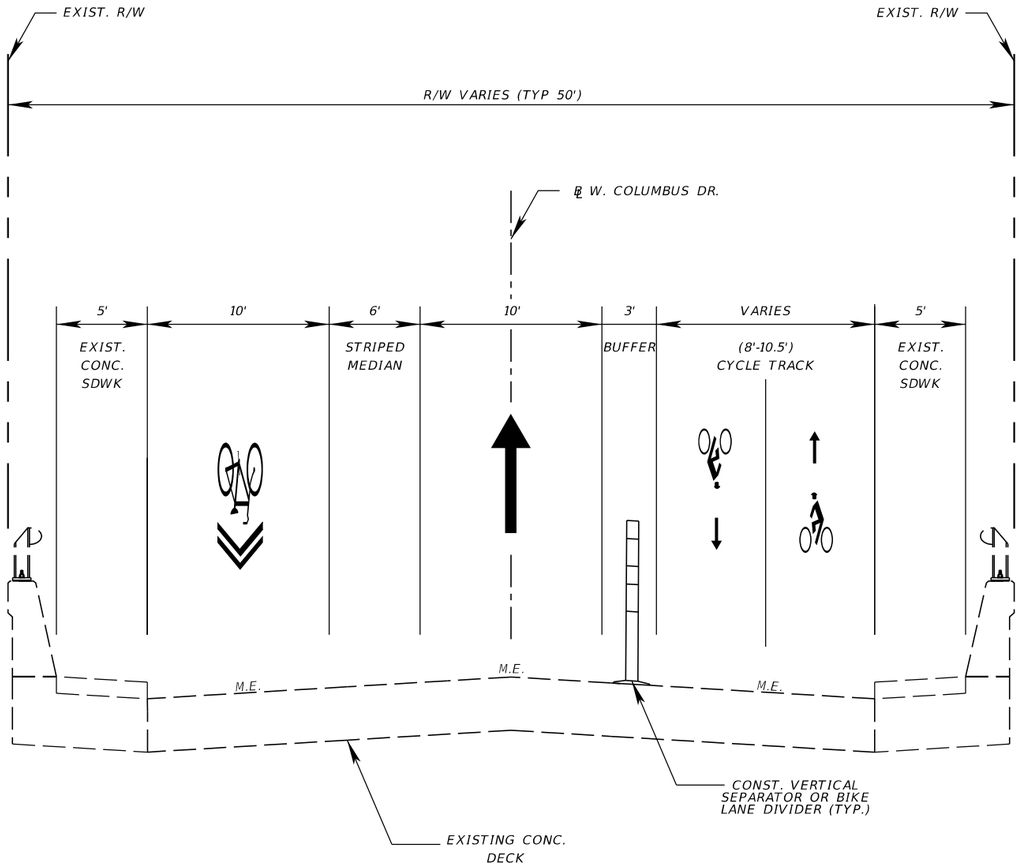


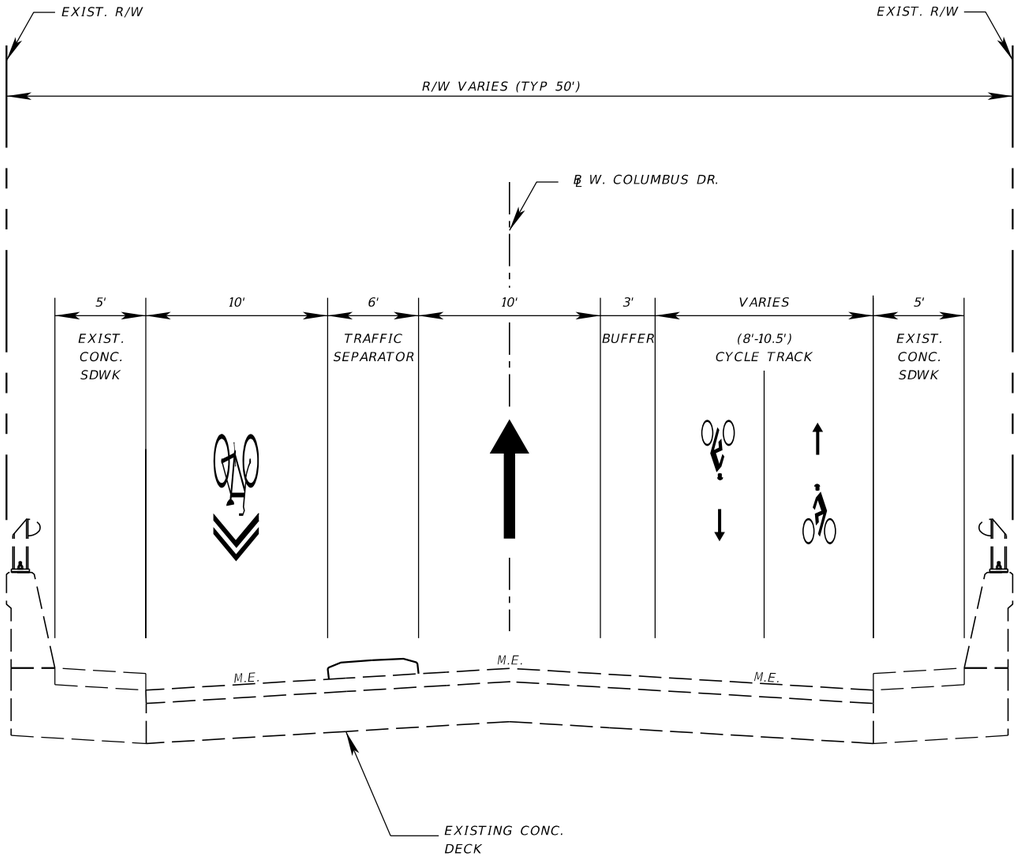
TYPICAL SECTION
W. COLUMBUS DR.
STA. 501+40 TO 503+220

REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			ROADWAY TYPICAL SECTIONS (1) COLUMBUS DRIVE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		5-002
						HILLSBOROUGH			



TYPICAL SECTION
W. COLUMBUS DR.
STA. 503+20 TO STA. 507+50

REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			ROADWAY TYPICAL SECTIONS (2) COLUMBUS DRIVE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		5-003
						HILLSBOROUGH			



TYPICAL SECTION
W. COLUMBUS DR.
STA. 502+50 TO STA. 509+20

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REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			ROADWAY TYPICAL SECTIONS (3) COLUMBUS DRIVE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		5-004
						HILLSBOROUGH			

REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			ROADWAY PLAN (1) COLUMBUS DRIVE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		5-005
						HILLSBOROUGH			

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REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			ROADWAY PLAN (2) COLUMBUS DRIVE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		5-006
						HILLSBOROUGH			

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MATCHLINE STA. 522+40.00

N MYRTLE AVE

APPROX. R/W

STATION EQUATION:
STA. 525+25.28 (℄ COLUMBUS DRIVE) =
STA. 643+53.52 (℄ RIDGEWOOD PARK)

N MUNRO ST

0 10 40
Feet

W COLUMBUS DR

523 524 525 526 527

MATCHLINE STA. 528+00.00

CONST. DRIVEWAY
CONN. W/ ADA SIDEWALK

APPROX. R/W

643

N GLENWOOD DR

CONST. DRIVEWAY
CONN. W/ ADA SIDEWALK

N BLVD

MATCHLINE STA. 528+00.00

APPROX. R/W

END SEGMENT 5
STA. 529+00.00
(℄ COLUMBUS DRIVE)

W COLUMBUS DR

528 529

0 10 40
Feet

APPROX. R/W

CONST. DRIVEWAY
CONN. W/ ADA SIDEWALK

REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			ROADWAY PLAN (3) COLUMBUS DRIVE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		5-007
						HILLSBOROUGH			

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REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			SIGNALS, SIGNING, AND PAVEMENT MARKING PLAN (1) COLUMBUS DRIVE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		5-008
						HILLSBOROUGH			

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INDEX OF SEGMENT 6
PLANS COMPONEMENT

SHEET NO.	SHEET DESCRIPTION
6-001	KEY SHEET
6-002 - 6-004	TRAIL TYPICAL SECTIONS
6-005 - 6-006	TRAIL PLAN-PROFILES
6-007 - 6-008	ROADWAY PLANS
6-009	SIGNING AND PAVEMENT MARKING PLANS

CITY OF TAMPA MOBILITY DEPARTMENT

TAMPA MULTIMODAL NETWORK
AND SAFETY IMPROVEMENTS

TECHNICAL PROPOSAL

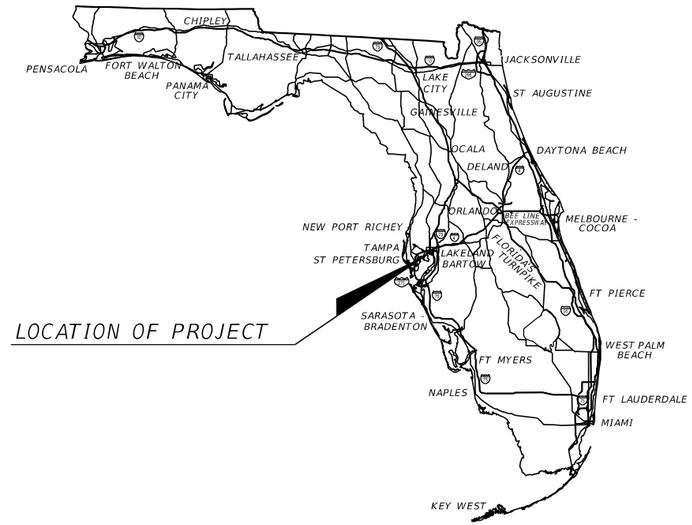
COUNTY

(WEST RIVER DISTRICT PROJECT)

CITY CONTRACT NUMBER: 22-C-00001

FEDERAL PROCUREMENT NUMBER: HOFM220023PR

SEGMENT 6 PLANS



ENGINEER OF RECORD:

ARIEL P. ELVAMBUENA, P.E.
P.E. LICENSE NUMBER 66657
GRESHAM SMITH
3615 BROMLEY GRAND AVENUE, SUITE 320
TAMPA, FL 33607
CONTRACT NO.: 22-C-00001

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
	24	6-001

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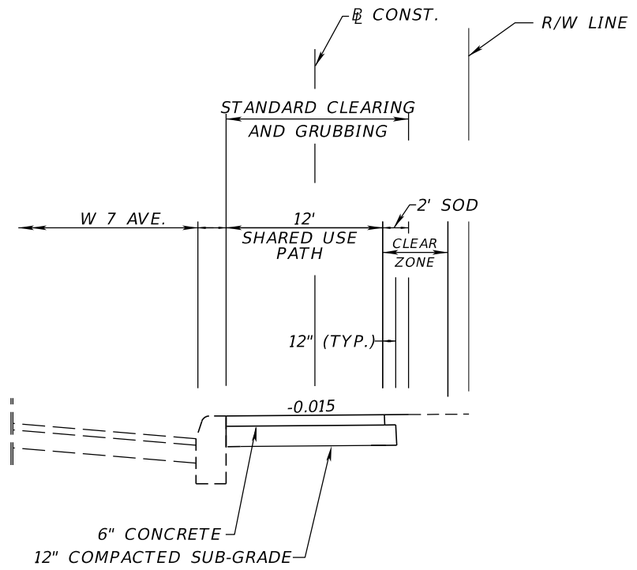


TYPICAL SECTION 1

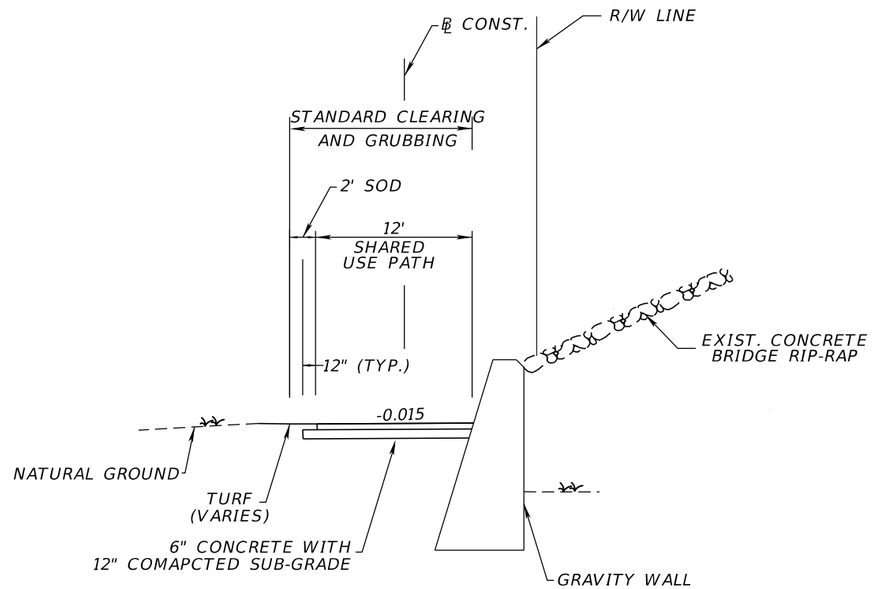
STA. 6000+31.39 TO STA. 6002+13.85 - ℄ CONST.

STA. 6008+86.38 TO STA. 6010+66.77 - ℄ CONST.

SHARED USE PATH

CONCRETE

6" CONCRETE WITH
12" COMPACTED SUB-GRADE (98% T-180)



TYPICAL SECTION 2

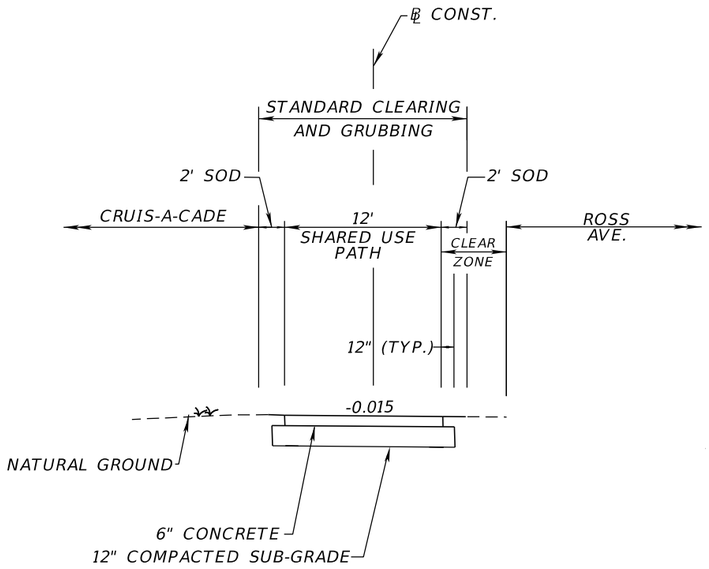
STA. 6002+13.85 TO STA. 6003+21.28 - ℄ CONST.

SHARED USE PATH

CONCRETE

6" CONCRETE WITH
12" COMPACTED SUB-GRADE (98% T-180)

REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			TRAIL TYPICAL SECTION (1) RIDGEWOOD PARK	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ARIEL P. ELVAMBUENA, P.E. P.E. LICENSE NUMBER 66657 GRESHAM SMITH 3615 BROMLEY GRAND AVENUE, SUITE 320 TAMPA, FL 33607	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		6-002
						HILLSBOROUGH			

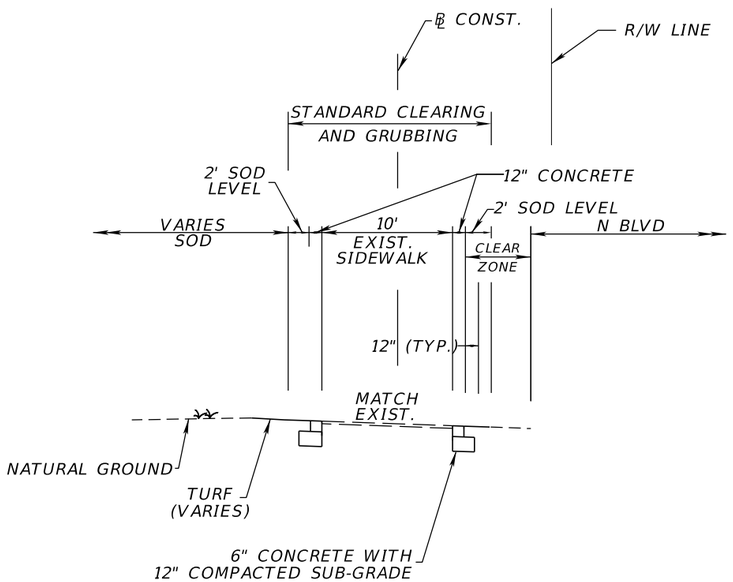


TYPICAL SECTION 3
STA. 6003+21.28 TO STA. 6006+13.51 - ℄ CONST.

SHARED USE PATH

CONCRETE

6" CONCRETE WITH
12" COMPACTED SUB-GRADE (98% T-180)



TYPICAL SECTION 4
STA. 6006+13.51 TO STA. 6008+86.38 - ℄ CONST.

SHARED USE PATH

CONCRETE

6" CONCRETE WITH
12" COMPACTED SUB-GRADE (98% T-180)

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REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			TRAIL TYPICAL SECTION (2) RIDGEWOOD PARK	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ARIEL P. ELVAMBUENA, P.E. P.E. LICENSE NUMBER 66657 GRESHAM SMITH 3615 BROMLEY GRAND AVENUE, SUITE 320 TAMPA, FL 33607	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		6-003
						HILLSBOROUGH			

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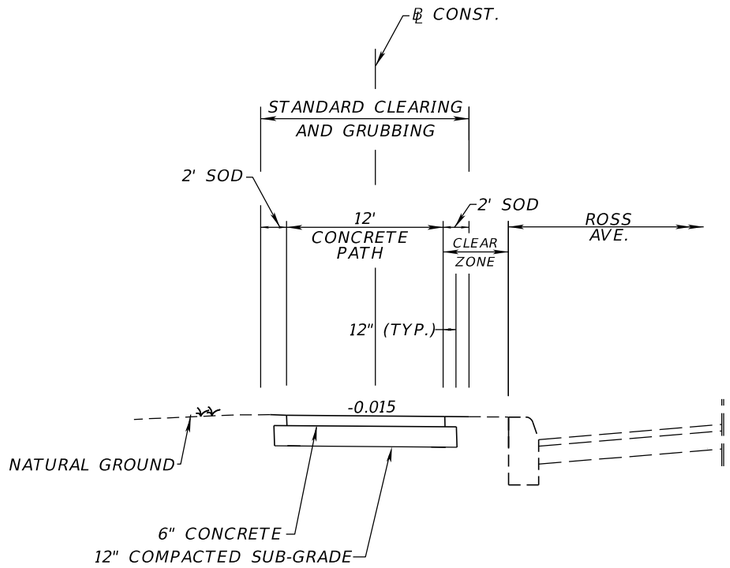

TYPICAL SECTION 5

STA. 6100+00.00 TO STA. 6103+91.08 - ℄ CONST.

SHARED USE PATH

CONCRETE

6" CONCRETE WITH
12" COMPACTED SUB-GRADE (98% T-180)

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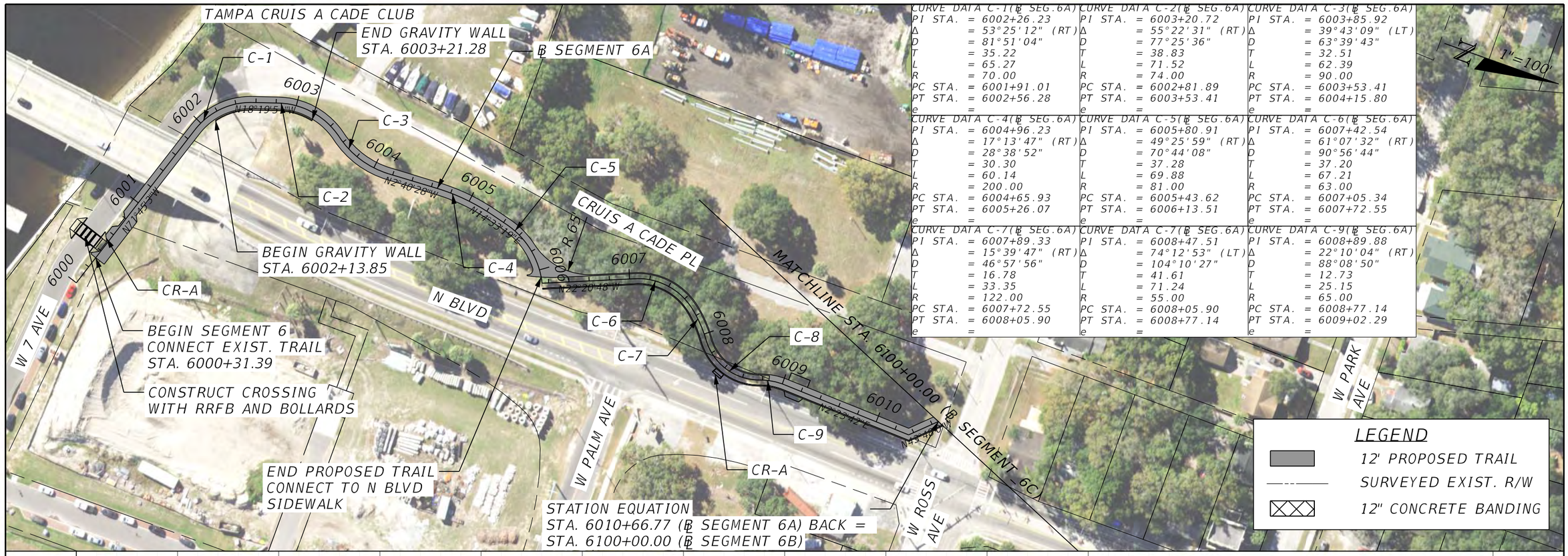
REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			TRAIL TYPICAL SECTION (3) RIDGEWOOD PARK	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ARIEL P. ELVAMBUENA, P.E. P.E. LICENSE NUMBER 66657 GRESHAM SMITH 3615 BROMLEY GRAND AVENUE, SUITE 320 TAMPA, FL 33607	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		6-004
						HILLSBOROUGH			



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Δ = 53°25'12" (RT)	Δ = 55°22'31" (RT)	Δ = 39°43'09" (LT)
D = 81°51'04"	D = 77°25'36"	D = 63°39'43"
T = 35.22	T = 38.83	T = 32.51
L = 65.27	L = 71.52	L = 62.39
R = 70.00	R = 74.00	R = 90.00
PC STA. = 6001+91.01	PC STA. = 6002+81.89	PC STA. = 6003+53.41
PT STA. = 6002+56.28	PT STA. = 6003+53.41	PT STA. = 6004+15.80
e =	e =	e =
CURVE DATA C-4(℄ SEG.6A)	**CURVE DATA C-5(℄ SEG.6A)**	**CURVE DATA C-6(℄ SEG.6A)**
PI STA. = 6004+96.23	PI STA. = 6005+80.91	PI STA. = 6007+42.54
Δ = 17°13'47" (RT)	Δ = 49°25'59" (RT)	Δ = 61°07'32" (RT)
D = 28°38'52"	D = 70°44'08"	D = 90°56'44"
T = 30.30	T = 37.28	T = 37.20
L = 60.14	L = 69.88	L = 67.21
R = 200.00	R = 81.00	R = 63.00
PC STA. = 6004+65.93	PC STA. = 6005+43.62	PC STA. = 6007+05.34
PT STA. = 6005+26.07	PT STA. = 6006+13.51	PT STA. = 6007+72.55
e =	e =	e =
CURVE DATA C-7(℄ SEG.6A)	**CURVE DATA C-7(℄ SEG.6A)**	**CURVE DATA C-9(℄ SEG.6A)**
PI STA. = 6007+89.33	PI STA. = 6007+47.51	PI STA. = 6008+89.88
Δ = 15°39'47" (RT)	Δ = 74°12'53" (LT)	Δ = 22°10'04" (RT)
D = 46°57'56"	D = 104°10'27"	D = 88°08'50"
T = 16.78	T = 41.61	T = 12.73
L = 33.35	L = 71.24	L = 25.15
R = 122.00	R = 55.00	R = 65.00
PC STA. = 6007+72.55	PC STA. = 6008+05.90	PC STA. = 6008+77.14
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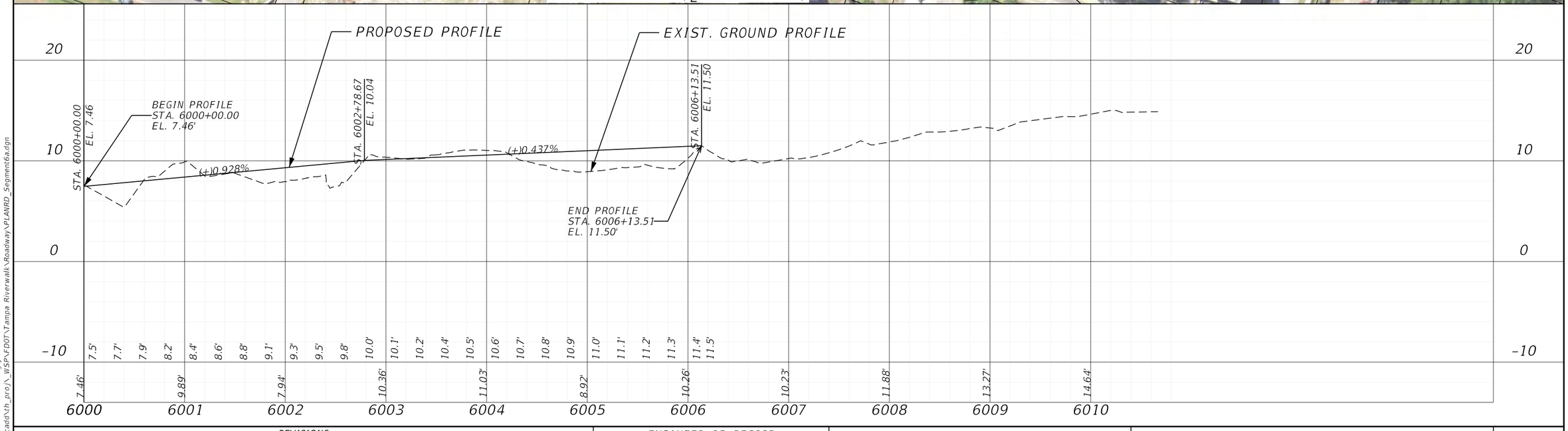

REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			TRAIL PLAN - PROFILE (01) RIDGEWOOD PARK	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ARIEL P. ELVAMBUENA, P.E. P.E. LICENSE NUMBER 66657 GRESHAM SMITH 3615 BROMLEY GRAND AVENUE, SUITE 320 TAMPA, FL 33607	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		6-005
						HILLSBOROUGH			

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REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			TRAIL PLAN - PROFILE (02) RIDGEWOOD PARK	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ARIEL P. ELVAMBUENA, P.E. P.E. LICENSE NUMBER 66657 GRESHAM SMITH 3615 BROMLEY GRAND AVENUE, SUITE 320 TAMPA, FL 33607	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		6-006
						HILLSBOROUGH			

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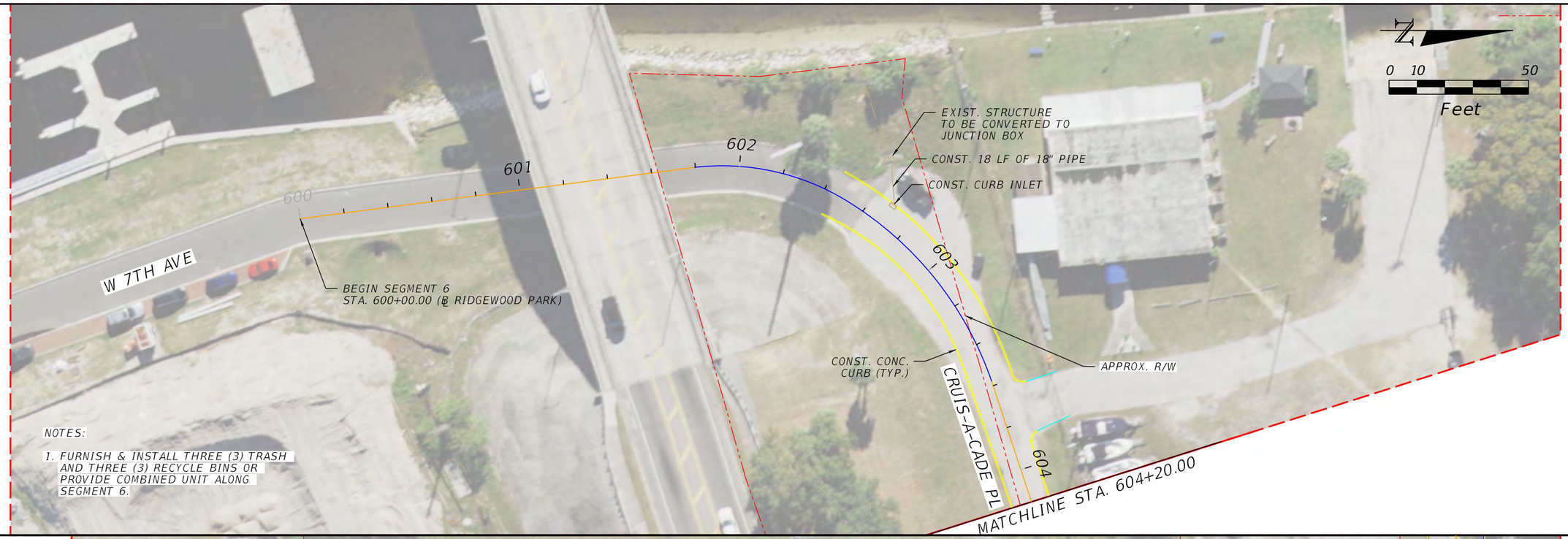
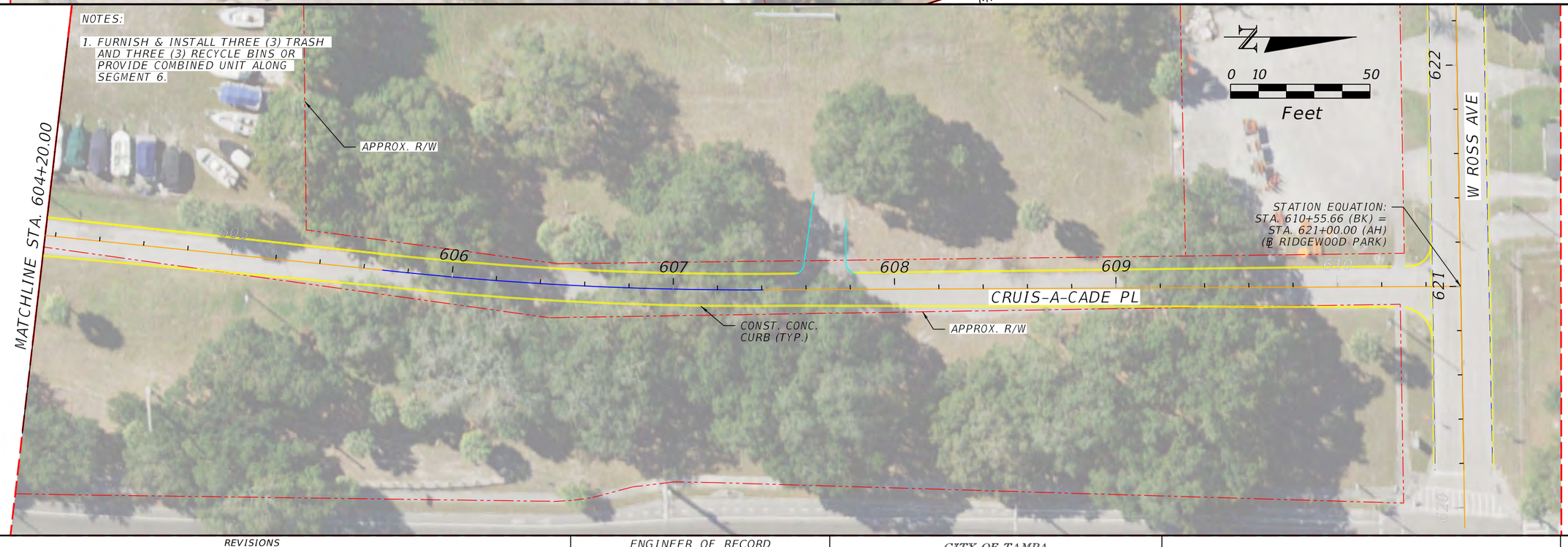
THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.





REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			ROADWAY PLAN (1) CRUIS-A-CADE PLACE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		6-007
						HILLSBOROUGH			

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NOTES:

1. FURNISH & INSTALL THREE (3) TRASH AND THREE (3) RECYCLE BINS OR PROVIDE COMBINED UNIT ALONG SEGMENT 6.

REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			ROADWAY PLAN (2) GLENWOOD DRIVE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		6-008
						HILLSBOROUGH			

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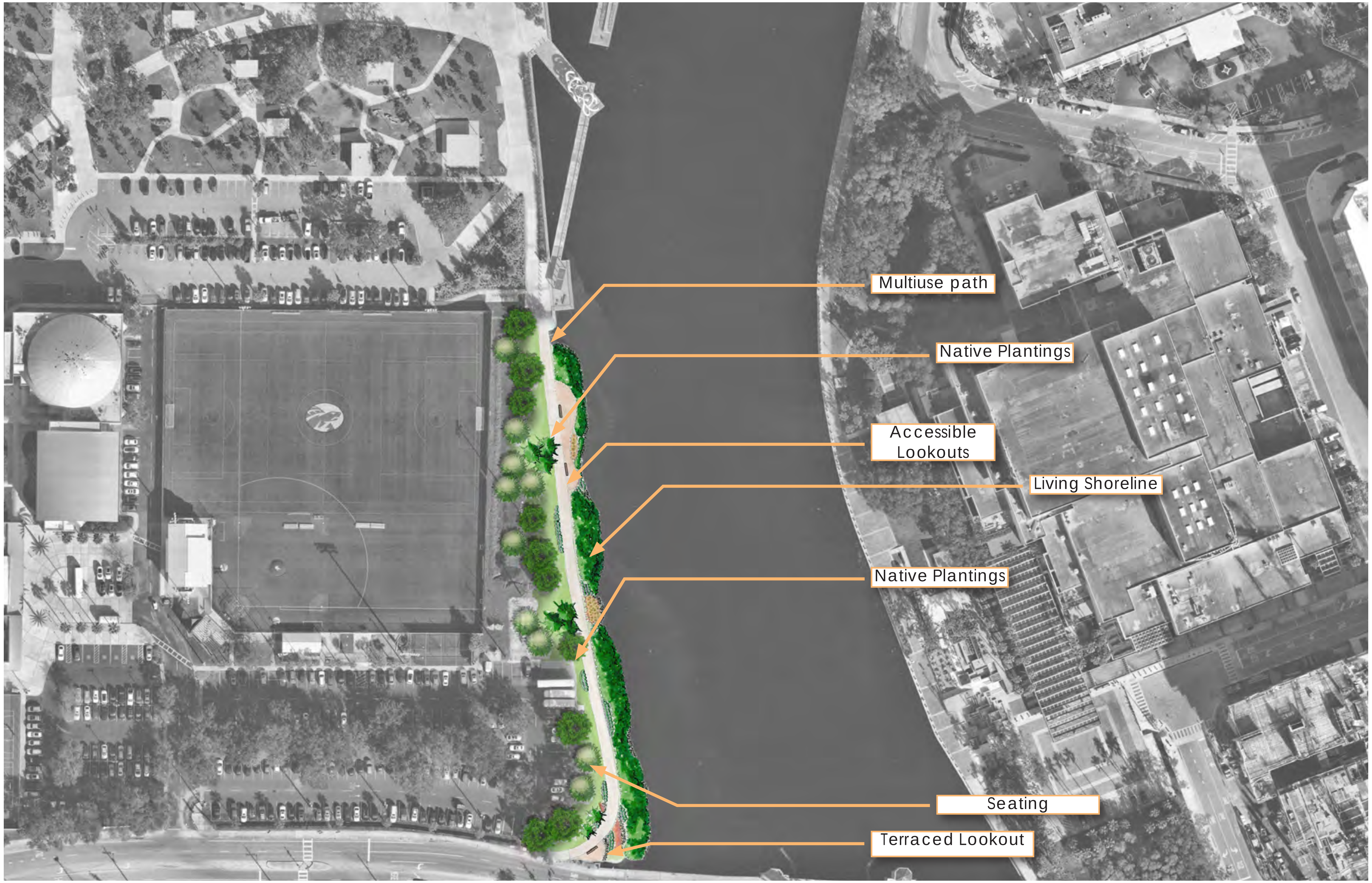
REVISIONS				ENGINEER OF RECORD	CITY OF TAMPA MOBILITY DEPARTMENT			SIGNALS, SIGNING AND PAVEMENT MARKING PLAN (1) GLENWOOD DRIVE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	OLIVER P. SHAHBAZIAN, P.E. LICENSE NUMBER 85606 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		6-009
						HILLSBOROUGH			

Landscape Design



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

PROFESSIONAL TYPE

CRAIG JOSEPH HANDLEY
FL LICENSE NUMBER: LA6667360
THE HASKELL COMPANY
111 RIVERSIDE AVENUE
JACKSONVILLE, FL 32202

CITY OF TAMPA
MOBILITY DEPARTMENT

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	HILLSBOROUGH	

SHEET NO.
1

FAC NOTE

REVISIONS				PROFESSIONAL TYPE	CITY OF TAMPA MOBILITY DEPARTMENT				SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CRAIG JOSEPH HANDLEY FL LICENSE NUMBER: LA6667360 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		2
						HILLSBOROUGH			

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FAC NOTE

REVISIONS				PROFESSIONAL TYPE	CITY OF TAMPA MOBILITY DEPARTMENT				SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CRAIG JOSEPH HANDLEY FL LICENSE NUMBER: LA6667360 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		3
						HILLSBOROUGH			

FAC NOTE

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REVISIONS				PROFESSIONAL TYPE	CITY OF TAMPA MOBILITY DEPARTMENT				SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CRAIG JOSEPH HANDLEY FL LICENSE NUMBER: LA6667360 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		4
						HILLSBOROUGH			

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FAC NOTE

NATIVE PLANTINGS

12’ MULTI-USE PATH

NATIVE PLANTINGS

ACCESSIBLE VIEWING SPACE

LIVING SHORELINE EXTENDED TO 30’

REVISIONS				PROFESSIONAL TYPE	CITY OF TAMPA MOBILITY DEPARTMENT				SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CRAIG JOSEPH HANDLEY FL LICENSE NUMBER: LA6667360 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		5
						HILLSBOROUGH			

FAC NOTE

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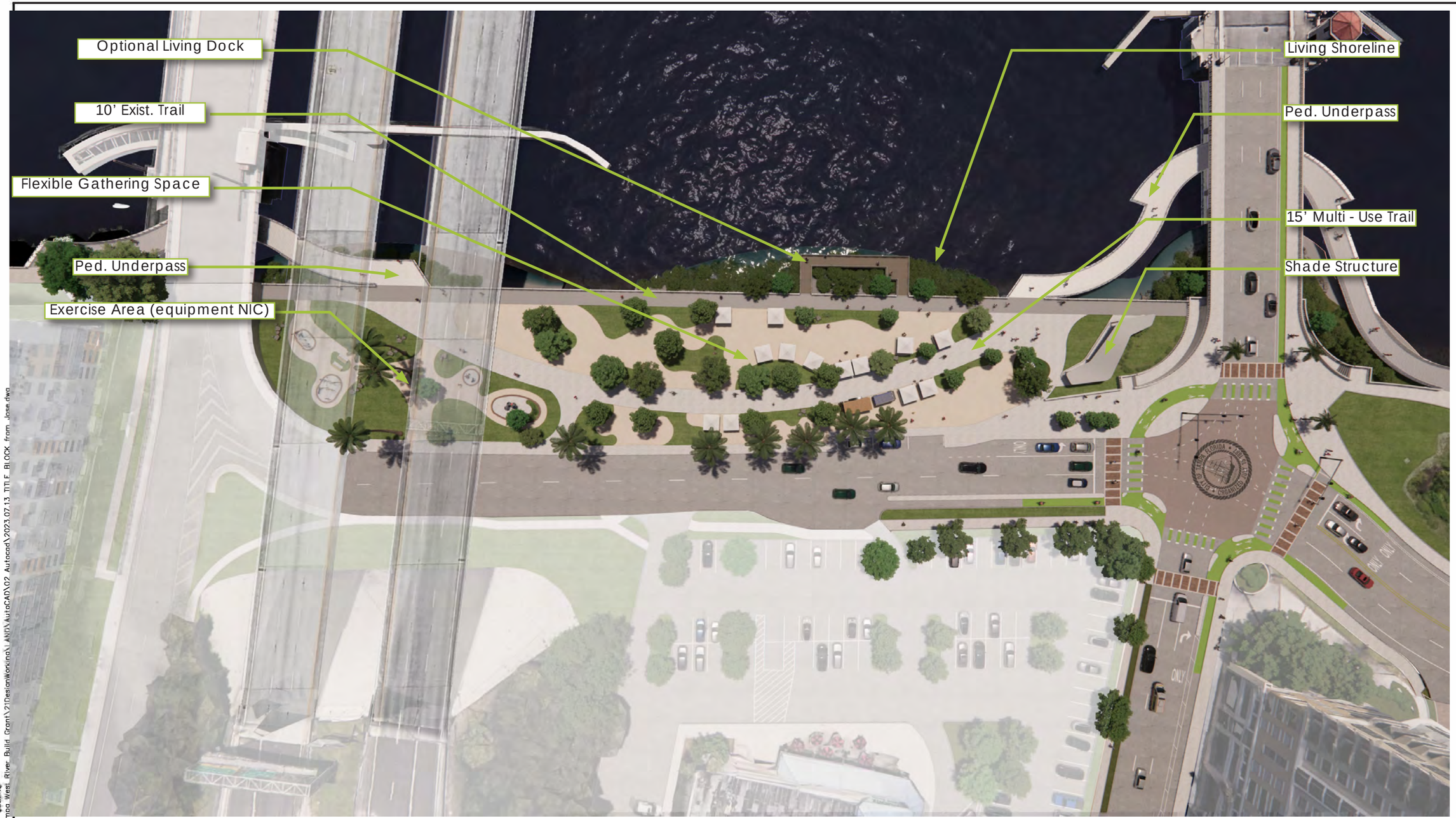

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REVISIONS				PROFESSIONAL TYPE	CITY OF TAMPA MOBILITY DEPARTMENT				SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CRAIG JOSEPH HANDLEY FL LICENSE NUMBER: LA6667360 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		6
						HILLSBOROUGH			

FAC NOTE

REVISIONS				PROFESSIONAL TYPE	CITY OF TAMPA MOBILITY DEPARTMENT				SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CRAIG JOSEPH HANDLEY FL LICENSE NUMBER: LA6667360 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		7
						HILLSBOROUGH			

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FAC NOTE

LIVING SHORELINE EXTENDED TO 30’
AND ACCESSIBLE VIEWING DOCK

12’ MULTI-USE
PATH

NATIVE
PLANTINGS

FLEXIBLE GATHERING SPACE

REVISIONS				PROFESSIONAL TYPE	CITY OF TAMPA MOBILITY DEPARTMENT				SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CRAIG JOSEPH HANDLEY FL LICENSE NUMBER: LA6667360 THE HASKELL COMPANY 111 RIVERSIDE AVENUE JACKSONVILLE, FL 32202	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		8
						HILLSBOROUGH			

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FAC NOTE

Living Shorelines

HILLSBOROUGH COUNTY

TAMPA D-B MULTIMODAL CONCEPTUAL DESIGN

JULY 17, 2023

TAMPA, FL

Sheet List Table

Sequence Number	Sheet Number	Sheet Title
1	G-1	COVER SHEET
2	G-2	GENERAL NOTES & LEGEND
3	C-1	PROJECT OVERVIEW
4	C-2	PROPOSED DESIGN (1)
5	C-3	PROPOSED DESIGN (2)
6	C-4	PROPOSED DESIGN (3)
7	C-5	PROPOSED DESIGN (4)
8	C-6	PROPOSED DESIGN (5)
9	C-7	PROPOSED DESIGN (6)
10	C-8	TYPICAL CROSS SECTIONS (1)
11	C-9	TYPICAL CROSS SECTIONS (2)
12	C-10	TYPICAL CROSS SECTIONS (3)

REVISIONS				PROFESSIONAL TYPE	CITY OF TAMPA MOBILITY DEPARTMENT				SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	BRYAN D. FLYNN, PE LICENSE NUMBER: FL 70856 ENVIRONMENTAL SCIENCE ASSOCIATES 5404 CYPRESS CENTER DRIVE, SUITE 125 TAMPA, FL 33609	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		G–1
					ROAD #	HILLSBOROUGH	PROJECT ID		

GENERAL NOTES

1. THE CONTRACTOR SHALL MAKE THEIR OWN DETERMINATION OF THE QUANTITIES OF WORK REQUIRED TO COMPLETE THE CONSTRUCTION SHOWN ON THE PLANS. THE CONTRACTOR SHALL ALSO MAKE THEIR OWN ASSESSMENT OF THE SITE AND THE WORK REQUIRED PRIOR TO BIDDING AND ANY DISCREPANCIES, ERRORS OR OMISSIONS, SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER BEFORE THE BID DUE DATE. THE CONTRACTOR SHALL CHECK PLANS FOR CONFLICTS AND DISCREPANCIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF RECORD OF ANY CONFLICT BEFORE PERFORMING ANY WORK IN THE AFFECTED AREA.
2. ALL EXCAVATION AND PLACEMENT MUST BE COMPLETED BY MECHANICAL METHODS.
3. ALL CONSTRUCTION ACTIVITY WILL BE CONDUCTED DURING DAYLIGHT HOURS FROM 8AM TO ONE HALF-HOUR BEFORE SUNSET.
4. ALL WORK WILL BE COMPLETED IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS.
5. ALL WORK WILL BE COMPLETED WITHIN DESIGNATED AREAS AND TO DESIGNATED ELEVATIONS.
6. CONTRACTOR MUST OBSERVE A 3 FOOT BUFFER FROM ANY SUBMERGED AQUATIC VEGETATION (SAV). NO CONSTRUCTION ACTIVITY, MATERIALS, OR TEMPORARY TURBIDITY MEASURES WILL BE ALLOWED WITHIN 3 FEET OF SAV.
7. THE CONTRACTOR WILL BE REQUIRED TO CONDUCT THE WORK IN SUCH MANNER AS TO NOT OBSTRUCT CITY OF TAMPA OPERATIONS. CONTRACTOR SHALL MAKE REASONABLE EFFORTS TO AFFORD A PRACTICABLE AND SAFE PASSAGE. UPON THE COMPLETION OF THE WORK THE CONTRACTOR SHALL PROMPTLY REMOVE THE EQUIPMENT, ETC. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE FOR ALL EQUIPMENT INGRESS AND EGRESS TO AND FROM THE PROJECT WORK AREAS. THE CONTRACTOR SHALL MAKE AN INVESTIGATION OF ACCESS ROUTES AND THE ROADS FOR TRANSPORTATION, LOAD LIMITS FOR BRIDGES AND ROADS, AND OTHER ROAD CONDITIONS AFFECTING THE TRANSPORTATION OF MATERIALS AND EQUIPMENT TO THE WORK SITES. THE CONTRACTOR SHALL ALSO INVESTIGATE THE AVAILABILITY OF ANY STAGING, STORAGE, AND STOCK PILING AREAS AND SHALL MAKE ALL ARRANGEMENTS FOR USE OF ANY SUCH AREAS FOR THE DELIVERY OF ANY MATERIALS AND EQUIPMENT TO BE USED IN COMPLETING THE WORK.
8. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE LOCATION OF ALL UNDERGROUND UTILITIES OR OTHER OBJECTS PRIOR TO COMMENCING WORK AT THE SITE. CONTACT "SUNSHINE" AT 1-800-432-4770.
9. ALL AREAS OR ITEMS THAT ARE DAMAGED OR DISTURBED ABOVE OR BELOW GROUND BY THE CONTRACTOR SHALL BE RESTORED TO THEIR ORIGINAL OR BETTER CONDITION AT NO COST TO THE CITY. REPAIR AND REPLACEMENT OF ALL PRIVATE AND PUBLIC PROPERTY AFFECTED BY THIS WORK SHALL BE RESTORED TO A CONDITION OF EQUAL TO, OR BETTER THAN EXISTING CONDITIONS UNLESS SPECIFICALLY EXEMPTED BY THE PLANS.
10. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING HORIZONTAL AND VERTICAL ACCURACY DURING EXCAVATION.
11. IT IS THE CONTRACTOR'S RESPONSIBILITY TO BECOME FAMILIAR WITH THE PERMIT AND INSPECTION REQUIREMENTS OF THE VARIOUS GOVERNMENTAL AGENCIES. ALL WORK PERFORMED SHALL COMPLY WITH THE REGULATIONS AND ORDINANCES OF THE VARIOUS GOVERNMENTAL AGENCIES HAVING JURISDICTION OVER THE WORK.
12. CONSTRUCTION TRAFFIC SHALL NOT IMPEDE THE SAFE AND EFFICIENT USE OF SURROUNDING ROADWAYS. CONTRACTOR SHALL FOLLOW FDOT STANDARD INDICES 600 AND 604 FOR MAINTENANCE OF TRAFFIC DURING CONSTRUCTION OF THE TEMPORARY CONSTRUCTION ACCESS CONNECTION.
13. CONTRACTOR SHALL BE RESPONSIBLE FOR THE TIMELY REMOVAL OF ANY FUGITIVE DUST, SAND OR DEBRIS WHICH MAY BE CAUSED BY THEIR ACTIONS FROM THE RIGHT OF WAY.
14. RECORD DRAWINGS: SEVEN (7) SETS OF THE FINAL RECORD DRAWING AS-BUILTS SHALL BE SUBMITTED TO THE ENGINEER OF RECORD.
15. REPORT SUBMISSION: THE CONTRACTOR SHALL MAINTAIN A LOG DETAILING DAILY CONSTRUCTION ACTIVITY DURING THE CONTRACT PERIOD. THE DATA SHALL BE RECORDED ON FORMS PROVIDED BY THE CITY/ENGINEER. ALL DATA IN ORIGINAL FORM SHALL BE FORWARDED DIRECTLY TO THE CITY/ENGINEER, WITHIN 10 DAYS OF COLLECTION AND COPIES OF THE DATA SHALL BE SUPPLIED TO THE CITY/ENGINEER. FOLLOWING PROJECT COMPLETION, A REPORT SUMMARIZING THE ABOVE INCIDENTS AND SIGHTINGS SHALL BE SUBMITTED TO THE FOLLOWING:

ENVIRONMENTAL SCIENCE ASSOCIATES
5404 CYPRESS CENTER DRIVE, SUITE 125
TAMPA, FL 33609
(813) 207-7216

SURVEY NOTES

1. HYDROGRAPHIC AND TOPOGRAPHIC SURVEY PERFORMED BY
2. VERTICAL DATUM SHOWN IS BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88). HORIZONTAL DATUM SHOWN IS BASED ON FLORIDA EAST ZONE STATE PLANE COORDINATES, NORTH AMERICAN DATUM 1983 (NAD83). ALL ELEVATIONS ARE REPORTED IN U.S. FEET.
3. AERIAL PHOTOGRAPHY PROVIDED BY FLORIDA DEPARTMENT OF TRANSPORTATION, 2020.
4. DRAWINGS REPRESENT CONDITIONS ENCOUNTERED AT TIME OF SURVEY. SITE CONDITIONS ARE DYNAMIC AND SUBJECT TO CHANGE. CONTRACTOR SHALL CONDUCT SURVEY PRIOR TO SITE DISTURBANCE TO VERIFY SITE CONDITIONS PRIOR TO CONSTRUCTION.
5. THE ELEVATIONS AND EXTENTS OF THE NEW RIP RAP SILL, REVETMENT, REPAIRED AREAS AND FILL EXTENTS SHALL BE PROVIDED IN AN AS-BUILT SURVEY AT THE TIME OF SUBSTANTIAL PROJECT COMPLETION.

TIDE DATUM TABLE

1. TIDAL DATUM DATA OBTAINED FROM THE WEST TAMPA, HILLSBOROUGH RIVER TIDE STATION, STATION NO. 8726711

DATUM	ELEVATION (FT NAVD88)
MHHW	+0.94
MHW	+0.69
NAVD88	0
MSL	-0.28
MLW	-1.29
MLLW	-1.64

ENVIRONMENTAL PROTECTION NOTES

1. THE CONTRACTOR SHALL COMPLY WITH THE FOLLOWING CONSTRUCTION CONDITIONS FOR PROTECTION OF MANATEES, SEA TURTLES AND SMALLTOOTH SAWFISH:
   1.1. THE CONTRACTOR SHALL INSTRUCT ALL PERSONNEL ASSOCIATED WITH THE PROJECT OF THE POTENTIAL PRESENCE OF THESE SPECIES AND THE NEED TO AVOID COLLISIONS WITH MANATEES, SEA TURTLES AND SMALLTOOTH SAWFISH. ALL CONSTRUCTION PERSONNEL ARE RESPONSIBLE FOR OBSERVING WATER-RELATED ACTIVITIES FOR THE PRESENCE OF THESE SPECIES.
   1.2. THE CONTRACTOR SHALL ADVISE ALL CONSTRUCTION PERSONNEL THAT THERE ARE CIVIL AND CRIMINAL PENALTIES FOR HARMING, HARASSING, OR KILLING MANATEES, SEA TURTLES OR SMALLTOOTH SAWFISH, WHICH ARE PROTECTED UNDER THE ENDANGERED SPECIES ACT OF 1973.
   1.3. SILTATION BARRIERS SHALL BE MADE OF MATERIAL IN WHICH A MANATEE, SEA TURTLE OR SMALLTOOTH SAWFISH CANNOT BECOME ENTANGLED. SILTATION BARRIERS SHALL BE PROPERLY SECURED AND REGULARLY MONITORED TO AVOID PROTECTED SPECIES ENTRAPMENT. BARRIERS MAY NOT BLOCK MANATEE, SEA TURTLE OR SMALLTOOTH SAWFISH ENTRY TO OR EXIT FROM DESIGNATED CRITICAL HABITAT WITHOUT PRIOR AGREEMENT FROM THE NATIONAL MARINE FISHERIES SERVICE'S PROTECTED RESOURCES DIVISION, ST. PETERSBURG, FLORIDA.
   1.4. SILTATION BARRIERS, STAKES, ROPES AND/OR ANCHORS MUST REMAIN 3 FEET FROM ANY SUBMERGED AQUATIC VEGETATION.
   1.5. ALL VESSELS ASSOCIATED WITHIN THE CONSTRUCTION PROJECT SHALL OPERATE AT "NO WAKE/IDLE" SPEEDS AT ALL TIMES WHILE IN THE CONSTRUCTION AREA AND WHILE IN WATER DEPTHS WHERE THE DRAFT OF THE VESSEL PROVIDES LESS THAN A FOUR-FOOT CLEARANCE FROM THE BOTTOM. ALL VESSELS WILL PREFERENTIALLY FOLLOW DEEP-WATER ROUTES (E.G., MARKED CHANNELS) WHENEVER POSSIBLE.
   1.6. IF A MANATEE, SEA TURTLE OR SMALLTOOTH SAWFISH IS SIGHTED WITHIN 100 YARDS OF THE ACTIVE DAILY CONSTRUCTION OPERATION OR VESSEL MOVEMENT, ALL APPROPRIATE PRECAUTIONS SHALL BE IMPLEMENTED BY THE CONTRACTOR TO ENSURE ITS PROTECTION. THESE PRECAUTIONS SHALL INCLUDE CESSATION OF OPERATION OF ANY MOVING EQUIPMENT CLOSER THAN 50 FEET OF A MANATEE, SEA TURTLE OR SMALLTOOTH SAWFISH. OPERATION OF ANY MECHANICAL CONSTRUCTION EQUIPMENT SHALL CEASE IMMEDIATELY IF A MANATEE, SEA TURTLE OR SMALLTOOTH SAWFISH IS SEEN WITHIN A 50 - FT RADIUS OF THE EQUIPMENT. ACTIVITIES MAY NOT RESUME UNTIL THE PROTECTED SPECIES HAS DEPARTED THE PROJECT AREA OF ITS OWN VOLITION.
   1.7. ANY COLLISION WITH AND/OR INJURY TO A MANATEE, SEA TURTLE OR SMALLTOOTH SAWFISH SHALL BE REPORTED IMMEDIATELY TO THE OWNER/ENGINEER AND TO THE NATIONAL MARINE FISHERIES PROTECTED RESOURCES DIVISION (727-824-5312) AND TO THE LOCAL AUTHORIZED SEA TURTLE STRANDING/RESCUE ORGANIZATION.
2. CONTRACTOR SHALL NOT OCCUPY PRIVATE LAND OUTSIDE OF ANY EASEMENTS OR RIGHTS OF WAY.
3. MATERIAL REMOVED FROM BEYOND THE CONSTRUCTION LIMITS AS SPECIFIED ON THE CONTRACT DRAWINGS SHALL BE CONSIDERED EXCESSIVE EXCAVATION FOR WHICH PAYMENT WILL NOT BE MADE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL FEDERAL, STATE, AND LOCAL REGULATORY PERMITS, IMPLICATIONS, VIOLATIONS AND/OR FEES AS A RESULT OF EXCESSIVE EXCAVATION.
4. IF ARCHEOLOGICAL OR HISTORIC RESOURCES ARE ENCOUNTERED THE CONTRACTOR SHALL NOTIFY THE CITY/ENGINEER IMMEDIATELY AND STOP WORK UNTIL DIRECTED TO RESTART.
5. THE CONTRACTOR SHALL STRICTLY ADHERE TO ALL MANATEE REGULATIONS FOR IN WATER WORK.
6. TURBIDITY CONTROL MEASURES WILL BE PROPERLY MAINTAINED IN COMPLIANCE WITH FEDERAL AND STATE WATER QUALITY STANDARDS. IF TURBIDITY LEVELS EXCEED WATER QUALITY STANDARDS, DREDGING ACTIVITY WILL CEASE UNTIL LEVELS RETURN TO THE ACCEPTABLE RANGE. WATER QUALITY WILL BE MONITORED BY THE CITY'S REPRESENTATIVE. SHOULD TURBIDITY BE MEASURED MORE THAN 29 NTUS ABOVE BACKGROUND, WORK WILL CEASE UNTIL TURBIDITY HAS FALLEN TO AN ACCEPTABLE BACKGROUND LEVEL.
7. BEST MANAGEMENT PRACTICES FOR EROSION AND TURBIDITY CONTROL, INCLUDING BUT NOT LIMITED TO THE USE OF STAKED HAY BALES, TURBIDITY BARRIERS, AND SILT SCREENS, SHALL BE USED AND MAINTAINED AS NECESSARY AT ALL TIMES DURING THE PROJECT. TURBIDITY CONTROL DEVICES SHALL BE MAINTAINED AND SHALL REMAIN IN PLACE FOR THE DURATION OF CONSTRUCTION TO ENSURE THAT TURBIDITY LEVELS OUTSIDE THE CONSTRUCTION AREA DO NOT EXCEED BACKGROUND LEVELS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT TURBIDITY CONTROL DEVICES ARE INSPECTED DAILY AND MAINTAINED IN GOOD WORKING ORDER SO THAT THERE ARE NO VIOLATIONS OF STATE WATER QUALITY STANDARDS OUTSIDE OF THE TURBIDITY SCREENS. A DAILY TURBIDITY LOG SHALL BE MAINTAINED BY THE CONTRACTOR WITH ENTRIES PRIOR TO THE START OF EACH DAY'S WORK, EACH HOUR THROUGHOUT THE DAY, AND 30 MINUTES PRIOR TO THE END OF WORK. THE CONTRACTOR WILL EVALUATE THE IMPLEMENTATION, DEPLOYMENT, AND EFFECTIVENESS OF SILTATION/TURBIDITY CONTROL DEVICES.
8. ALL DISTURBED AREAS SHALL BE STABILIZED WITHIN 7 DAYS AFTER DISTURBANCE.
9. THE CONTRACTOR SHALL DISTURB NO MORE GROUND THAN WHAT IS NECESSARY FOR CONSTRUCTION. NO OPEN EXCAVATED TRENCH, OR OTHER UNSAFE CONDITION, WILL BE LEFT OVERNIGHT. ALL WORK SITES WILL BE COMPLETELY RESTORED WITHIN SEVEN (7) CALENDAR DAYS OF SITE COMPLETION. THE INTENT OF THIS PROVISION IS TO "SAFE UP" THE PROJECT SITE AS WORK PROGRESSES, AND SHALL INCLUDE REMOVING FORMS, FILLING HOLES, GRADING, AND REMOVAL OF DEBRIS.
10. ALL SIDEWALK DAMAGED BY THE CONTRACTOR OR SUBCONTRACTORS SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR, AT THE DIRECTION OF THE ENGINEER.
11. EXOTIC OR NUISANCE PLANT SPECIES TO BE TREATED AND REMOVED THROUGHOUT THE SHORELINE, PRIOR TO STRUCTURE OR FILL PLACEMENT INCLUDE: WILD TARO (*Colocasia esculenta*), CATTAIL (*Typha sp.*), LEADTREE (*Leucaena leucocephala*), BRAZILIAN PEPPER (*Schinus terebinthifolius*), PRIMROSE WILLOW (*Ludwigia peruviana*), TORPEDO GRASS (*Panicum repens*), PARAGRASS (*Urochloa mutica*), AND CREEPING OXEYE (*Sphagneticola trilobata*).
12. HERBACEOUS EXOTIC/NUISANCE VEGETATION TO BE KILLED IN PLACE I.E. TREATED WITH APPROVED HERBICIDE VIA BACKPACK SPRAYER AND LEFT IN PLACE. REMOVAL OF LEADTREE AND BRAZILIAN PEPPER SHOULD INCLUDE THE ROOT SYSTEMS IN AREAS THAT ARE TO BE DISTURBED BY CONSTRUCTION. IN AREAS WHERE THE REMOVAL OF THE ROOT SYSTEMS OF THESE TREE SPECIES WILL DISTURB CONSOLIDATED GROUND NEAR THE SHORELINE THAT IS OTHERWISE NOT TO BE DISTURBED, REMOVAL IS BY STUMP CUT WITH DISPOSAL OF THE CUT VEGETATION AND TREATMENT OF THE STUMP WITH AN APPROVED HERBICIDE. MORE THAN ONE TREATMENT WILL BE NECESSARY.
13. EXOTIC/NUISANCE VEGETATION AREAS TO BE PLANTED WITH NATIVE VEGETATION PER THE PLANTING PLAN ONCE TREATMENT/REMOVAL IS COMPLETE.

TREE PROTECTION NOTES

1. IT IS IMPORTANT TO NOTE THE PROTECTION OF THE TREES TO BE PRESERVED AS IMPORTANT PARK AMENITIES. THE RIVERFRONT OVERHANGING LIMBS SHOULD BE PROTECTED AS AESTHETICALLY IMPORTANT.
2. ROOT SYSTEMS ON THE LAND SIDE OF FILL TO BE REPLACED AT THE ERODED ESCARPMENT NEED TO BE PROTECTED FROM SOIL COMPACTION OR DISTURBANCE. TRIMMING OF ANY LIMBS AND THE PLAN TO ACCESS AREAS OF FILL NEED TO BE PRE-APPROVED BY AN ENGINEER SUPPORTED ARBORIST.
3. TREE BARRICADES WILL BE INSTALLED PER SHEET C-26 TO AVOID IMPACTS.
4. ALL TREE PROTECTION SHALL BE IN ACCORDANCE WITH THE CITY OF TAMPA TREE AND LANDSCAPE TECHNICAL MANUAL (DATED APRIL 18, 2019).

CONSTRUCTION NOTES

1. ALL STONE SHALL BE HARD, DURABLE QUALITY STONE SUCH THAT IT WILL NOT DISINTEGRATE UNDER THE ELEMENTS AND IT WILL NOT BREAK UNDER HANDLING. ALL STONE SHALL BE CLEAN AND FREE FROM EARTH, DUST, OR OTHER REFUSE.
2. RIP-RAP SHALL PASS A "DROP TEST" AT THE QUARRY WITNESSED BY THE ENGINEER OR ENGINEER'S REPRESENTATIVE PRIOR TO TRANSPORTING THE FIRST TRUCKLOADS OF RIPRAP TO THE PROJECT SITE.
3. THE FACES OF INDIVIDUAL PIECES OF STONE SHALL BE ROUGHLY ANGULAR, NOT ROUNDED, IN SHAPE. THE LEAST DIMENSION OF EACH STONE SHALL NOT BE LESS THAN ONE-THIRD (1/3) OF THE GREATEST DIMENSION OF THAT STONE.
4. THE STONES SHALL BE PLACED IN SUCH A MANNER THAT THEY WILL BE PROPERLY INTERLOCKED WITH THE UNDERLYING OR ADJACENT STONES TO RESIST DISPLACEMENT BY WAVE ACTION AND FORM A UNIFORM AND COMPACT SECTION. EACH STONE SHALL BE FIRMLY SET AND WELL-SUPPORTED BY UNDERLYING AND ADJACENT STONE WITH A MINIMUM OF 4 POINTS OF CONTACT.
5. "RIP-RAP" SHALL BE 30" MEDIAN DIAMETER LIMESTONE (OR AS OTHERWISE APPROVED BY THE ENGINEER) AND BOTH SHALL HAVE A MINIMUM UNIT WEIGHT OF 144 PCF.
6. RIP RAP SHALL CONSIST OF SOUND, HARD, DURABLE RUBBLE, FREE OF OPEN OR INCIPIENT CRACKS, SOFT SEAMS, OR OTHER STRUCTURAL DEFECTS, CONSISTING OF BROKEN STONE WITH A BULK SPECIFIC GRAVITY OF AT LEAST 2.30. ENSURE THAT STONES ARE ROUGH AND ANGULAR WITH A MEDIAN DIAMETER OF 2.5 FEET (UNLESS OTHERWISE SPECIFIED). FOR THIS APPLICATION, USE BROKEN STONE MEETING THE FOLLOWING GRADATION AND THICKNESS REQUIREMENTS:

RIP-RAP

WEIGHT MAXIMUM (POUNDS)	WEIGHT 50% (POUNDS)	WEIGHT MINIMUM (POUNDS)	MINIMUM BLANKET THICKNESS (FEET)
925	585	250	**2.0**

ENSURE THAT AT LEAST 97% OF THE MATERIAL BY WEIGHT IS SMALLER THAN MAXIMUM POUNDS.
ENSURE THAT AT LEAST 50% OF THE MATERIAL BY WEIGHT IS GREATER THAN WEIGHT 50% POUNDS.
ENSURE THAT AT LEAST 85% OF THE MATERIAL BY WEIGHT IS GREATER THAN WEIGHT MINIMUM POUNDS.

7. EXISTING RIP RAP ONSITE CAN BE RE-USED IN THE BASE OF THE SILL STRUCTURE IF THE MATERIAL IS SUITABLE SIZE, HARDNESS AND DURABILITY. THIS WILL BE DETERMINED ONSITE BY A DROP TEST. IF MATERIAL CRUMBLES OR FRACTURES IT MUST BE REMOVED AND DISPOSED OF OFFSITE. BRICK, BROKEN CONCRETE, CURB, OR BROKEN STORMWATER PIPE WILL BE NON-SUITABLE MATERIAL AND MUST BE REMOVED AND DISPOSED OF OFFSITE.
8. BEDDING STONE SHALL CONSIST OF SOUND, HARD, DURABLE RUBBLE, FREE OF OPEN OR INCIPIENT CRACKS, SOFT SEAMS, OR OTHER STRUCTURAL DEFECTS, CONSISTING OF BROKEN STONE WITH A BULK SPECIFIC GRAVITY OF AT LEAST 1.9. ENSURE THAT STONES ARE ROUGH AND ANGULAR WITH A MINIMUM DIAMETER OF 3 INCHES AND A MAXIMUM DIAMETER OF 6 INCHES UNLESS OTHERWISE SPECIFIED. BEDDING MATERIAL WILL BE PLACED ON TOP OF THE GEOTEXTILE MATERIAL, 6 INCHES THICK.
9. GEOTEXTILE MATERIAL WHICH IS LAID UNDER THE BEDDING STONE AND RIP RAP SHALL MEET FDOT SECTION 985 FOR GEOSYNTHETIC MATERIALS, GEOTEXTILE GROUP #4, OR EQUAL, AND INSTALLED PER THE MANUFACTURER'S INSTRUCTIONS.

OFF-SITE DISPOSAL NOTES

1. DEBRIS, SUCH AS STUMPS, ROCK FRAGMENTS, ROOTS, LOGS, TRASH, VEGETATION, FILTER FABRIC, ETC. AND ANY OTHER OBJECTS EXCEPT ARCHEOLOGICAL OR HISTORIC RESOURCES THAT EXIST WITHIN THE PROJECT AREA OR ARE UNEARTHED DURING OPERATIONS, SHALL BE REMOVED, TRANSPORTED, AND DISPOSED OF AT THE COUNTY LANDFILL AND SHOULD BE EXPECTED TO BE ENCOUNTERED DURING THE OPERATIONS AND WILL NOT CONSTITUTE A CHANGE OF CONDITION TO THE CONTRACT/AGREEMENT. REMOVAL AND DISPOSAL OF DEBRIS WILL TO BE SOLE RESPONSIBILITY OF THE CONTRACTOR IN ITS ENTIRETY. REMOVAL AND DISPOSAL OF DEBRIS AND OBSTRUCTIONS SHALL NOT BE PROVIDED FOR SEPARATELY FOR PAYMENT. ALL COSTS ASSOCIATED WITH THE REQUIRED DISPOSAL OF DEBRIS SHALL BE INCLUDED IN THE CONTRACT PRICE. THESE SPECIFICATIONS ARE NOT AN ALL-INCLUSIVE REFERENCE OF DEBRIS TYPES, WHICH MAY BE ENCOUNTERED. IT IS ANTICIPATED THAT DURING CLEARING/CONSTRUCTION ACTIVITY DEBRIS (INCLUDED BUT NOT LIMITED TO VEGETATION, TREES, ROOTS, ROCKS, BEDROCK, FILTER FABRIC, CONCRETE, ASPHALT, WOOD, TRASH, GARBAGE, UNUSABLE SOIL, METAL, ETC.) WILL BE ENCOUNTERED. THE CONTRACTOR SHALL BE PREPARED AND RESPONSIBLE FOR PROPER REMOVAL AND DISPOSAL.
2. CONTRACTOR SHALL REMOVE AND DISPOSE OF EXISTING MATERIALS OFFSITE. (I.E. DESIGNATED VEGETATION, FILTER FABRIC, SILT FENCE, TRASH, BRICK, NON-SUITABLE STONE, DEBRIS, ETC.).

REVISIONS				PROFESSIONAL TYPE	CITY OF TAMPA MOBILITY DEPARTMENT				SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	BRYAN D. FLYNN, PE LICENSE NUMBER: FL 70856 ENVIRONMENTAL SCIENCE ASSOCIATES 5404 CYPRESS CENTER DRIVE, SUITE 125 TAMPA, FL 33609	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		G-2
					ROAD #	HILLSBOROUGH	PROJECT ID		

REVISIONS				PROFESSIONAL TYPE	CITY OF TAMPA MOBILITY DEPARTMENT				SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	BRYAN D. FLYNN, PE LICENSE NUMBER: FL 70856 ENVIRONMENTAL SCIENCE ASSOCIATES 5404 CYPRESS CENTER DRIVE, SUITE 125 TAMPA, FL 33609	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					ROAD #	HILLSBOROUGH	PROJECT ID		C–1

LEGEND:

- RIP-RAP
- SIDEWALK
- FILL AREAS
- PLANTING AREAS

1"=40'
40 20 0 40 80
SCALE FEET

N

10+00
9+00
8+00
7+00
6+50
6+00
5+00
4+00
3+00

REVISIONS				PROFESSIONAL TYPE	CITY OF TAMPA MOBILITY DEPARTMENT				SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	BRYAN D. FLYNN, PE LICENSE NUMBER: FL 70856 ENVIRONMENTAL SCIENCE ASSOCIATES 5404 CYPRESS CENTER DRIVE, SUITE 125 TAMPA, FL 33609	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		C–2
					ROAD #	HILLSBOROUGH	PROJECT ID		

REVISIONS				PROFESSIONAL TYPE	CITY OF TAMPA MOBILITY DEPARTMENT				SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	BRYAN D. FLYNN, PE LICENSE NUMBER: FL 70856 ENVIRONMENTAL SCIENCE ASSOCIATES 5404 CYPRESS CENTER DRIVE, SUITE 125 TAMPA, FL 33609	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					ROAD #	HILLSBOROUGH	PROJECT ID		C-3

REVISIONS				PROFESSIONAL TYPE	CITY OF TAMPA MOBILITY DEPARTMENT				SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	BRYAN D. FLYNN, PE LICENSE NUMBER: FL 70856 ENVIRONMENTAL SCIENCE ASSOCIATES 5404 CYPRESS CENTER DRIVE, SUITE 125 TAMPA, FL 33609	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		C–4
					ROAD #	HILLSBOROUGH	PROJECT ID		

LEGEND:

- RIP-RAP
- SIDEWALK
- FILL AREAS
- PLANTING AREAS

1"=30'
30 15 0 30 60
SCALE FEET

N

48+50
45+00
45+00

REVISIONS				PROFESSIONAL TYPE	CITY OF TAMPA MOBILITY DEPARTMENT				SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	BRYAN D. FLYNN, PE LICENSE NUMBER: FL 70856 ENVIRONMENTAL SCIENCE ASSOCIATES 5404 CYPRESS CENTER DRIVE, SUITE 125 TAMPA, FL 33609	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		C-5
					ROAD #	HILLSBOROUGH	PROJECT ID		

LEGEND:

- RIP-RAP
- SIDEWALK
- FILL AREAS
- PLANTING AREAS

74+00

74+00

73+00

72+00

71+00

1"=20' SCALE 20 10 0 20 40 FEET

N

REVISIONS				PROFESSIONAL TYPE	CITY OF TAMPA MOBILITY DEPARTMENT				SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	BRYAN D. FLYNN, PE LICENSE NUMBER: FL 70856 ENVIRONMENTAL SCIENCE ASSOCIATES 5404 CYPRESS CENTER DRIVE, SUITE 125 TAMPA, FL 33609	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		C–6
					ROAD #	HILLSBOROUGH	PROJECT ID		

LEGEND:

- RIP-RAP
- SIDEWALK
- FILL AREAS
- PLANTING AREAS

1"=30'
30 15 0 30 60
SCALE FEET

N

81+00
80+00
80+00
79+00
78+00
77+50
77+00
76+00
76+00
75+00
75+00
74+00
74+00

REVISIONS				PROFESSIONAL TYPE	CITY OF TAMPA MOBILITY DEPARTMENT				SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	BRYAN D. FLYNN, PE LICENSE NUMBER: FL 70856 ENVIRONMENTAL SCIENCE ASSOCIATES 5404 CYPRESS CENTER DRIVE, SUITE 125 TAMPA, FL 33609	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		C-7
					ROAD #	HILLSBOROUGH	PROJECT ID		

LEGEND:

RIP-RAP

BEDDING STONE

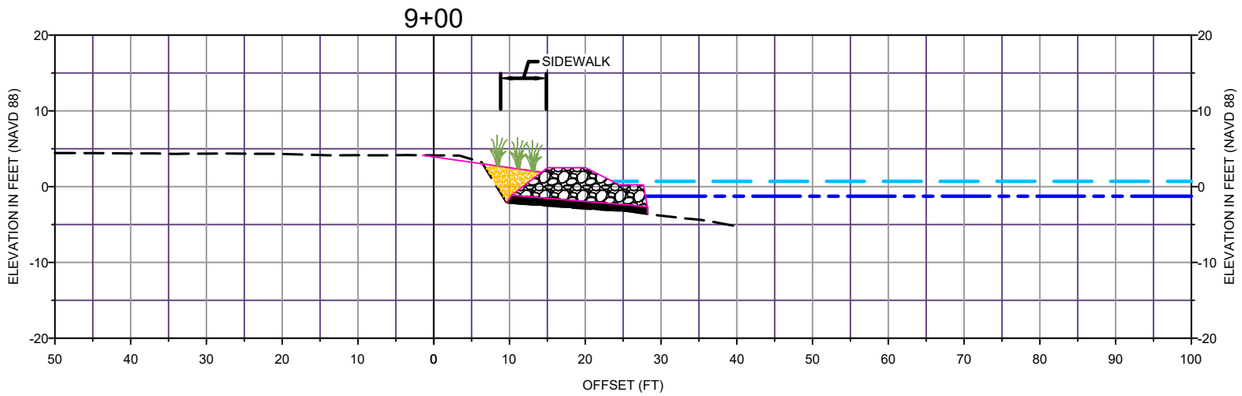
FILL AREAS

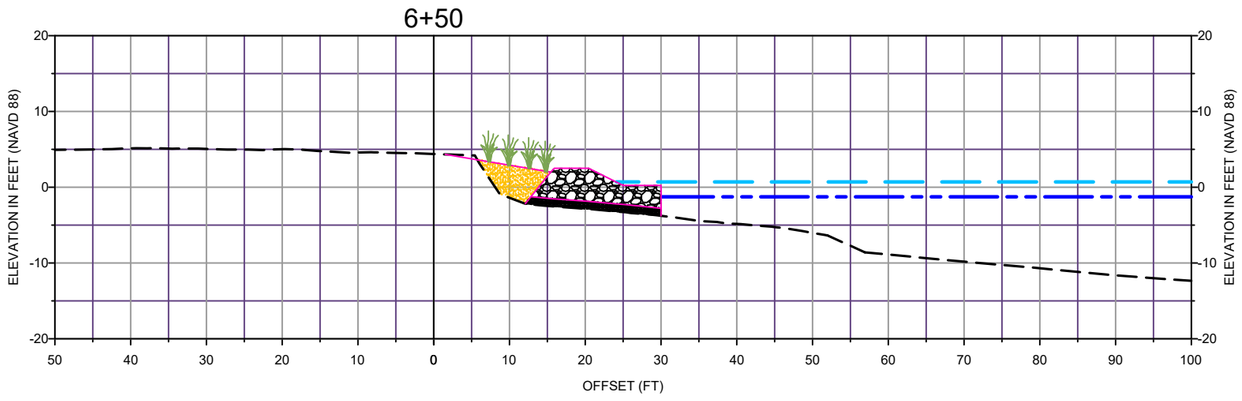
MEAN HIGH WATER LINE (0.70 FT NAVD88)

MEAN LOW WATER LINE (-1.26 FT NAVD88)

1"=10' 10 5 0 10 20
SCALE FEET

JANNUS PARK





REVISIONS				PROFESSIONAL TYPE	CITY OF TAMPA MOBILITY DEPARTMENT				SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	BRYAN D. FLYNN, PE LICENSE NUMBER: FL 70856 ENVIRONMENTAL SCIENCE ASSOCIATES 5404 CYPRESS CENTER DRIVE, SUITE 125 TAMPA, FL 33609	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		C-8
					ROAD #	HILLSBOROUGH	PROJECT ID		

LEGEND:

RIP-RAP

BEDDING STONE

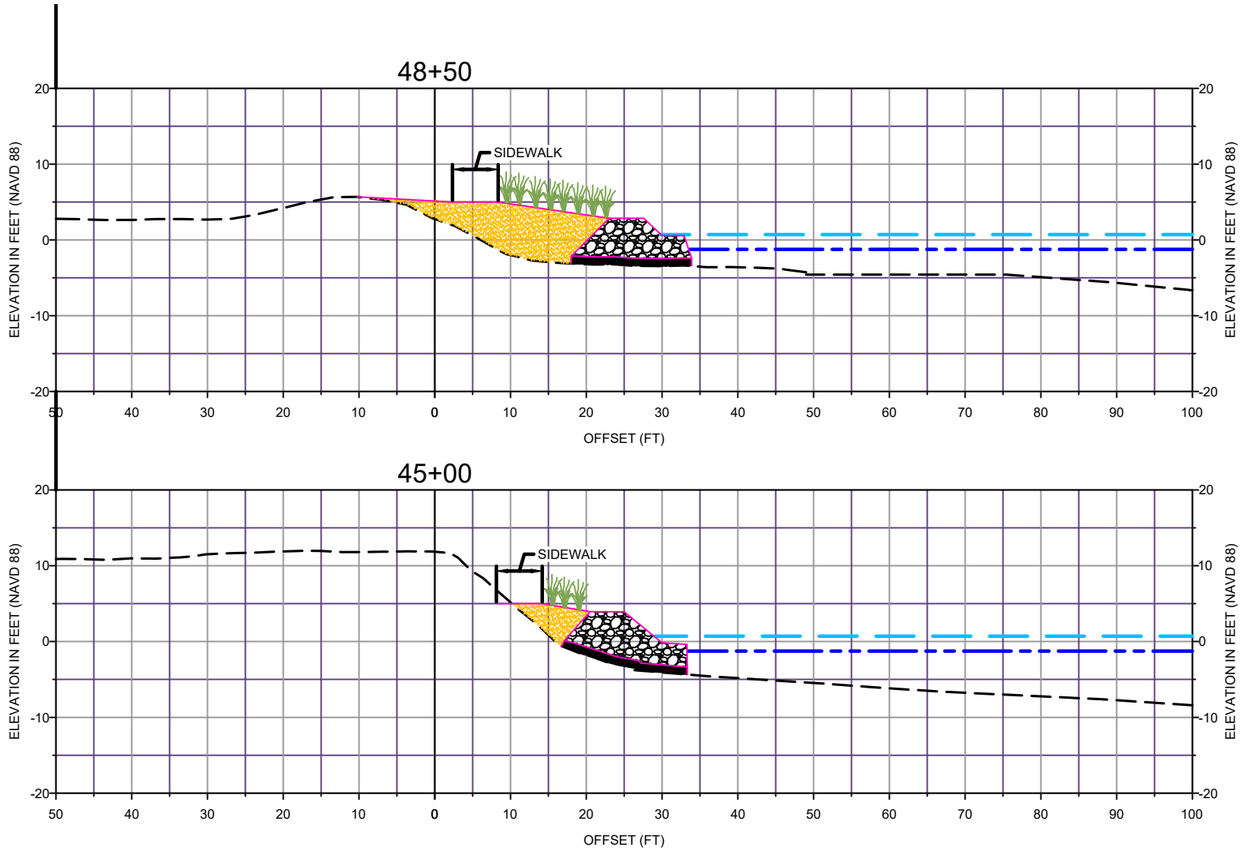
FILL AREAS

MEAN HIGH WATER LINE (0.70 FT NAVD88)

MEAN LOW WATER LINE (-1.26 FT NAVD88)

1"=10' SCALE 10 5 0 10 20 FEET

TAMPA PREPARATORY SCHOOL



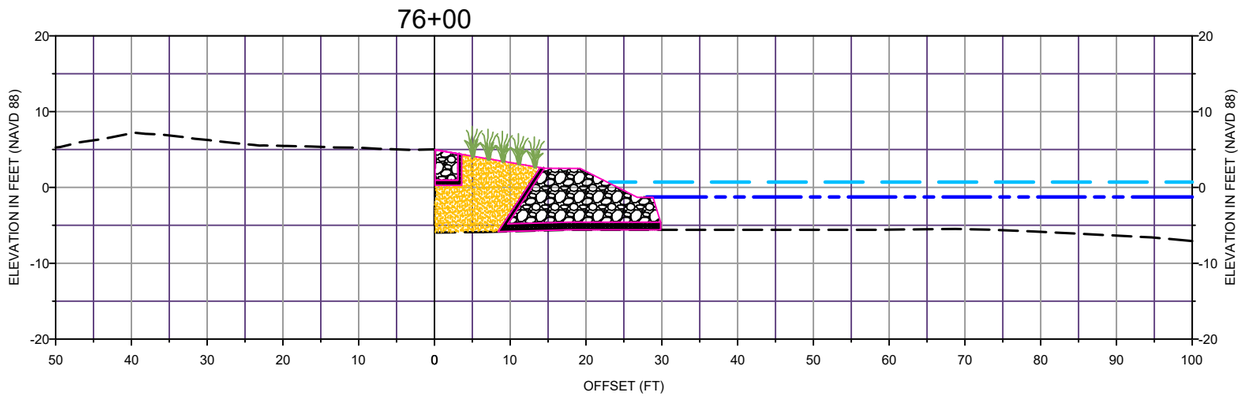
REVISIONS				PROFESSIONAL TYPE	CITY OF TAMPA MOBILITY DEPARTMENT				SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	BRYAN D. FLYNN, PE LICENSE NUMBER: FL 70856 ENVIRONMENTAL SCIENCE ASSOCIATES 5404 CYPRESS CENTER DRIVE, SUITE 125 TAMPA, FL 33609	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		C-9
					ROAD #	HILLSBOROUGH	PROJECT ID		

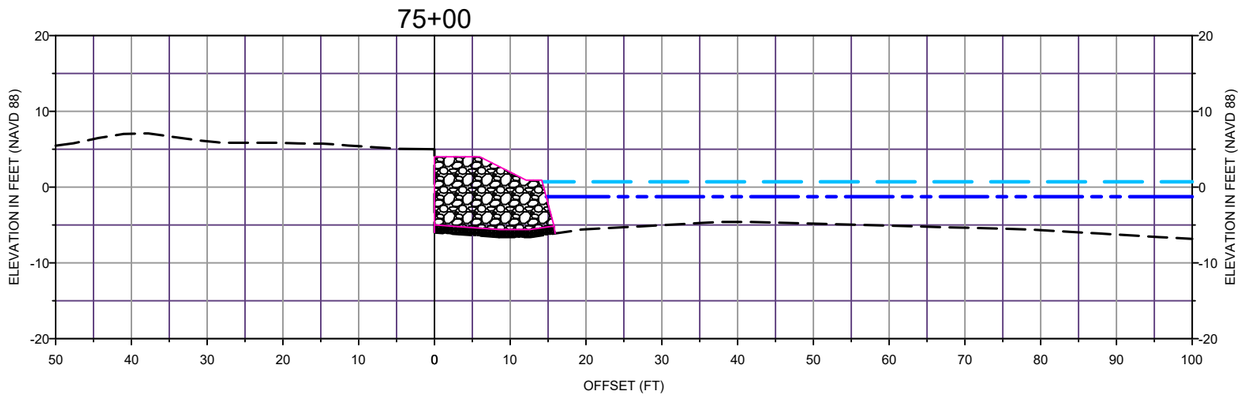
LEGEND:

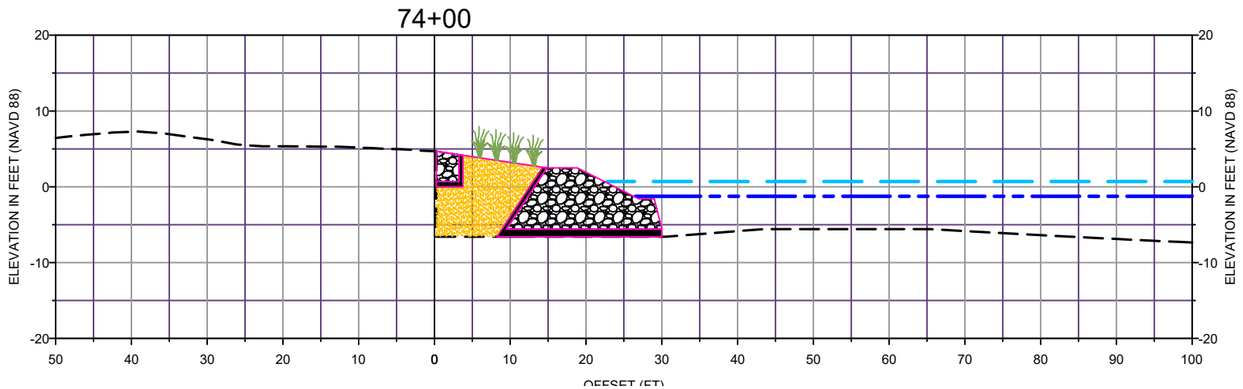
- MEAN HIGH WATER LINE (0.70 FT NAVD88)
- MEAN LOW WATER LINE (-1.26 FT NAVD88)
- RIP-RAP
- BEDDING STONE
- FILL AREAS

BLAKE HIGH SCHOOL

1"=10' SCALE 10 5 0 10 20 FEET







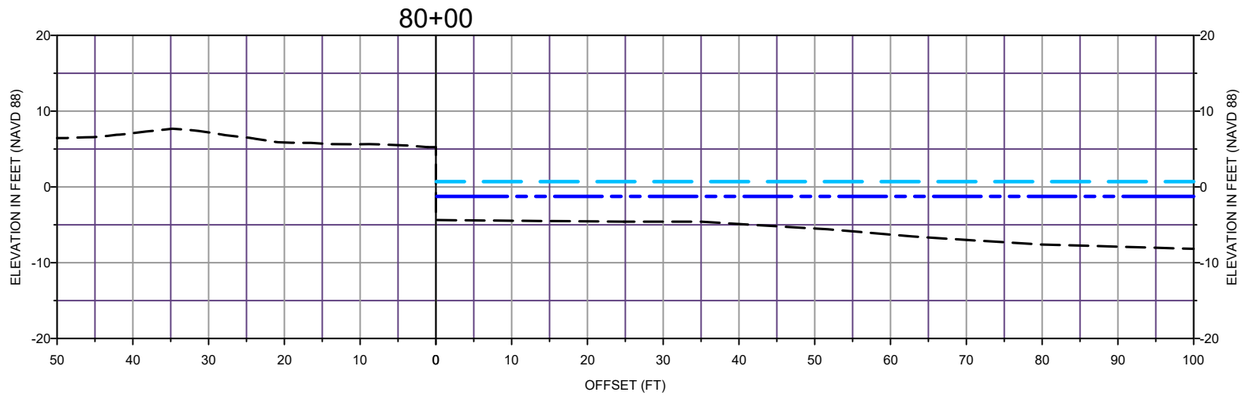
REVISIONS				PROFESSIONAL TYPE	CITY OF TAMPA MOBILITY DEPARTMENT				SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	BRYAN D. FLYNN, PE LICENSE NUMBER: FL 70856 ENVIRONMENTAL SCIENCE ASSOCIATES 5404 CYPRESS CENTER DRIVE, SUITE 125 TAMPA, FL 33609	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		C–10
					ROAD #	HILLSBOROUGH	PROJECT ID		

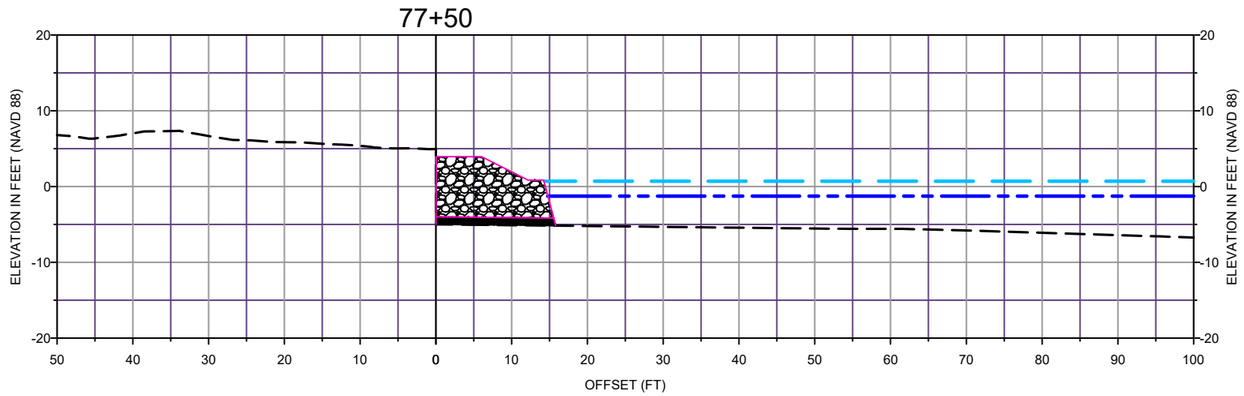
LEGEND:

- MEAN HIGH WATER LINE (0.70 FT NAVD88)
- MEAN LOW WATER LINE (-1.26 FT NAVD88)
- RIP-RAP
- BEDDING STONE
- FILL AREAS

BLAKE HIGH SCHOOL

1"=10' SCALE: 10 5 0 10 20 FEET





REVISIONS				PROFESSIONAL TYPE	CITY OF TAMPA MOBILITY DEPARTMENT				SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	BRYAN D. FLYNN, PE LICENSE NUMBER: FL 70856 ENVIRONMENTAL SCIENCE ASSOCIATES 5404 CYPRESS CENTER DRIVE, SUITE 125 TAMPA, FL 33609	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		C–11
					ROAD #	HILLSBOROUGH	PROJECT ID		

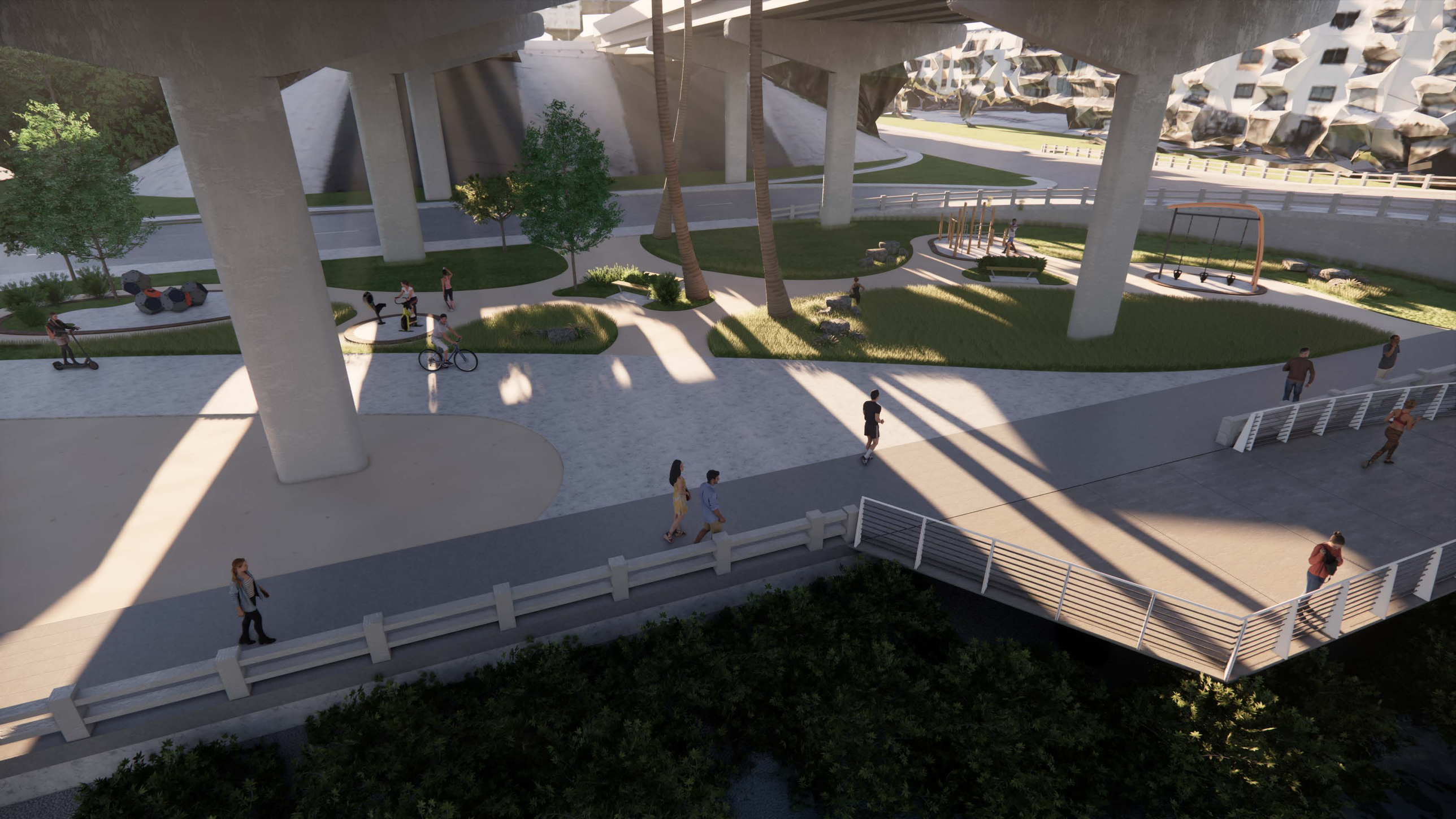
Renderings

Varies	6’ Existing Sidewalk	10’	10’	3’ Buffer	10’ Cycle Track	Varies	8’ Proposed Sidewalk

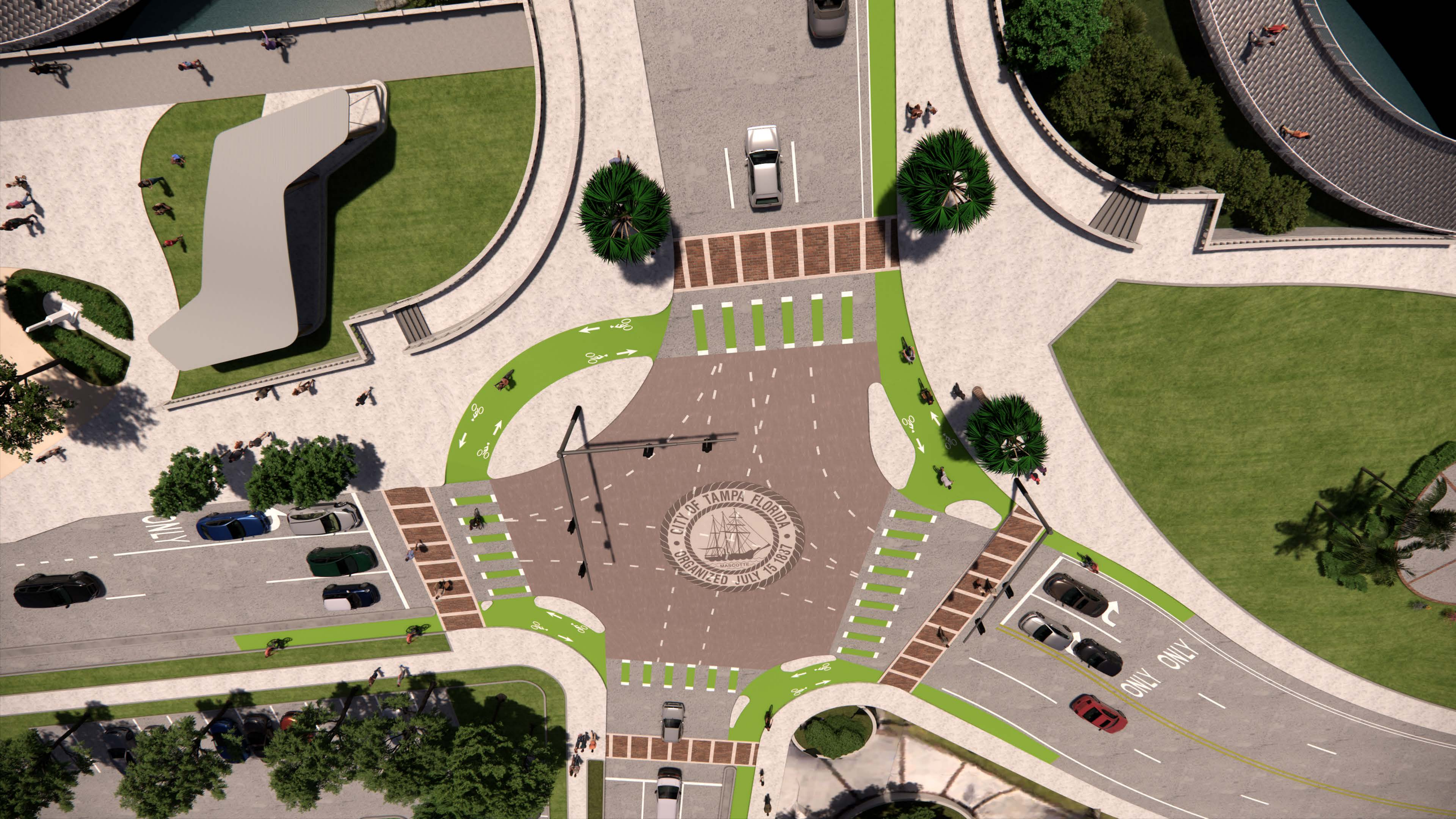
6’	8’	10’	10’	8’	3’	8’	6’
Proposed Sidewalk	Parking			Parking	Buffer	Cycle Track	Proposed Sidewalk

6’	6’ Proposed Sidewalk	10’	10’	3’ Buffer	10’ Cycle Track	Varies	8’ Proposed Sidewalk

Varies	6’ Proposed Sidewalk	10’	10’	3’ Buffer	14’ Cycle Track	6’ Proposed Sidewalk	Varies

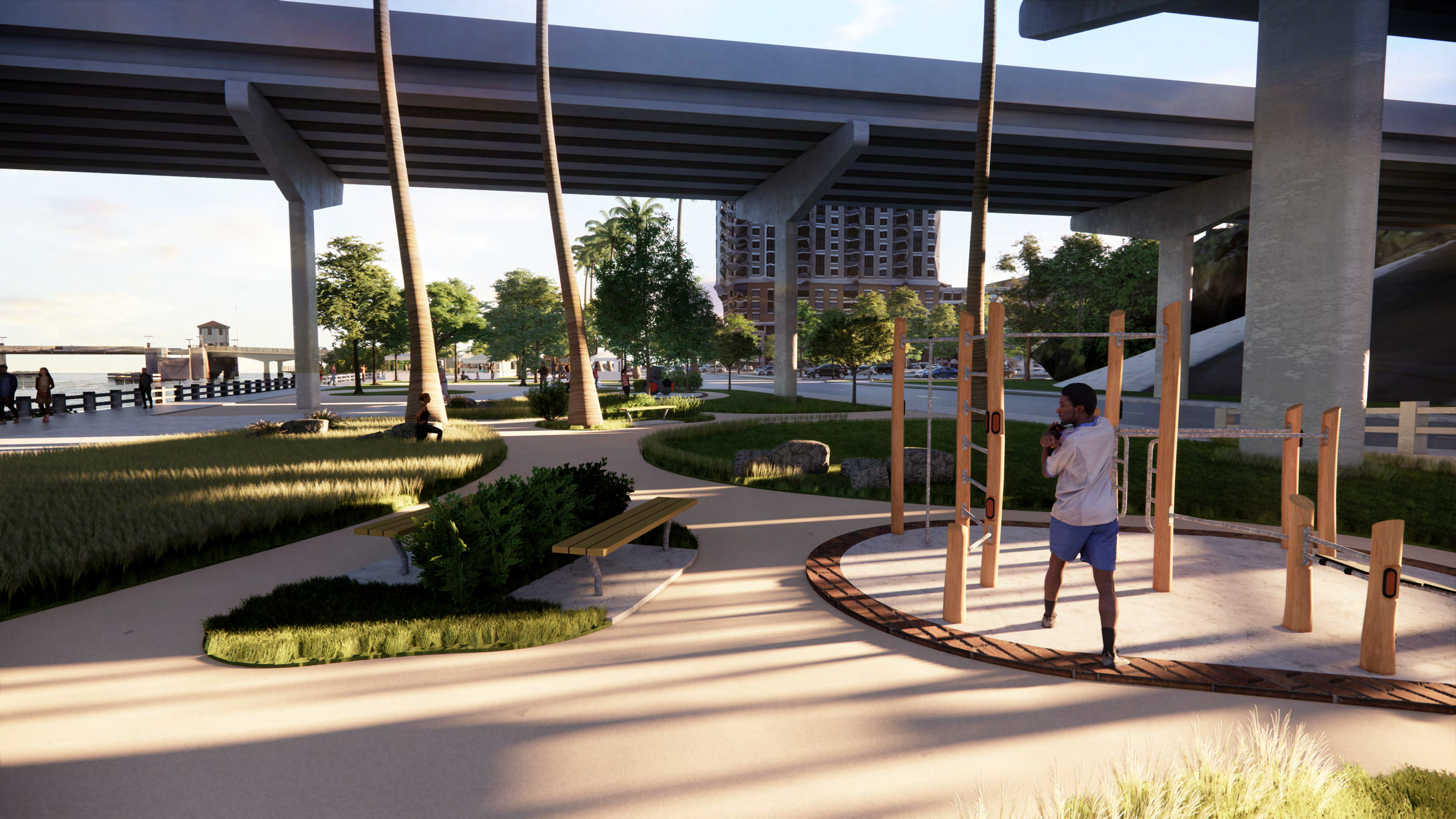



Publix


CITY OF TAMPA FLORIDA
MASCOTTE
ORGANIZED JULY 15 1837
ONLY
ONLY ONLY

ONLY


Publix




hello
COFFEE & ESPRESSO
LOCAL FOOD
ARTISAN BREAD

HASKELL

ATC

Approved Haskell Team ATC Narrative and Drawings

ATC 2 – An Alternate Pedestrian, Bicycle and Micromobility Facility

City Response: ATC accepted, proposed design must meet the requirements in the revised criteria noted under Addendum 6.

a. Description

In order to increase the City's Low Stress Bike Network, provide corridor continuity, improve pedestrian and cyclist safety and reduce impacts to existing granite curbs — ATC-2 proposes an equivalent alternate pedestrian, bicycle and micro-mobility facility. This will be separated from automobile traffic per NACTO Urban Street Design Guide and NACTO Urban Bikeway Design Guide concept along Rome Ave. from Spruce St. to Columbus Dr..

ATC-2 will provide a dedicated on-street bicycle facility and two urban sidewalks in place of the 12' shared use trail prescribed by the design criteria. The alternative facility will utilize either a buffer bike lane or two-way cycle track per NACTO Urban Bikeway Design Guide instead of the conceptual design of 8' parallel parking bays and 12' shared use path.

The equivalent multi-modal facility is comprised of two (2)-10' driving aisles, on-street bicycle facility (10' two-way cycle track with 3' buffer, or two (2)-6' buffered bike lanes) and 6' urban sidewalk with 4'-10' furniture/ landscape opportunity zone.

b. Usage

The north end of Rome Ave. between Spruce St. and Columbus Dr. — excluding segment designed/ constructed by the Rome Yard developer (between W. Palmetto St. and N. Oregon Ave./W. Saint Louis St.).

c. Deviations

The alternative will require deviations from the Complete Street Criteria – Rome Ave. (Spruce St. to Columbus Dr.) of the Design Criteria Package, bullets four and six.

Bullet Four Modification:

On the east side of the road between W. Spruce St. and the proposed trail at the MLK Jr. Rec Center site (approximately W. Palmetto St.), design/construct a 12' minimum width shared-use trail, or equivalent pedestrian, bicycle and micro-mobility facilities (multi-modal) separated from automobile traffic per NACTO Urban Street Design Guide and NACTO Urban Bikeway Design Guide. Include a 4'-wide furniture zone between the back of curb and the proposed trail, all within the existing right-of-way.

Bullet Six Modification:

On the east side of the road between W. St. Louis St. and W. Columbus Dr. design/construct as 12' minimum width shared-use trail, or equivalent pedestrian, bicycle and micro-mobility facilities (multi-modal) separated from automobile traffic per NACTO Urban Street Design Guide and NACTO Urban Bikeway Design Guide. Include a 4'-wide (excluding the width of the trail) furniture zone between the back of curb and the proposed trail, as will fit within the existing right-of-way.

d. Analysis

Improved pedestrian, bicycle and micro-mobility facility:

ATC-2 provides dedicated facilities for various modes of transportation. Where the Design Criteria prescribes a 12' shared use path to accommodate all bicycle and pedestrian demands, the alternative provides a total of 16' of pavement across their respective dedicated facilities to accommodate the same needs.

- ATC-2 will place the 6' urban sidewalk along the east right-of-way line and will provide a minimum 4' furniture zone. In some areas, the furniture zone can be extended (up to 10') and incorporate much needed landscape opportunity zones.

- Per NACTO Urban Street Design Guide — 5'-7' sidewalks are adequate for accommodating pedestrian volumes in an urban residential setting. Given the current and future land-use for this portion of Rome Ave., it will largely serve in a residential context. NACTO specifies a desired 6' minimum sidewalk and 8' where the sidewalk is directly adjacent to moving traffic. Given that the proposed alternative will be separated by an on-street bicycle facility and an additional 4'-10' furniture zone, the NACTO desired minimum of 6' should be accepted.
    - If the Rome Yard development includes a number of commercial spaces fronting Rome Ave. that warrant additional widths, a frontage zone can be easily constructed at a future date.
- 6' Urban sidewalk will provide continuity of civil infrastructure with the remainder of the Rome Ave. corridor.

Enhanced Continuity of Corridor Civil Infrastructure:

An on-street dedicated bicycle facility and urban sidewalk typical section will provide continuity of the civil infrastructure throughout the Rome Ave. corridor. This will minimize the amount of transitions cyclists will need to navigate as they travel through the various segments of Rome Ave., providing a safer low stress network.

Potential Cost Savings:

The provided conceptual design is anticipated to impact both existing curb/gutter lines along Rome Ave. between Spruce St. and Columbus Dr. ATC-2 will decrease impacts to curb/gutter lines, and in turn reduces adjustments and/or modifications to existing drainage structures and associated underground facilities.

When measuring from the west — the existing curb line to the eastern right-of-way line, there is roughly 43.5' to facilitate the proposed work if the western curb line is to be maintained.

- Conceptual design:
    - Two (2) – 10' driving aisles, 8' parking bay, 0.5' granite curb, 4' furniture zone and 12' shared use path.
    - Conceptual width from west curb to right-of-way = 44.5' > 43.5' allowable
- Alternative design:
    - Two (2) – 10' driving aisles, 3' buffer, 10' two-way protected cycle track, 0.5' granite curb, 4' furniture zone, and 6' sidewalk.
    - Alternative width from west curb to right-of-way = 43.5' = 43.5' allowable

While ATC-2 may have a marginal cost benefit (under $100,000), its primary benefits are safety, quality and operations.

In areas where the eastern curb line is maintained, the proposed design will allow the pavement widening to the west. The design will also provide additional widths along the east side of the corridor that can be added to the 4' furniture zone and creates additional opportunities for landscaping.

e. Impacts

Providing dedicated facilities for the various modes of transportation in place of a shared use trail will improve pedestrian, bicycle and micro-mobility experience. It will also improve safety and increase the City's Low Stress Bike Network. The corridor will benefit from an enhanced continuity of civil infrastructure. Areas where additional widths can be provided to the furniture zone will have added opportunities for landscaping to reduce the heat island effect. A new typical section will reduce impacts to existing curbs by allowing one side to remain and containing proposed work within the right-of-way.

f. Risks

ATC-2 will not impose additional risk to the City or third parties.

g. Quality

ATC-2 prioritizes cyclists and pedestrians over cars to reinforce multimodal mobility. The removal of the 8’ parking bays and 12’ shared use path provides 10’ of pavement dedicated to cyclists and 6’ of sidewalk dedicated to pedestrians. This alternative increases the total pavement provided to alternative modes of travel by 4’ compared to the concept plans.

- The proposed 6’ sidewalk will be constructed at the right-of-way line where future frontage zone requirements can be proposed and constructed with Rome Yard Development if commercial frontage warrants wider pedestrian zones.

The alternative provides a safer, low stress bicycle facility due to the dedicated space for different modes of transportation, continuity of civil infrastructure and the reduction of transitions between bicycle facilities.

Opportunities for landscaping in the additional furniture zone will provide protection for pedestrians while improving user experience and reducing the heat island effect.

h. Operations

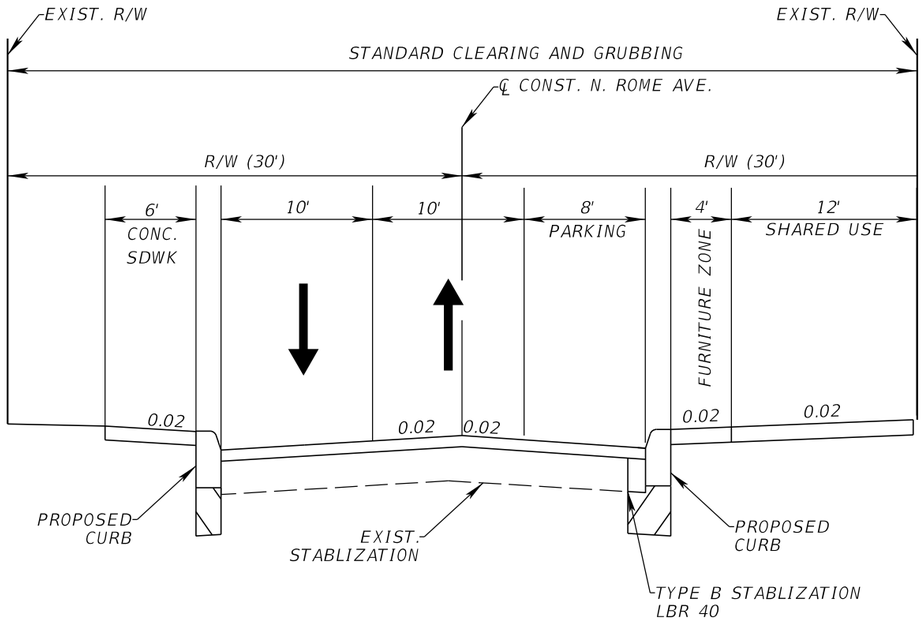
ATC-2 will improve operations due to dedicated cycle and pedestrian facilities in place of the shared use trail.

i. Maintenance

Additional maintenance considerations should be given to upkeep of protection element and pavement markings along the bicycle facility.

j. Anticipated Life

No changes to anticipated life associated with ATC-2.



TYPICAL SECTION

PROVIDED CONCEPT
12' SHARED USE PATH

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

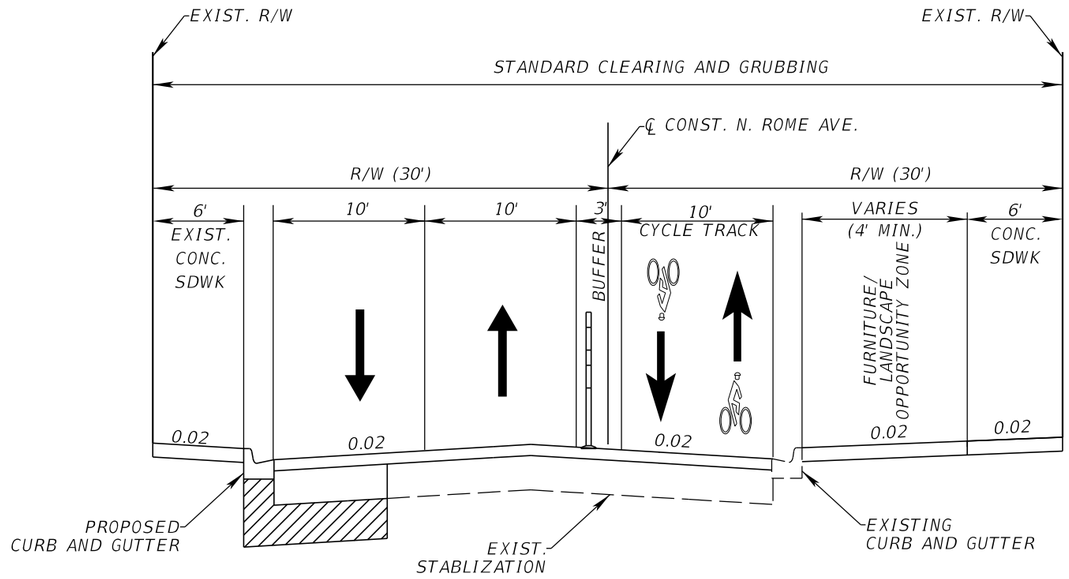
OLIVER P. SHAHBAZIAN
P.E. LICENSE NUMBER 85606
THE HASKELL COMPANY
111 RIVERSIDE AVE.
JACKSONVILLE, FL 32202
PHONE: 904-791-4500

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	HILLSBOROUGH	

ATC EXHIBIT 2.1
TYPICAL SECTION
PROVIDED CONCEPT

SHEET NO.
EX 2.1



TYPICAL SECTION OPTION 1

TWO-WAY CYCLE TRACK PRESERVING EAST EXIST. CURB

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

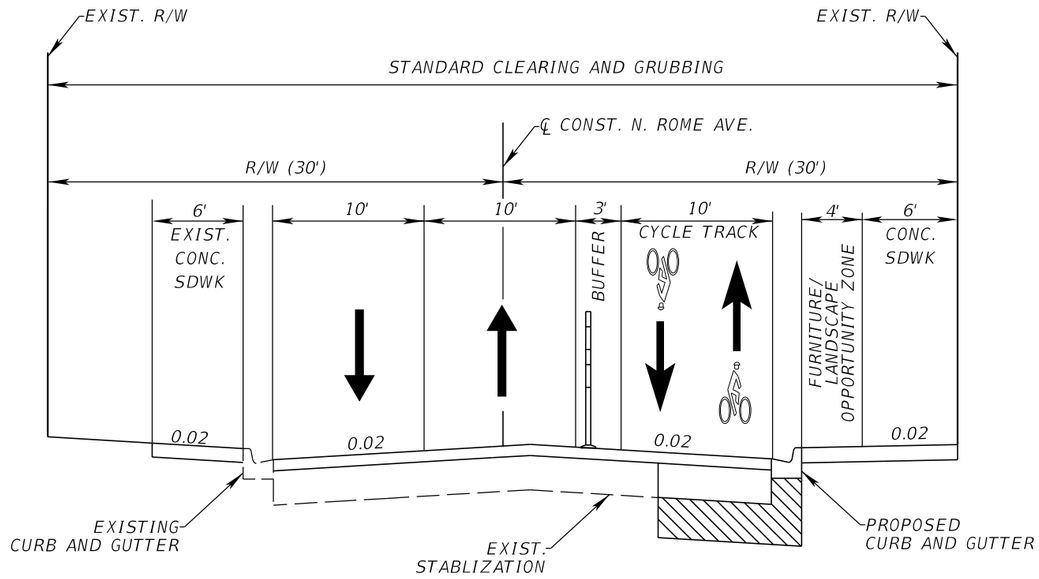
OLIVER P. SHAHBAZIAN
P.E. LICENSE NUMBER 85606
THE HASKELL COMPANY
111 RIVERSIDE AVE.
JACKSONVILLE, FL 32202
PHONE: 904-791-4500

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	HILLSBOROUGH	

ATC EXHIBIT 2.2
TYPICAL SECTION
OPTION 1 - EAST CURB

SHEET NO.
EX 2.2



TYPICAL SECTION OPTION 1

TWO-WAY CYCLE TRACK PRESERVING WEST EXIST. CURB

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

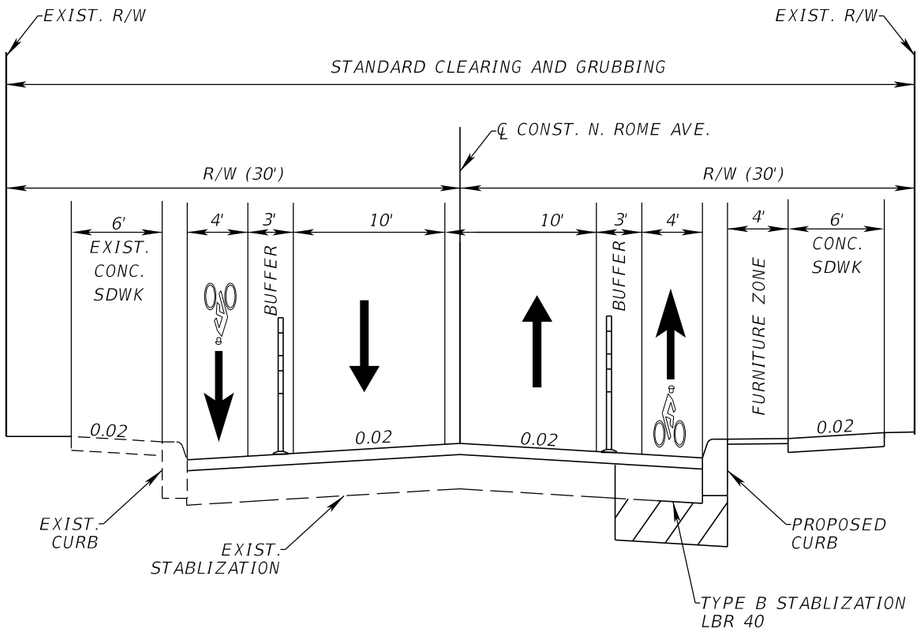
OLIVER P. SHAHBAZIAN
P.E. LICENSE NUMBER 85606
THE HASKELL COMPANY
111 RIVERSIDE AVE.
JACKSONVILLE, FL 32202
PHONE: 904-791-4500

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	HILLSBOROUGH	

ATC EXHIBIT 2.3
TYPICAL SECTION
OPTION 1 - WEST CURB

SHEET NO.
EX 2.3



TYPICAL SECTION OPTION 2

BUFFERED BIKE LANES

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

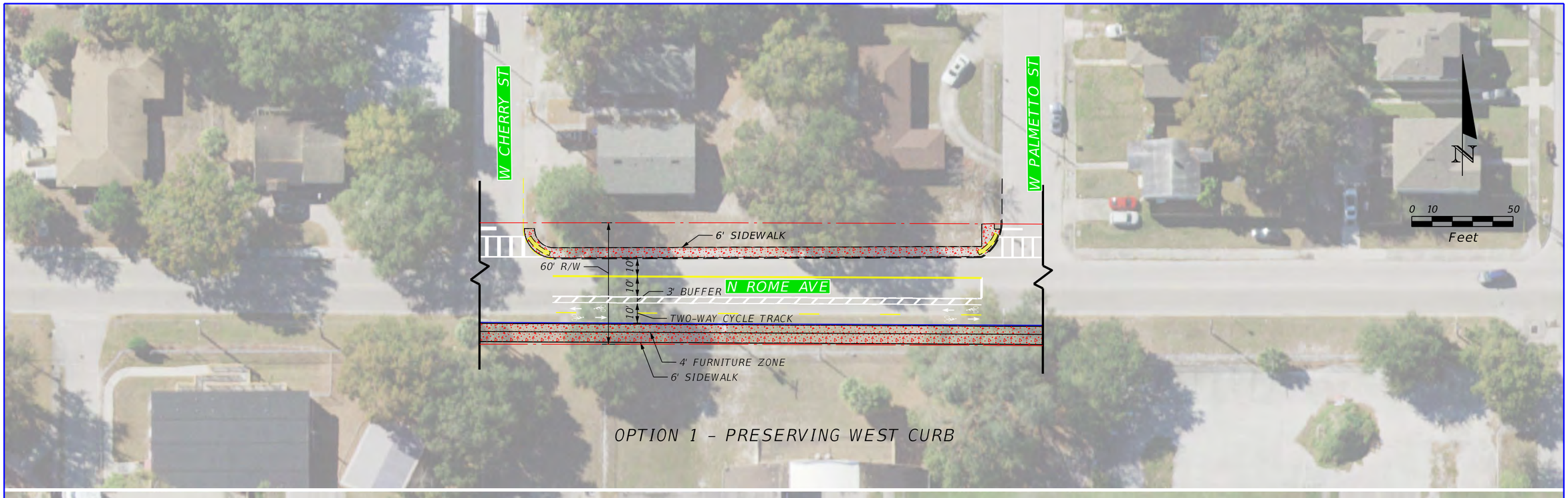
OLIVER P. SHAHBAZIAN
P.E. LICENSE NUMBER 85606
THE HASKELL COMPANY
111 RIVERSIDE AVE.
JACKSONVILLE, FL 32202
PHONE: 904-791-4500

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

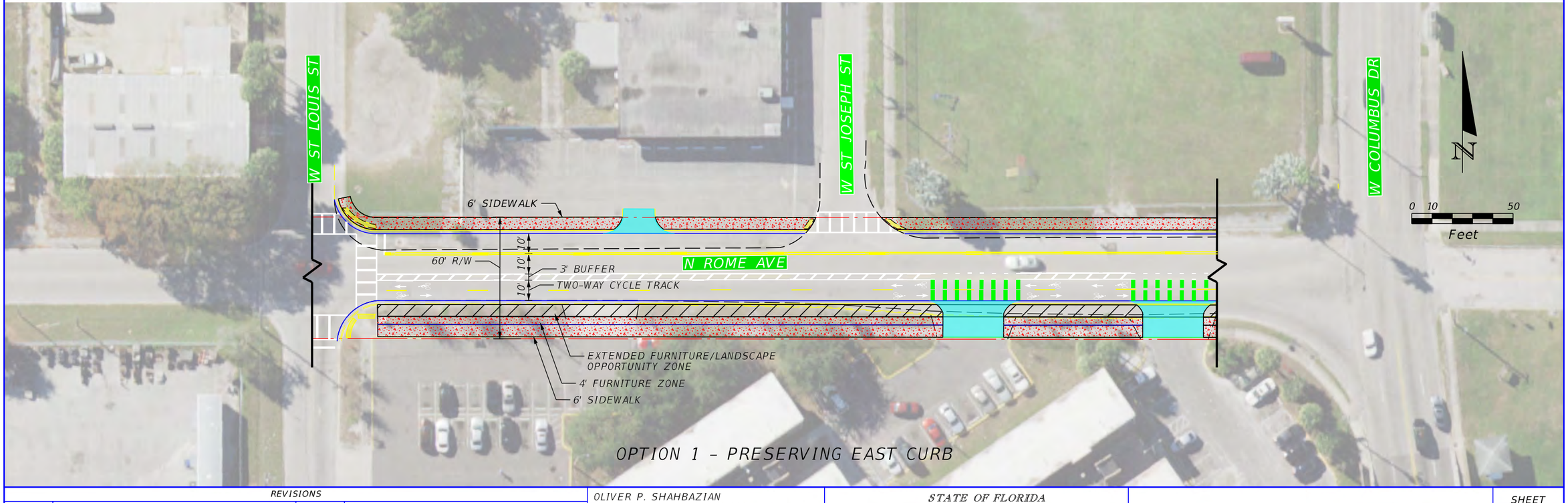
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	HILLSBOROUGH	

ATC EXHIBIT 2.4
TYPICAL SECTION
OPTION 2 - BIKE LANE

SHEET NO.
EX 2.4



OPTION 1 - PRESERVING WEST CURB



OPTION 1 - PRESERVING EAST CURB

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

OLIVER P. SHAHBAZIAN
P.E. LICENSE NUMBER 85606
THE HASKELL COMPANY
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STATE OF FLORIDA
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	HILLSBOROUGH	

ATC EXHIBIT 2.5
OPTION 1 - PLAN EXAMPLE

SHEET NO.
EX 2.5


SunTrust
HASKELL