

**PRELIMINARY REPORT
CODE ENFORCEMENT PROGRAM
FLORIDA E-9, AREA "B"
PROPOSED PUBLIC IMPROVEMENTS**

MARCH, 1972

Prepared by
DIAZ, SECKINGER & ASSOCIATES, INC.
Engineers Planners
for the

CITY OF TAMPA

D.P.W. File No. C-22-7

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BY: PUB. WKS.
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Wayne Jump

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PRELIMINARY REPORT

PROPOSED PUBLIC IMPROVEMENTS, C.E.P. FLA. E-9, AREA "B"

REVIEWED AND APPROVED

Wayne Jump, Supt., Dept. of Public Works

Ronald T. Rotella, Director, C.E.P., Fla. E-9

Joel Koford, Director, Metropolitan Development Agency

Sherwood Hiller, Engineer, Traffic Planning

Herman Massey, Supt., Park Dept.

John Crislip, Director, Hillsborough County
Planning Commission

Melvin B. Smith, Comptroller

DIAZ, SECKINGER AND ASSOCIATES
Engineers Planners
Tampa Florida

PRELIMINARY REPORT
PUBLIC IMPROVEMENTS
CODE ENFORCEMENT PROGRAM, FLORIDA E-9
AREA "B"
PUBLIC WORKS FILE NO. C-22-7

Prepared For
THE
CITY OF TAMPA

March, 1972

Mayor

Dick A. Greco, Jr.

City Council

Richard L. Cheney, Chairman

Vincent J. Meloy
Lee Duncan
Lloyd Copeland

Catherine Barja
Joe Chillura, Jr.
Joe Kotvas

W. L. Stark, City Clerk

Wayne Jump, Superintendent of the Department of Public Works

D I A Z, S E C K I N G E R & A S S O C I A T E S, I N C.
Engineers Tampa Planners Florida



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ROBERT B. DRIVER, P.E.

March 2, 1972

Honorable Mayor and City Council
CITY OF TAMPA
City Hall
Tampa, Florida

ATTENTION: MR. WAYNE JUMP, SUPERINTENDENT
DEPARTMENT OF PUBLIC WORKS

RE: PRELIMINARY REPORT - PUBLIC IMPROVEMENTS
CODE ENFORCEMENT PROGRAM, FLORIDA E-9
AREA "B"
PUBLIC WORKS FILE NO. C-22-7
DSA CM. NO. 7050-F

Gentlemen:

In accordance with the terms of our Agreement of April 19, 1971, we present our Preliminary Report on Public Improvements within Area "B" of the Code Enforcement Program, Florida E-9.

This report presents the results of a comprehensive engineering evaluation of the street needs within the study area and outlines the recommended improvements to fill these needs.

The drainage system recommended for construction in conjunction with the street improvement program is based on the analysis and recommendations set forth in the Preliminary Report - Phase I, of the Eastern Branch of the 29th Street Outfall Drainage System, dated February 7, 1972.

Also presented is a comprehensive project time schedule showing actual and revised completion dates compared with previously furnished dates. The revised dates have been established as a result of discussions held with the Federal Program Directors who administer the funds required for project implementation. Cost estimates are given for the work proposed in terms of the participating Federal Agencies.

We appreciate this opportunity to provide professional engineering services to the City of Tampa, and we look forward to beginning work on the Final Design Stage of this project.

Respectfully submitted,

DSA / ENGINEERS - PLANNERS

Allen H. Seckinger
Allen H. Seckinger, P.E.
President

AHS/jtp

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CONCLUSIONS AND RECOMMENDATIONS

Based upon field investigation and evaluation of the street needs in Area "B" of the Code Enforcement Program, Florida E-9, the design and cost data presented herein, and the recommendations presented in the Preliminary Report - Phase I of the Eastern Branch of the 29th Street Outfall Drainage System which includes Area "B", the following conclusions were reached:

1. Most of the existing streets are narrow and the pavement is in poor condition.
2. The majority of the area is not presently served by any type of storm sewer system.
3. Considerable street improvements and construction of a storm drainage system in the study area will be necessary to provide the study area with adequate public facilities.
4. Additional drainage improvements to the 29th Street Outfall Drainage System outside the study area will be necessary in order to insure the proper function of the drainage system within the study area.

In view of the above conclusions and the other considerations outlined within this Report, the following recommendations are, therefore, presented:

1. It is recommended that the street improvements as shown herein on EXHIBIT "A" be adopted for implementation, and the necessary rights-of-way acquired.
2. It is recommended that the drainage system for Area "B" - C.E.P., Fla. E-9, as shown on EXHIBIT "D", and as recommended in the Preliminary Report - Phase I, Eastern Branch of the 29th Street

Outfall Drainage System, be adopted for implementation.

3. It is recommended that the City authorize the Engineers to proceed with the Final Design Stage of the public improvements in Area "B" - C.E.P., Fla. E-9, which includes preparation of Final Construction Plans, Specifications and Contract Documents.
4. It is recommended that the street improvements be constructed concurrently with the construction of the storm sewer system within Area "B" - C.E.P., Fla. E-9.
5. It is recommended that the required improvements to the 29th Street Outfall Drainage System outside Area "B" - C.E.P., Fla. E-9, below Interstate Highway 4 to McKay Bay, as shown on EXHIBIT "C", be adopted for implementation concurrently with the drainage system for Area "B" - C.E.P., Fla. E-9.

It is possible that based on the final recommendations of the Preliminary Report - Phase II, Western Branch and Common Outfall of the 29th Street Outfall Drainage System, which is presently being prepared, it may be practical to stage the construction of these outfall improvements to reduce the initial capital costs. The final decision should not be made until this Phase II Report has been completed.

6. It is recommended that the City authorize the Engineers to proceed with the Final Design, preparation of Final Construction Plans, Specifications and Contract Documents on the required improvements to the 29th Street Outfall Drainage System from Interstate Highway 4 to McKay Bay upon completion and in accordance with the final recommendations of the Preliminary Report - Phase II, Western Branch

and Common Outfall of the 29th Street Outfall Drainage System, so
that this work may be done concurrently with the public improvements
in Area 'B' - C.E.P., Fla. E-9.

INTRODUCTION AND AUTHORIZATION

This engineering Report has been prepared in accordance with the Agreement dated April 19, 1971, between the City of Tampa, Hillsborough County, Florida, and Diaz, Seckinger and Associates, Engineers - Planners. The Agreement authorized the preparation of a Preliminary Design Stage Report covering plans for public improvements in Area "B", Code Enforcement Program, Florida E-9.

The purpose of this Report is, therefore, to present an analysis of the street needs within the study area, including preliminary plans and cost estimates for street, sidewalk, curb, and curb and gutter construction within the boundaries of Area "B", Code Enforcement Program, Florida E-9, as shown on EXHIBIT "A" - STREET IMPROVEMENTS PLAN, and EXHIBIT "E" - STREET TYPICAL SECTIONS.

Included in the recommended public improvements outlined in this Report is a storm sewer system designed to provide drainage for the entire study area. This drainage system is a part of a larger system proposed to provide drainage for the Eastern Branch of the 29th Street Outfall Drainage System.

In an earlier report entitled "Preliminary Report - Phase I, Eastern Branch, 29th Street Outfall Drainage System", and furnished to the City on February 7, 1972, the Engineers outlined the results of a comprehensive drainage study for a large area generally bounded by Hillsborough Avenue on the north, I-4 on the south, 37th Street on the east, and 29th Street on the west. Area "B" - C.E.P., Fla. E-9, falls within these boundaries. The scheme recommended by the Engineers as the most desirable and economical to drain this basin is shown on EXHIBIT "C" - DRAINAGE IMPROVEMENT PLAN - EASTERN BRANCH - 29TH STREET OUTFALL DRAINAGE SYSTEM.

The recommendations of this Report have been used as a basis for the determination of necessary drainage construction in the study area, which is shown on EXHIBIT 'D' - DRAINAGE IMPROVEMENT PLAN - AREA 'B'.

DESIGN CRITERIA

The Design Criteria presented herein was selected by the Engineers in order to provide uniformity of design throughout this study and will be adhered to in the preparation of Final Construction Plans.

1. 0.20% minimum gutter grade.
2. 1/4" per ft. minimum pavement cross slope.
3. 6" minimum base thickness.
4. 1" minimum thickness Asphaltic Concrete Wearing Course - Type I.
5. Thickness of Type II Leveling Material shall be as required.
6. Right-Of-Way to be acquired where necessary for intersection improvements and street widening to meet normal City of Tampa Standards. Where acquisition of additional right-of-way is considered impractical due to economic considerations, the existing right-of-way shall be utilized by varying the distance between the back of curb and sidewalk.
7. 20' minimum return radius (measured to back of curb).

PROPOSED STREET IMPROVEMENTS

Area "B", Code Enforcement Program, Florida E-9, is in an older section of the City of Tampa. The general location is east of 30th Street (Tampa Northern R.R.), west of 37th Street (S.C.L.R.R), south of Buffalo Avenue, and north of Interstate Highway 4 (S.R. 400) as shown on EXHIBIT "A" - STREET IMPROVEMENTS PLAN.

A detailed field survey of the study area was conducted and the street needs were reviewed and evaluated with the City of Tampa Department of Public Works personnel. Most of the streets were found to be narrow; without curb or curb and gutter, and sidewalks; and pavement surfaces were found to be badly deteriorated.

Streets were classified as "local, collector, or arterial" according to their present use and anticipated traffic volumes after improvement. Based on these classifications and the nature of the improvements required, typical sections were selected, following the City of Tampa standards for streets. The sections are shown on EXHIBIT "E" - STREET TYPICAL SECTIONS (2 SHEETS).

In determining street alignment, the relationship between the standard typical section used by the City and the existing right-of-way width was studied for each street. Intersection geometry was also investigated so that smooth alignments on intersecting streets could be maintained through major intersections and abrupt jogs in alignment eliminated. Preliminary plans of proposed street improvements are shown on EXHIBIT "H" - AERIALS OF PROPOSED STREET IMPROVEMENTS (9 SHEETS).

In those cases where the standard typical section did not fit the existing right-of-way because of alignment, widening, or intersection improvements, consideration was given to varying the grass strip between the curb and sidewalk to avoid right-of-way acquisition. However, on major streets, such as collectors and arterials, where it is imperative that the standard typical section be maintained from a safety standpoint or because of utility location, additional right-of-way must be acquired. On minor local streets, acquisition of additional right-of-way was avoided by varying the grass strip. Areas where additional right-of-way is to be acquired are indicated on EXHIBIT "B"-RIGHT-OF-WAY PLANNING MAP and on EXHIBIT "H" - AERIALS OF PROPOSED STREET IMPROVEMENTS (9 SHEETS).

The proposed street improvements will necessitate the acquisition of additional rights-of-way on the following streets:

1. 34th Street from 28th Avenue to Buffalo Avenue
2. 21st Avenue from 30th Street to 34th Street
3. 28th Avenue from 33rd Street to 34th Street
4. 30th Street from south of Lindell to Buffalo Avenue
5. Lake Avenue from 35th Street to 40th Street
6. 17th Avenue from Yale Street to 32nd Street

In addition, a 30 foot drainage easement must be acquired for storm sewer construction in the vicinity of 31st and 32nd Street south of Lindell Avenue.

SPECIAL PROBLEM AREAS
AND RECOMMENDED SOLUTIONS

In studying the street improvement needs within Area "B", Code Enforcement Program, Florida E-9, areas of specific problems were defined, which required special treatment. A brief description, analysis and recommended solution for each of these problem areas is outlined below:

1. In anticipation of a possible traffic problem on 34th Street between Lake Avenue and Buffalo Avenue, the City of Tampa Traffic Engineer was asked to study this area and report his findings. Based on data recommended by the Florida Department of Transportation in TOPICS Studies, an average annual increase of 7.1% in traffic was projected. Over a ten year period the anticipated traffic through this section reaches 5,845 vehicles per day. Since the capacity of a four lane section is approximately 5,000 vehicles per day, this four-lane section is required in eight years. In view of the results of this traffic analysis, the City Traffic Engineer recommended that serious consideration be given to four-laning 34th Street from Lake Avenue to Buffalo Avenue, both of which are considered major arterials, under this project.

It is the recommendation of the Engineers, therefore, that this section of 34th Street be four-laned and, in addition, that left-turn storage lanes be provided in all four quadrants of the Lake Avenue - 34th Street intersection to insure proper function of the streets. Funding for this work should be

requested under the Model Cities Program.

2. In view of previous indications that the City intends to four-lane 34th Street from the present four-lanes north to 21st Avenue, and based on the above recommendations that 34th Street be four-laned from Lake Avenue to Buffalo Avenue, it is recommended that serious consideration be given to completing the four-laning between 21st Avenue and Lake Avenue. Allowing this 8 block, two-lane bottle-neck to remain between four-lane sections will reduce the overall capacity of 34th Street, and will create a safety hazard for the motoring public. Funds for four-laning this section should be requested under the Model Cities Program as soon as possible, so that this may be included in the overall construction program in Area "B", C.E.P., Fla. E-9.

3. A situation similar to that outlined in part 2, above occurs on Lake Avenue at the East Boundary of Area "B", near 37th Street. The improvements to Lake Avenue in Area "B" are not compatible with the existing section between 37th Street and 40th Street. It is recommended that the proposed typical section used in Area "B" be carried outside the boundary to connect with 40th Street, a major arterial, in order to maintain uniform traffic flow and capacity between 34th and 40th Streets. Funds for this extension, outside Area "B", should be requested under Planned Variation.

4. In reviewing the needed street improvements on 37th Street between the North Boundary of Area "B" and Lake Avenue, several alternates were studied:
 - a. Develop the full typical section between these limits, acquiring additional right-of-way either from the railroad on the east or an existing cemetery on the west or both, south of Lindell Avenue.
 - b. Develop the full typical section between the North Boundary of Area "B" and Lindell Avenue, closing the street south of Lindell Avenue.
 - c. Develop the full typical section between the North Boundary of Area "B" and Lindell Avenue, leaving the street open but unimproved south of Lindell Avenue.

Due to the problems associated with acquiring right-of-way from railroads and cemeteries, and since access must still be provided to the cemetery, even though traffic volumes are extremely light, it is recommended that alternate c. above be adopted.

5. Although the typical sections provide for sidewalk on both sides of 37th Street and 30th Street, in order to do this adjacent to the railroad, additional right-of-way would be required. In addition, pedestrian traffic on a sidewalk adjacent to the tracks is anticipated to be very low, with most people favoring the sidewalk on the opposite side. It is therefore recommended that sidewalk construction adjacent to the railroad be deleted from the project.

6. Several of the streets being improved within Area "B" cross existing railroad tracks along the west boundary of the area. In order to provide a safe transition from the improved section to the existing section, it is recommended that the full, improved section be carried across the tracks, and then a reasonable transition taper constructed to meet the existing pavement. Funds for this work, outside Area "B", should be requested under the Neighborhood Development Program.

SUMMARY AND DISCUSSION OF PRELIMINARY COST ESTIMATES

Construction Costs

Preliminary construction cost estimates based on the street improvements recommended in this Report were developed for each street. Unit prices for estimating street construction costs were derived from competitive bid unit prices taken July, 1970, for street improvements in Area 3, Project Pride, which is similar in nature to the Code Enforcement Program, Fla. E-9, Area "B". These unit prices are based on a general contractor performing the work and include all direct cost, as well as the contractor's overhead and profit.

Estimated costs for construction of the necessary storm drainage system within the study area are based on quantities and unit prices detailed in the previously furnished study "Preliminary Report - Phase I, Eastern Branch, 29th Street Outfall Drainage System".

These estimated street and drainage construction costs are shown, on a street by street basis, on EXHIBIT "F" - COST ESTIMATES (2 SHEETS).

Right-of-Way and Relocation Costs

Estimated cost of right-of-way acquisition recommended in this Report were furnished to the Engineer by the Land Agent Section of the City of Tampa Legal Department. These costs were based on the right-of-way requirements indicated on EXHIBIT "B" - RIGHT-OF-WAY PLANNING MAP and in greater detail on EXHIBIT "H" - AERIALS OF PROPOSED STREET IMPROVEMENTS (9 SHEETS).

Estimated relocation assistance payments to those families displaced due to acquisition of additional right-of-way were furnished to the Engineer by the Relocation Department, Urban Renewal Agency, and are indicated on EXHIBIT "B"

- RIGHT-OF-WAY PLANNING MAP. Relocation assistance for the public improvements proposed by this Report is required only along 30th Street from 32nd Avenue to the North Boundary of Area "B".

Following is a brief summary of the estimated Total Project Cost for the Public Improvements within Area "B", Code Enforcement Program, Florida E-9 broken down by the various Administrative Agencies of the participating Federal Programs. This summary includes estimated construction costs; a 10% estimated contingency; a 15% engineering cost, which includes design, field engineering, construction supervision, and testing; estimated right-of-way acquisition; and estimated relocation costs.

A more detailed discussion of the actual funding required by these Federal Programs, defining eligible and ineligible costs, is presented in the Section "FINANCING AND PRIORITIES".

CODE ENFORCEMENT PROGRAM, FLORIDA E-9, AREA 'B' PUBLIC IMPROVEMENTS
SUMMARY OF PRELIMINARY ESTIMATED COST - BY ADMINISTRATIVE AGENCIES

ITEM	CODE ENFORCEMENT PROGRAM FLA. E-9	MODEL CITIES	NEIGHBORHOOD DEVELOPMENT PROGRAM	PLANNED VARIATION	TOTAL
CONSTRUCTION COSTS:					
STREETS IN AREA "B"	\$ 1,059,289.31	\$ 95,515.81	\$ 19,009.00	\$ 57,915.00	\$ 1,231,729.12
ELIGIBLE DRAINAGE IN AREA "B"	59,700.00	—	—	21,425.00	81,125.00
SUB-TOTAL	\$ 1,118,989.31	\$ 95,515.81	\$ 19,009.00	\$ 79,340.00	\$ 1,312,854.12
CONTINGENCY @ 10%	111,898.93	9,551.58	1,900.90	7,934.00	131,285.41
TOTAL ELIGIBLE CONSTRUCTION COST	\$ 1,230,888.24	\$ 105,067.39	\$ 20,909.90	\$ 87,274.00	\$ 1,444,139.53
ENGINEERING @ 15%	184,633.24	15,760.11	3,136.48	13,091.10	216,620.93
RIGHT-OF-WAY ACQUISITION	108,000.00	40,000.00	—	18,000.00	166,000.00
RELOCATION COST	14,530.00	—	—	—	14,530.00
SUB-TOTAL PROJECT COST	\$ 1,538,051.48	\$ 160,827.50	\$ 24,046.38	\$ 118,365.10	\$ 1,841,290.46
CONSTRUCTION COSTS:					
INELIGIBLE DRAINAGE IN AREA "B"	—	\$ 829,035.00	—	—	\$ 829,035.00
IMPROVEMENTS TO 29TH ST. OUTFALL	—	—	—	\$ 1,376,900.00	\$ 1,376,900.00
SUB-TOTAL	—	\$ 829,035.00 **	—	\$ 1,376,900.00	\$ 2,205,935.00
CONTINGENCY @ 10%	—	82,903.50	—	137,690.00	220,593.50
TOTAL INELIGIBLE CONSTRUCTION COST	—	\$ 911,938.50	—	\$ 1,514,590.00	\$ 2,426,528.50
ENGINEERING @ 15%	—	136,790.78	—	227,188.50	363,979.28
RIGHT-OF-WAY ACQUISITION FOR RETENTION BASINS RELOCATION COST	—	—	549,100.00	354,500.00	903,600.00
	—	—	190,940.00	145,400.00	336,340.00
TOTAL PROJECT COST	\$ 1,538,051.48	\$ 1,209,556.78	\$ 764,086.38	\$ 2,360,043.60	\$ 5,871,738.24

* ENGINEERING @ 15% INCLUDES: DESIGN, FIELD ENGINEERING, CONSTRUCTION SUPERVISION AND TESTING.
** THIS TOTAL INCLUDES APPROXIMATELY \$375,000 PRESENTLY BUDGETED BY MODEL CITIES (50% H.U.D. WATER AND SEWER GRANT)
FOR CONSTRUCTION OF THE DRAINAGE SYSTEMS FROM 18TH AVENUE TO JUST SOUTH OF 27TH AVENUE.

FINANCING AND PRIORITIES

General

Municipalities usually find it most difficult to fund a major public improvement project of this magnitude over a short time period. The City of Tampa is no exception. Due to the lack of local funds, participation through Federal Programs has been sought. Participation from the following Governmental Agencies is anticipated for this project:

1. Code Enforcement Program, Florida E-9
(C.E.P., Fla. E-9)
2. Model Cities Program
3. Neighborhood Development Program (N.D.P.)
4. Planned Variation (P.V.)

Certain restrictions on the use of funds from these Agencies are made, however. Under the Code Enforcement Program, Florida E-9, only those street improvements and right-of-way costs within Area "B" and approved by the Agency are eligible for participation. The only drainage cost eligible under this program is inlet construction within the boundary of Area "B". Other drainage costs such as pipes, manholes, and laterals; other recommended street improvements and right-of-way costs within Area "B" must be funded through the Model Cities Program.

Street improvements, right-of-way, and drainage costs outside Area "B", C.E.P., Fla. E-9, must be funded through the Agency which has jurisdictional responsibility for the area where the construction

occurs. This will involve Planned Variation, Neighborhood Development Program, and, of course, Model Cities.

Participation

Following is a detailed breakdown of the funding requirements for each Agency with a brief explanation of the work to be done:

1. Code Enforcement Program, Florida E-9, Area "B"
 - a. Street Improvements within Area "B" and eligible for participating federal funds under C.E.P., Fla. E-9 \$1,059,289.31

 - b. Right-Of-Way acquisition within Area "B" and eligible for participating federal funds under C.E.P., Fla. E-9 \$ 108,000.00

 - c. Relocation Assistance within Area "B" and eligible for participating federal funds under C.E.P., Fla. E-9 \$ 14,530.00

 - d. Drainage Improvements within Area "B" consisting of inlets only and eligible for participating federal funds under C.E.P., Fla. E-9 \$ 59,700.00

 - e. Total Cost of Public Improvements within Area "B" to be funded by the Code Enforcement Program, Florida E-9 \$1,241,519.31

2. Model Cities Program

- a. Street Improvements within Area "B" not funded by C.E.P., Fla. E-9, but eligible for participating federal funds under Model Cities Program consisting of the 4-laning of 34th St. from 29th Ave. to the North Boundary of Area "B": \$85,747.81
- b. Street Improvements outside Area "B" not specifically included in N.D.P. or P.V. boundaries but eligible for participating federal funds under Model Cities Program:
- (1) 15th Ave. from 31st St. to Yale St.: \$ 5,550.00
- (2) 31st St. from 15th Ave. to South Boundary of Area "B": \$ 4,218.00
- c. Right-Of-Way acquisition within Area "B" not funded by C.E.P., Fla. E-9, but eligible for participating federal funds under Model Cities Program, required for the 4-laning of 34th St. from 29th Ave. to the North Boundary of Area "B": \$40,000.00
- d. Drainage Improvements within Area "B" not funded by C.E.P., Fla. E-9, but eligible for participating federal funds under Model Cities Program:
- (1) Pipes \$748,465.00

(2) Manholes and Laterals

\$80,570.00

e. Total Cost of Public Improvements to be
funded by the Model Cities Program:

\$964,550.81

3. Neighborhood Development Program

a. Street Improvements outside Area "B" but
within N.D.P. boundaries and eligible
for participating federal funds under
N.D.P., consisting of improvements to R.R.
crossings at the following streets:

(1) Columbus Drive	\$ 2,523.00
(2) 21st Avenue	4,455.00
(3) 24th Avenue	3,176.00
(4) 26th Avenue	2,200.00
(5) Chipco Street	2,200.00
(6) Lake Avenue	<u>4,455.00</u>

b. Total Cost of Public Improvements to be
funded by the Neighborhood Development
Program:

\$ 19,009.00

4. Planned Variation

a. Street Improvements outside Area "B" but
within Planned Variation boundaries and
eligible for participating federal funds
under P.V., consisting of Lake Ave. from
37th St. to 40th St.:

\$57,915.00

- b. Right-Of-Way acquisition outside Area "B" but within Planned Variation boundaries and eligible for participating federal funds under P.V., required for improvements to Lake Ave. from 37th St. to 40th St.: \$18,000.00

- c. Drainage Improvements outside Area "B" but within Planned Variation boundaries and eligible for participating federal funds under P.V., required for improvements to Lake Ave. from 37th St. to 40th St.: \$21,425.00

- d. Total Cost of Public Improvements to be funded by Planned Variation: \$97,340.00

These costs, together with estimated contingency and engineering costs are summarized in the Section "SUMMARY AND DISCUSSION OF PRELIMINARY COST ESTIMATES". The totals shown on that Summary should be used for purposes of budgeting funds.

Priorities

An examination of priorities is always necessary for a project to be efficiently implemented. Based on the conclusions reached in this study, the following sequence of construction priorities is recommended by the Engineers:

- A. Proceed with the purchase of all right-of-way and relocation assistance payments required for the proposed public improvements with participation by the various agencies as follows:

(1) Code Enforcement Program,	
Florida E-9	\$122,530.00
(2) Model Cities Program	40,000.00
(3) Planned Variation	<u>18,000.00</u>
Total	\$180,530.00

B. Concurrently with the acquisition of rights-of-way in Area "B" the rights-of-way required for construction of drainage retention basins upstream from Area "B", as recommended in the Preliminary Report - Phase I, of the Eastern Branch of the 29th Street Outfall Drainage System and as shown on EXHIBIT "C", should be required. This is necessary in order to insure the proper function of the drainage system within Area "B" as areas north of Area "B" are drained into the Eastern Branch Outfall. Cost of this acquisition, including relocation cost is as follows:

Neighborhood Development Program	\$740,040.00
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C. Construct proposed street improvements and storm sewers in Area "B" as called for in this Report with participation by the various agencies as follows:

(1) Code Enforcement Program,	
Florida E-9	
(a) Construction	\$1,118,989.31
(b) Contingency @ 10%	111,898.93
(c) Engineering @ 15%	<u>184,633.24</u>
Sub-Total	\$1,415,521.48

(2) Model Cities Program		
(a) Construction	\$	924,550.81
(b) Contingency @ 10%		92,455.08
(c) Engineering @ 15%		<u>152,550.88</u>
Sub-Total	\$	1,169,556.77
(3) Neighborhood Development Program		
(a) Construction	\$	19,009.00
(b) Contingency @ 10%		1,900.90
(c) Engineering @ 15%		<u>3,136.48</u>
Sub-Total	\$	24,046.38
(4) Planned Variation		
(a) Construction	\$	79,340.00
(b) Contingency @ 10%		7,934.00
(c) Engineering @ 15%		<u>13,091.10</u>
Sub-Total	\$	100,365.10
(5) Total for all Agencies	\$	2,709,489.73

D. Concurrently with the construction of the proposed public improvements as outlined in part "C" above, the necessary improvements to the 29th Street Outfall Drainage System south of Interstate 4 to McKay Bay should be made. Based on the cost data presented in the Preliminary Report - Phase I of that study the estimated costs are as follows:

(1) Construction	\$1,376,900.00
(2) Contingency @ 10%	137,690.00
(3) Engineering @ 15%	227,189.00
(4) Right-Of-Way	354,500.00
(5) Relocation Cost	<u>145,400.00</u>
Total	\$2,241,679.00

E. Streets with proposed major drainage improvements should have top priority. Normal procedure is to begin construction at the outfall and proceed upstream. Following is a list of streets proposed for improvements in order of recommended priority:

- (1) 21st Avenue
- (2) 31st Street
- (3) 24th Avenue
- (4) 26th Avenue
- (5) 32nd Street
- (6) 29th Avenue
- (7) 34th Street
- (8) 22nd Avenue
- (9) 23rd Avenue
- (10) 25th Avenue
- (11) 33rd Street
- (12) Chipco Street
- (13) 28th Avenue
- (14) Lake Avenue
- (15) 30th Street
- (16) 32nd Avenue
- (17) 33rd Avenue
- (18) Lindell Avenue
- (19) 35th Street
- (20) 36th Street
- (21) 37th Street
- (22) 15th Avenue
- (23) Yale Street
- (24) Columbus Drive
- (25) 27th Avenue
- (26) 31st Avenue
- (27) 17th Avenue

COMPREHENSIVE PROJECT TIME SCHEDULE

CODE ENFORCEMENT PROGRAM, FLORIDA E-9, AREA "B" PUBLIC IMPROVEMENTS

DESIGN AND CONSTRUCTION

ITEM NO.	DESCRIPTION OF WORK	ORIGINAL SCHEDULED CALENDAR DAYS	ORIGINAL SCHEDULED DATE FOR COMPLETION	REVISED SCHEDULED CALENDAR DAYS	REVISED SCHEDULED DATE FOR COMPLETION
1.	Engineer's Agreement Signed	—	4/19/71	—	4/19/71*
2.	Engineer's Notification to Proceed	3	4/22/71	3	4/22/71*
3.	Request by the Engineer for Field Survey Data	5	4/27/71	5	4/27/71*
4.	Receipt of Field Notes by the Engineer	20	5/17/71	20	5/17/71*
5.	Submittal of Preliminary Project Time Schedule and Recommended Construction Priorities	32	6/18/71	25	6/11/71*
6.	Monthly Progress Reviews by Dept. of Public Works	—	—	—	—
7.	Pre-Final Submittal of Draft Report to Dept. of Public Works for Review and Comments	6	6/25/71	243	2/16/72*
8.	Return of Dept. of Public Works Comments to the Engineer	14	7/9/71	5	2/22/72*
	* Designates Actual Completion Date				
9.	Incorporate Dept. of Public Works Comments into Preliminary Report. Incorporate the Preliminary Drainage Plan Obtained from Preliminary Report - Phase I, Eastern Branch, 29th Street Outfall Drainage System in Report	20	7/29/71	10	3/2/72
10.	Review and Approval by Dept. of Public Works and other Governmental Agencies	30	8/26/71	7	3/9/72
11.	Review and Approval by the Tampa City Council	30	9/25/71	7	3/16/72
12.	Engineer's Notification to Proceed with the Detailed Design Stage	10	10/5/71	1	3/17/72

COMPREHENSIVE PROJECT TIME SCHEDULE

CODE ENFORCEMENT PROGRAM, FLORIDA E-9, AREA "B" PUBLIC IMPROVEMENTS

DESIGN AND CONSTRUCTION

ITEM NO.	DESCRIPTION OF WORK	ORIGINAL SCHEDULED CALENDAR DAYS	ORIGINAL SCHEDULED DATE FOR COMPLETION	REVISED SCHEDULED CALENDAR DAYS	REVISED SCHEDULED DATE FOR COMPLETION
13.	Completion of Field Surveys for Final Design by the Engineer	62	12/6/71	38	4/24/72
14.	Pre-Final Submittal of Plans and Specifications to Dept. of Public Works and Utility Companies for Review and Comments	61	2/6/72	35	5/29/72
15.	Return of Dept. of Public Works and Utility Companies Comments to the Engineer	30	3/7/72	7	6/5/72
16.	Incorporate Dept. of Public Works and Utility Companies Comments into Final Plans and Submittal of all Plans and Contract Documents to the Dept. of Public Works	20	3/27/72	26	7/3/72
17.	Review and Approval by Dept. of Public Works and Other Governmental Agencies	30	4/27/72	28	7/31/72
18.	Review and Approval by the Tampa City Council with Authorization to Advertise	30	5/27/72	30	8/30/72
19.	Advertising and Receiving of Bids	30	6/27/72	30	9/30/72
20.	Award of Construction Contract	15	7/12/72	15	10/15/72
21.	Begin Construction of Street and Drainage Improvements in Area "B", C.E.P., Fla. E-9	30	8/12/72	30	11/15/72
22.	Completion of all Construction in Area "B", C.E.P., Fla. E-9	730	8/6/74	730	11/15/74
	TOTAL CALENDAR DAYS FOR PROJECT COMPLETION	1208		1295	Page 25

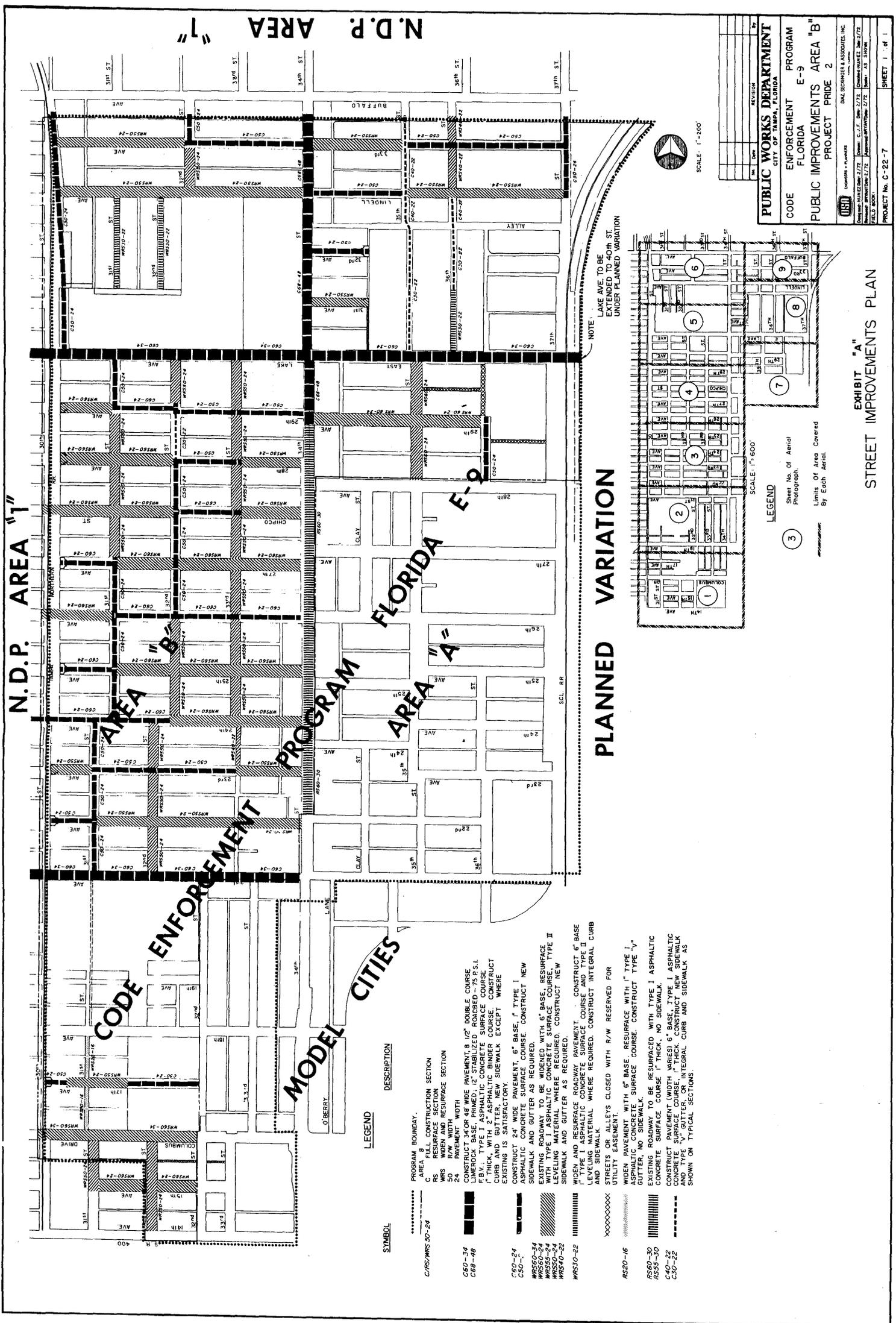
COMPREHENSIVE PROJECT TIME SCHEDULE

CODE ENFORCEMENT PROGRAM, FLORIDA E-9, AREA "B" PUBLIC IMPROVEMENTS

RIGHT-OF-WAY

ITEM NO.	DESCRIPTION OF WORK	ORIGINAL SCHEDULED CALENDAR DAYS	ORIGINAL SCHEDULED DATE FOR COMPLETION	REVISED SCHEDULED CALENDAR DAYS	REVISED SCHEDULED DATE FOR COMPLETION
1.	Engineer's Agreement Signed	—	4/19/71	—	4/19/71*
2.	Engineer's Notification to Proceed	3	4/22/71	3	4/22/71*
3.	Request for Property Line Locations Where Additional R/W Purchase is Anticipated	5	4/27/71	5	4/27/71*
4.	Request by the Engineer for Tax Records	—	—	121	8/26/71*
5.	Tax Records Received by the Engineers	—	—	74	11/8/71*
6.	Request for Cost Appraisal for Proposed R/W	52	6/18/71	96	2/11/72*
7.	R/W Appraisals Received by the Engineers	20	7/9/71	4	2/15/72*
	* Designates Actual Completion Date				
8.	Submittal of Required R/W Plans and Legal Descriptions	20	7/29/71	122	6/16/72
9.	Submittal of Additional R/W Plans and Legal Descriptions	243	3/27/72	17	7/3/72
10.	Advertising, Public Hearings and Condemnation Proceedings Completed	130	8/7/72	70	9/11/72
11.	Completion of Building Demolition	180	2/7/73	180	3/11/73
	TOTAL CALENDAR DAYS FOR PROJECT COMPLETION	653		692	

EXHIBIT "A"



N.D.P. AREA "1"

N.D.P. AREA "1"

CODE ENFORCEMENT

PROGRAM

FLORIDA E-9

MODEL CITIES

PLANNED VARIATION

NOTE:
LAKE AVE TO BE
EXTENDED TO 40th ST
UNDER PLANNED VARIATION

LEGEND

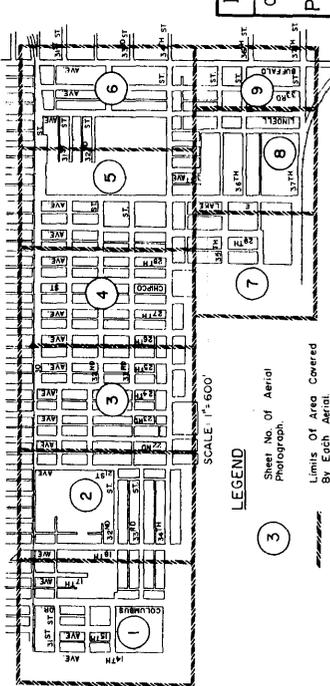
DESCRIPTION

SYMBOL

- PROGRAM BOUNDARY
- AREA BELL CONSTRUCTION SECTION
- RESURFACE SECTION
- RS WHEN AND RESURFACE SECTION
- 20 PAVEMENT WIDTH
- 20 PAVEMENT WIDTH
- CONSTRUCT 3/4" OR 1/2" WIDE PAVEMENT 8 1/2" DOUBLE COURSE LIME ROCK BASE, PRIME, 12" STABILIZED ROADBED - 75 P.S.I. F.B.V., TYPE I ASPHALTIC BINDER COURSE, CONSTRUCT EXISTING IS SUTTER, NEW SIDEWALK EXCEPT WHERE SHOWN ON TYPICAL SECTIONS.
- CONSTRUCT 2 1/2" WIDE PAVEMENT, 6" BASE, TYPE I ASPHALTIC CONCRETE SURFACE COURSE, CONSTRUCT NEW SIDEWALK AND GUTTER AS REQUIRED.
- EXISTING ROADWAY TO BE WIDENED WITH 6" BASE, RESURFACE WITH TYPE I ASPHALTIC CONCRETE SURFACE COURSE, TYPE II LEVELING MATERIAL WHERE REQUIRED, CONSTRUCT NEW SIDEWALK AND GUTTER AS REQUIRED.
- WIDEN AND RESURFACE ROADWAY PAVEMENT COURSE, CONSTRUCT 6" BASE ASPHALTIC CONCRETE SURFACE COURSE, CONSTRUCT INTEGRAL CURB AND SIDEWALK WHERE REQUIRED, CONSTRUCT INTEGRAL CURB AND SIDEWALK.
- STREETS OR ALLEYS CLOSED WITH R/W RESERVED FOR UTILITY EASEMENT.
- WIDEN PAVEMENT WITH 6" BASE, RESURFACE WITH TYPE I ASPHALTIC CONCRETE SURFACE COURSE, CONSTRUCT TYPE "V" GUTTER, NO SIDEWALK.
- ROADWAY TO BE RESURFACED WITH TYPE I ASPHALTIC CONCRETE SURFACE COURSE, 1/2" THICK, NO SIDEWALK.
- CONSTRUCT PAVEMENT WITH TYPE I ASPHALTIC CONCRETE SURFACE COURSE, 1/2" THICK, CONSTRUCT NEW SIDEWALK AND TYPE "V" GUTTER, OR INTEGRAL CURB AND SIDEWALK AS SHOWN ON TYPICAL SECTIONS.



SCALE: 1"=200'



SCALE: 1"=500'

LEGEND

Sheet No. of Aerial Photograph

Limits of Area Covered By Each Aerial

PUBLIC WORKS DEPARTMENT CITY OF TAMPA, FLORIDA	
CODE ENFORCEMENT PROGRAM	FLORIDA E-9
PUBLIC IMPROVEMENTS AREA "B"	
PROJECT PRIDE 2	
DESIGNED BY	DAL SCHIMMER & ASSOCIATES, INC.
DATE	12/17/72
PROJECT NO.	C-22-7
SHEET NO.	1 of 1

EXHIBIT "A"
STREET IMPROVEMENTS PLAN

EXHIBIT "B"



PLANNED VARIATION

LEGEND

- PROGRAM BOUNDARY
- ▨ RIGHT-OF-WAY TO BE ACQUIRED
- AREA "B"

LOCATION	BEGIN	END	RIGHT-OF-WAY AND RELOCATION ASSISTANCE COSTS	
			MODEL CITIES	PLANNED VARIATION
Drainage Easement	32nd ST.	30th ST.		
34th ST.	28th ST. N Boundary		\$40,000	\$6,000
30th ST.	32nd AVE. N Boundary		45,000	\$14,530
28th AVE.	33rd ST.	34th ST.	12,000	NONE
21st AVE.	30th ST.	34th ST.	20,000	NONE
LAKE AVE.	35th ST.	40th ST.	18,000	NONE
17th AVE.	YALE ST.	32nd ST.	\$40,000	\$108,000
TOTAL COST:			\$18,000	\$14,530

TOTAL RIGHT-OF-WAY COST \$166,000
 TOTAL RELOCATION ASSISTANCE COST 14,530
 TOTAL RIGHT-OF-WAY AND RELOCATION ASSISTANCE COST \$180,530

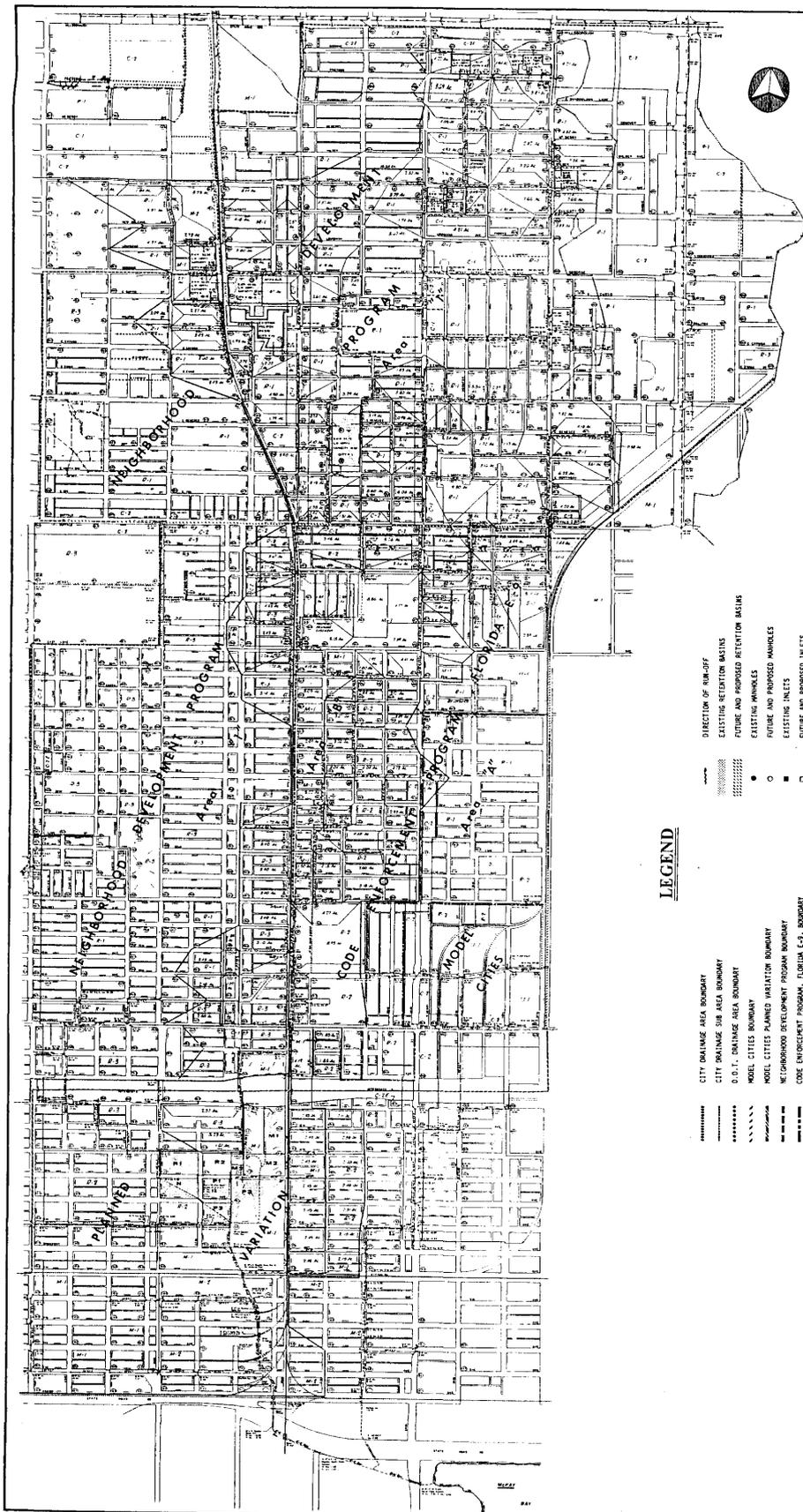
PUBLIC WORKS DEPARTMENT
 CITY OF TAMPA, FLORIDA

CODE ENFORCEMENT PROGRAM
 FLORIDA E-9
 PUBLIC IMPROVEMENTS AREA "B"
 PROJECT PRIDE 2

DATE: 11/11/03
 DRAWN BY: J.P. [unreadable]
 CHECKED BY: J.P. [unreadable]
 PROJECT NO. C-22-7

RIGHT-OF-WAY PLANNING MAP
 EXHIBIT "B"

EXHIBIT "C"



LEGEND

- CITY DRAINAGE AREA BOUNDARY
- CITY DRAINAGE SUB AREA BOUNDARY
- D.O.T. DRAINAGE AREA BOUNDARY
- MODEL CITIES BOUNDARY
- MODEL CITIES PLANNED VARIATION BOUNDARY
- NEIGHBORHOOD DEVELOPMENT PROGRAM BOUNDARY
- CODE ENFORCEMENT PROGRAM, FLORIDA L.C.S. BOUNDARY
- CODE ENFORCEMENT PROGRAM, FLORIDA L.C.S. SUB AREA BOUNDARY
- EXISTING ZONING BOUNDARY
- EXISTING ZONING CLASSIFICATIONS
- EXISTING CITY STORM SEWERS *
- FUTURE AND PROPOSED CITY STORM SEWERS *
- EXISTING STICKS
- EXISTING EASEMENTS
- FUTURE OR PROPOSED DRAINAGE EASEMENTS

- DIRECTION OF RUN-OFF
- EXISTING RETENTION BASINS
- FUTURE AND PROPOSED RETENTION BASINS
- EXISTING MANHOLES
- FUTURE AND PROPOSED MANHOLES
- EXISTING INLETS
- FUTURE AND PROPOSED INLETS
- EXISTING STREET INTERSECTING ELEVATIONS **
- EXISTING LOW OR HIGH POINT ELEVATIONS **
- DESIGN HIGH WATER
- LOW WATER
- PROPOSED STRUCTURE NUMBER

**DRAINAGE IMPROVEMENT PLAN - EASTERN BRANCH
29TH STREET OUTFALL DRAINAGE SYSTEM**

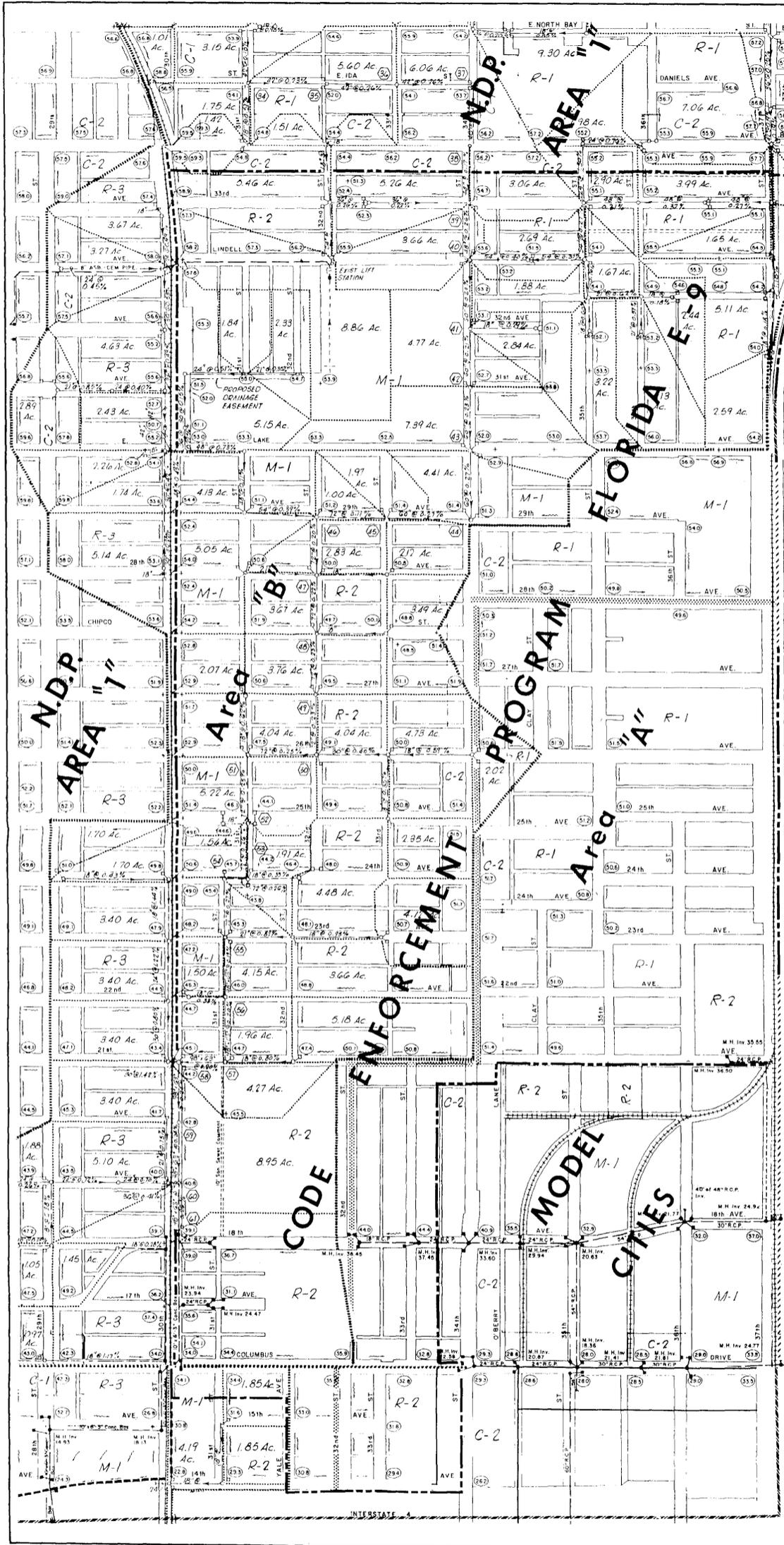
PUBLIC WORKS DEPARTMENT
CITY OF TAMPA, FLORIDA

PROGRAM
ENFORCEMENT E-9
FLORIDA
PUBLIC IMPROVEMENTS AREA 'B'
PROJECT PRIDE 2

DATE: 10/1/77
DRAWN BY: J. J. ...
CHECKED BY: ...
APPROVED BY: ...

PROJECT NO. C-22-7
SHEET 1 of 1

EXHIBIT "D"



PUBLIC WORKS DEPARTMENT
CITY OF TAMPA, FLORIDA

CODE ENFORCEMENT PROGRAM
FLORIDA E-9
PUBLIC IMPROVEMENTS AREA "B"
PROJECT PRIDE 2

DATE: 10/1/77
DRAWN: J. L. BROWN
CHECKED: J. L. BROWN
FIELD BOOK: 1772
SHEET 1 of 1

DRAINAGE IMPROVEMENT PLAN
AREA "B"

EXHIBIT "D"

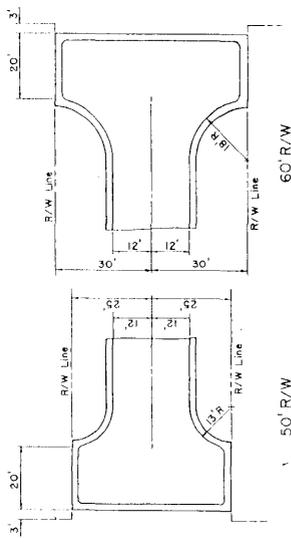
LEGEND

- CITY DRAINAGE AREA BOUNDARY
- CITY DRAINAGE SUB AREA BOUNDARY
- D.O.T. DRAINAGE AREA BOUNDARY
- MODEL CITIES BOUNDARY
- NEIGHBORHOOD DEVELOPMENT PROGRAM BOUNDARY
- CODE ENFORCEMENT PROGRAM, FLORIDA E-9, SUB AREA BOUNDARY
- EXISTING DITCHES
- EXISTING CITY STORM SEWERS
- FUTURE AND PROPOSED CITY STORM SEWERS
- EXISTING DITCHES
- EXISTING EASEMENTS
- FUTURE OR PROPOSED DRAINAGE EASEMENTS

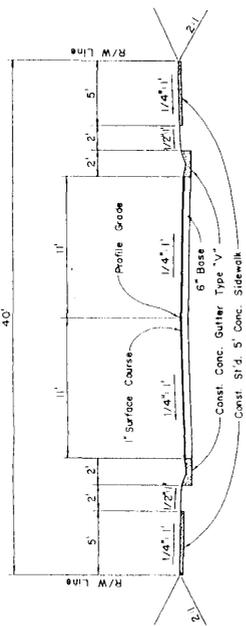
- DIRECTION OF RUN-OFF
- EXISTING RETENTION BASINS
- FUTURE AND PROPOSED RETENTION BASINS
- EXISTING MANHOLES
- FUTURE AND PROPOSED MANHOLES
- EXISTING INLETS
- FUTURE AND PROPOSED INLETS
- EXISTING STREET INTERSECTING ELEVATIONS **
- EXISTING LOW OR HIGH POINT ELEVATIONS **
- DESIGN HIGH WATER
- LOW WATER
- PROPOSED STRUCTURE NUMBER

** All Pipes are R.C.P. unless otherwise indicated.
** All Existing Elevations shown are as provided by the City of Tampa.

EXHIBIT "E"

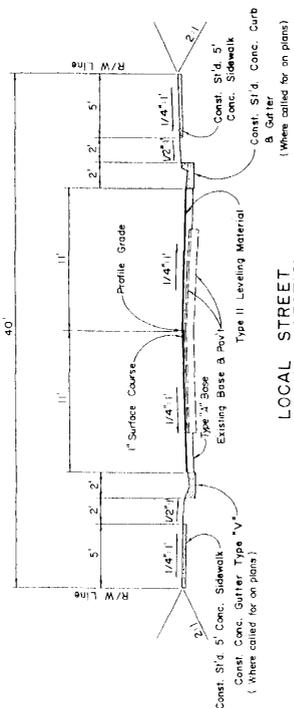


CUL DE SAC DETAILS
SCALE 1"=20'



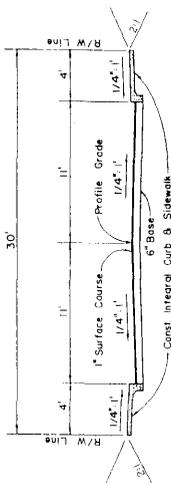
LOCAL STREET
TYPICAL SECTION
SCALE 1"=5'

C40-22
35th ST - ALLEY South of LINDELL to BUFFALO
36th ST - ALLEY South of LINDELL to LINDELL



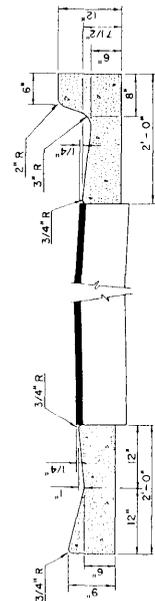
LOCAL STREET
TYPICAL SECTION
SCALE 1"=5'

WPS40-22
33rd ST - 25th AVE. to 24th AVE.
36th ST - LINDELL to BUFFALO

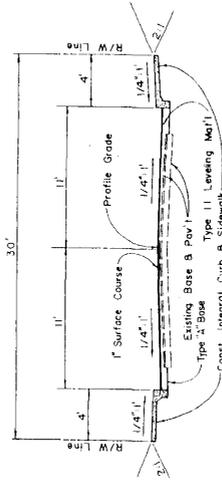


LOCAL STREET
TYPICAL SECTION
SCALE 1"=5'

C30-22
35th ST - LAKE AVE. to ALLEY South of LINDELL
36th ST - 31st AVE. to ALLEY South of LINDELL
32nd ST - 28th AVE. to 29th AVE.

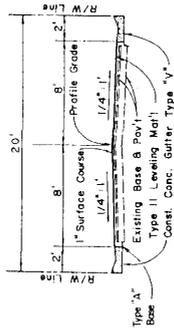


CONCRETE GUTTER TYPE "V" - STANDARD CONCRETE CURB & GUTTER
SCALE 1"=1'



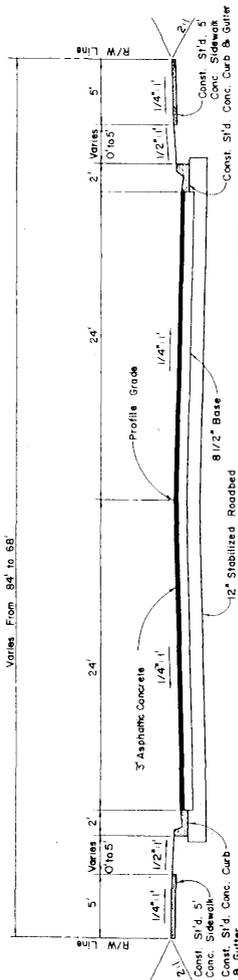
LOCAL STREET
TYPICAL SECTION
SCALE 1"=5'

WPS20-16
31st ST - 31st AVE. to LINDELL
32nd ST - 31st AVE. to LINDELL
36th ST - LAKE AVE. to 31st AVE.



LOCAL STREET
TYPICAL SECTION
SCALE 1"=5'

WPS20-16
31st ST - COLUMBUS DRIVE to 18th AVE

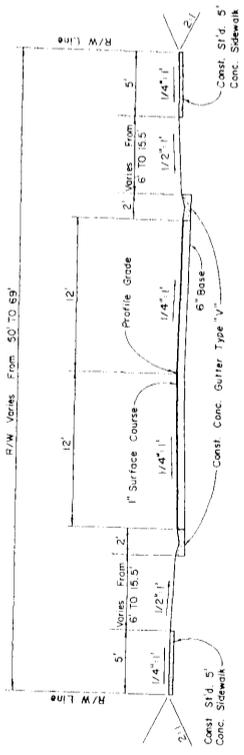


ARTERIAL STREET
TYPICAL SECTION
SCALE 1"=5'

C68-48
34th ST - 28th AVE. to NORTH BOUNDARY

PUBLIC WORKS DEPARTMENT CITY OF TAMPA, FLORIDA	
CODE ENFORCEMENT PROGRAM	FLORIDA E-9
PUBLIC IMPROVEMENTS AREA "B"	
PROJECT PRIDE 2	
DESIGNER: TAMPA	DRAWN: J.F.E. DATE: 2/72
CHECKED: J.F.E. DATE: 2/72	APPROVED: J.F.E. DATE: 2/72
FIELD BOOK:	DATE: 2/72
PROJECT NO. C-22-7	SHEET 1 of 2

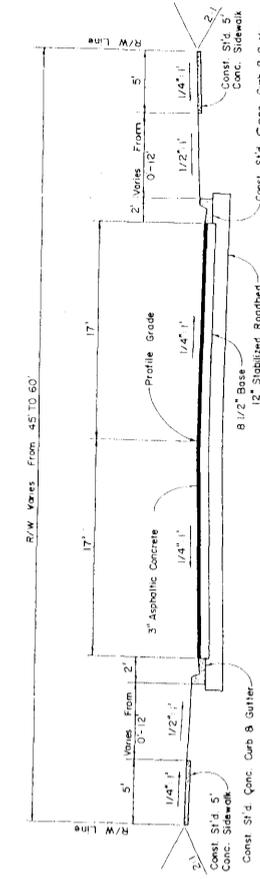
EXHIBIT "E"
STREET TYPICAL SECTIONS



**LOCAL STREET
TYPICAL SECTION**
SCALE: 1" = 5'

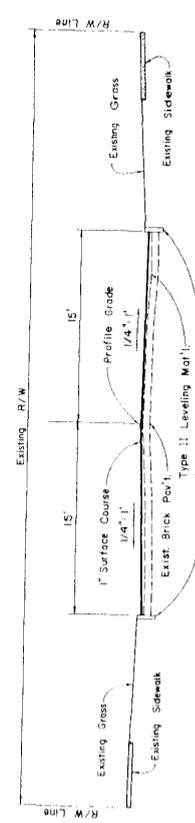
- C60-24**
- 24th AVE - 32nd ST to 30th ST (R.R.)
 - 25th AVE - 31st ST to 30th ST (R.R.)
 - 26th AVE - 34th ST to 31st ST
 - 27th AVE - 31st ST to 30th ST (R.R.)
 - CHIPCO AVE - 33rd ST to 32nd ST
 - 29th AVE - 32nd ST to 31st ST

- C50-24**
- 17th AVE - 30th ST (R.R.) to 100' East
 - 20th AVE - 33rd ST to 31st ST
 - 21st AVE - 34th ST to 32nd ST
 - 22nd AVE - 34th ST to 31st ST
 - 23rd AVE - 34th ST to ALLEY East
 - 33rd AVE - 34th ST to 32nd ST
 - 33rd AVE - 37th ST to 35th ST
 - LINDELL - 35th ST to 34th ST
 - 31st ST - 21st AVE to 27th AVE
 - 31st ST - 28th AVE to EAST LAKE AVE
 - 30th ST - EAST LAKE AVE to BUFFALO AVE
 - 32nd ST - 33rd AVE to BUFFALO AVE
 - 36th ST - 28th AVE to 29th AVE
 - 37th ST - LINDELL TO NORTH BOUNDARY (SIDEWALK ADJ. TO R.R. TRACKS TO BE OMITTED)
 - 22nd AVE - 31st ST to 30th ST (R.R.)
 - 17th AVE - 200' EAST OF 31st ST to 32nd ST



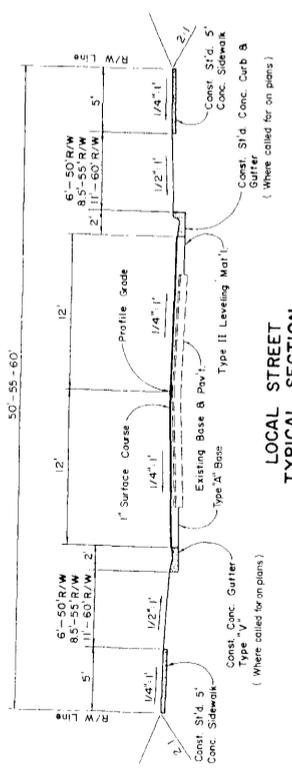
**COLLECTOR STREET
TYPICAL SECTION**
SCALE: 1" = 5'

- C60-34**
- 21st AVE - 34th ST to 30th ST
 - EAST LAKE AVE - 40th ST to 30th ST



**ARTERIAL STREET
TYPICAL SECTION**
SCALE: 1" = 5'

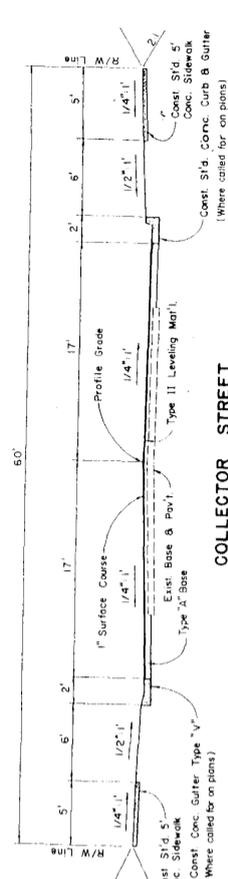
- R560-30**
- 34th ST - ALLEY North of 22nd AVE to 29th AVE



**LOCAL STREET
TYPICAL SECTION**
SCALE: 1" = 5'

- MRS60-24**
- 15th AVE - 32nd ST to 31st ST
 - 24th AVE - 34th ST to 32nd ST
 - 25th AVE - 34th ST to 30th ST
 - 26th AVE - 31st ST to 30th ST (R.R.)
 - 27th AVE - 34th ST to 31st ST
 - CHIPCO AVE - 34th ST to 33rd ST
 - 28th AVE - 32nd ST to 30th ST (R.R.)
 - 29th AVE - 31st ST to 30th ST (R.R.)
 - 29th AVE - 28th ST to 34th ST
 - 35th ST - 28th AVE to EAST LAKE AVE

- MRS50-24**
- 22nd AVE - 34th ST to 31st ST
 - 23rd AVE - 34th ST to 31st ST
 - 23rd AVE - 31st ST to 30th ST (R.R.)
 - 28th AVE - 34th ST to 33rd ST (R.R.)
 - 31st AVE - 34th ST to ALLEY East
 - 33rd AVE - 32nd ST to 30th ST (R.R.)
 - 33rd AVE - 34th ST to 35th ST
 - LINDELL - 35th ST to 37th ST
 - 31st ST - 15th AVE to COLUMBUS DRIVE
 - 32nd ST - 21st AVE to COLUMBUS DRIVE
 - 32nd ST - 29th AVE to EAST LAKE AVE
 - 32nd ST - LINDELL to 33rd AVE
 - 33rd ST - 24th AVE to EAST LAKE AVE
 - 31st ST - 27th AVE to 29th AVE
 - LINDELL - 30th ST to 34th ST
 - 17th AVE - 100' E. of 30th ST to 200' EAST of 31st ST



**COLLECTOR STREET
TYPICAL SECTION**
SCALE: 1" = 5'

- MRS60-34**
- COLUMBUS DRIVE - 32nd ST to 30th ST (R.R.)

PUBLIC WORKS DEPARTMENT CITY OF TAMPA, FLORIDA	
CODE ENFORCEMENT PROGRAM FLORIDA E-9 PUBLIC IMPROVEMENTS AREA "B"	PROJECT PRIDE 2
Checked: M.A.M. Date: 1/7/72	Drawn: J.F.S. Date: 1/7/72
Checked: M.A.M. Date: 1/7/72	Approved: M.A.M. Date: 1/7/72
FIELD BOOK	SHEET 13 OF 13
PROJECT No. C-22-7	
SHEET 2 of 2	

EXHIBIT "E"
STREET TYPICAL SECTIONS

EXHIBIT "F"

- MODEL CITIES NEIGHBORHOOD DEVELOPMENT PROGRAM
- PLANNED VARIATION

SPECIAL DRAINAGE NOTE

This total includes approximately \$775,000 presently budgeted by Model Cities (50% H.U.D. Water and Sewer Grant) for construction of the drainage system from 8th Avenue to just south of 27th Avenue.

COST ESTIMATES EXHIBIT "F"

PUBLIC WORKS DEPARTMENT
 CITY OF TAMPA, FLORIDA
 PROGRAM ENFORCEMENT E-9
PUBLIC IMPROVEMENTS AREA "B"
 PROJECT PRIDE 2

DATE: 1/27/72
 DRAWN: J. J. WILSON
 CHECKED: J. J. WILSON
 APPROVED: J. J. WILSON

PROJECT NO. C-22-7 SHEET 2 OF 2

LOCATION	BEGIN	END	RIGHT OF WAY	EXISTING	SECTION	REMARKS	ROADWAY			ESTIMATES			TOTALS			
							LIN. FT.	COST PER LIN. FT.	COST SUB-TOTAL	ELIGIBLE	SUB-TOTAL	INELIGIBLE		STORM	DRAINAGE	ELIGIBLE
15th Ave	31st St	31st St	60' to 60'	None	WRS60-24		250	22.20	5,550.00	5,550.00		5,550.00				
15th Ave	32nd St	32nd St	60' to 60'	None	WRS60-24		235	22.20	5,172.60	5,172.60		5,172.60				
Columbus Dr	30th St	30th St	55' to 60'	None	WRS60-24	Son Sewer, North Side	767	25.23	19,401.87	19,401.87		19,401.87				
Columbus Dr	30th St	30th St	60' to 60'	25' Good	WRS60-24		100	25.23	2,523.00	2,523.00		2,523.00				
17th Ave	30th St	30th St	50' to 60'	16'	C50-24	Road Begins 150' from R.R.	100	31.76	3,176.00	3,176.00		3,176.00				
17th Ave	30th St	30th St	50' to 60'	16'	C50-24	No Existing Road	130	31.76	4,130.00	4,130.00		4,130.00				
17th Ave	30th St	30th St	50' to 60'	16'	C50-24	F.H. North Side	1324	44.55	58,984.20	58,984.20		58,984.20				
21st Ave	30th St	30th St	41x60' to 41x60'	16.9'	WRS60-24		100	44.55	4,455.00	4,455.00		4,455.00				
22nd Ave	30th St	30th St	41x60' to 41x60'	16.9'	WRS60-24		100	44.55	4,455.00	4,455.00		4,455.00				
22nd Ave	30th St	30th St	41x60' to 41x60'	16.9'	WRS60-24		100	44.55	4,455.00	4,455.00		4,455.00				
23rd Ave	30th St	30th St	50' to 60'	16'	C50-24		164	22.20	3,640.80	3,640.80		3,640.80				
23rd Ave	30th St	30th St	50' to 60'	16'	C50-24		746	31.76	23,672.96	23,672.96		23,672.96				
23rd Ave	30th St	30th St	50' to 60'	16'	C50-24		335	22.20	7,431.00	7,431.00		7,431.00				
24th Ave	30th St	30th St	60' to 60'	15.5'	C60-24	F.H. North Side, Berm at Edge	542	31.76	17,213.92	17,213.92		17,213.92				
24th Ave	30th St	30th St	60' to 60'	15.5'	C60-24		789	22.20	17,382.60	17,382.60		17,382.60				
24th Ave	30th St	30th St	60' to 60'	15.5'	C60-24		100	31.76	3,176.00	3,176.00		3,176.00				
25th Ave	30th St	30th St	60' to 60'	18'	WRS60-24	Drains from R.R. Cocks & Holes	274	31.76	8,702.24	8,702.24		8,702.24				
25th Ave	30th St	30th St	60' to 60'	18'	WRS60-24		905	22.20	20,091.00	20,091.00		20,091.00				
28th Ave	30th St	30th St	60' to 60'	14'	WRS60-24	F.H. North Side	325	22.20	7,215.00	7,215.00		7,215.00				
28th Ave	30th St	30th St	60' to 60'	14'	WRS60-24		968	31.76	30,680.16	30,680.16		30,680.16				
26th Ave	30th St	30th St	60' to 60'	16'	WRS60-24		100	22.20	2,220.00	2,220.00		2,220.00				
27th Ave	30th St	30th St	60' to 60'	16'	WRS60-24		263	31.76	8,352.88	8,352.88		8,352.88				
27th Ave	30th St	30th St	60' to 60'	16'	WRS60-24		916	22.20	20,537.20	20,537.20		20,537.20				
Chippewa Ave	32nd St	32nd St	60' to 60'	14'	WRS60-24	Bad Dip @ 32nd St	622	22.20	13,808.40	13,808.40		13,808.40				
Chippewa Ave	32nd St	32nd St	60' to 60'	14'	WRS60-24		319	31.76	10,131.44	10,131.44		10,131.44				
Chippewa Ave	32nd St	32nd St	60' to 60'	14'	WRS60-24		347	22.20	7,703.40	7,703.40		7,703.40				
Chippewa Ave	30th St	30th St	60' to 60'	19'	WRS60-24		100	22.20	2,220.00	2,220.00		2,220.00				
28th Ave	30th St	30th St	60' to 60'	15.5'	WRS60-24		589	22.20	12,999.80	12,999.80		12,999.80				
28th Ave	30th St	30th St	60' to 60'	15.5'	WRS60-24		321	31.76	10,194.96	10,194.96		10,194.96				
28th Ave	30th St	30th St	60' to 60'	15.5'	WRS60-24		346	22.20	7,681.20	7,681.20		7,681.20				
29th Ave	30th St	30th St	60' to 60'	15.5'	WRS60-24		270	22.20	5,994.00	5,994.00		5,994.00				
29th Ave	30th St	30th St	60' to 60'	15.5'	WRS60-24		385	31.76	12,228.80	12,228.80		12,228.80				
29th Ave	30th St	30th St	60' to 60'	15.5'	WRS60-24		670	31.76	21,267.20	21,267.20		21,267.20				
29th Ave	30th St	30th St	60' to 60'	15.5'	WRS60-24		743	22.20	16,494.60	16,494.60		16,494.60				
Lake Ave	30th St	30th St	60' to 60'	17'	WRS60-24	Export User	100	44.55	4,455.00	4,455.00		4,455.00				
Lake Ave	30th St	30th St	60' to 60'	17'	WRS60-24	Export User	274	44.55	12,154.20	12,154.20		12,154.20				
Lake Ave	30th St	30th St	60' to 60'	17'	WRS60-24	Export User	1,500	44.55	66,825.00	66,825.00		66,825.00				
Lake Ave	30th St	30th St	60' to 60'	17'	WRS60-24	Export User	285	22.20	6,317.00	6,317.00		6,317.00				
32nd Ave	34th St	34th St	50' to 50'	17.5'	C50-24		285	31.76	9,051.60	9,051.60		9,051.60				
Lindell Ave	30th St	30th St	55' to 55'	18'	WRS60-24	Begin @ R.R. Poles & Holes	1251	22.20	27,772.20	27,772.20		27,772.20				
Lindell Ave	30th St	30th St	50' to 50'	18'	WRS60-24	Architect & Holes	453	31.76	14,387.28	14,387.28		14,387.28				
Lindell Ave	30th St	30th St	50' to 50'	18'	WRS60-24		760	22.20	17,016.00	17,016.00		17,016.00				
33rd Ave	30th St	30th St	50' to 50'	18'	WRS60-24		642	22.20	14,252.40	14,252.40		14,252.40				
33rd Ave	30th St	30th St	50' to 50'	18'	WRS60-24		590	31.76	18,738.80	18,738.80		18,738.80				
33rd Ave	30th St	30th St	50' to 50'	18'	WRS60-24		472	22.20	10,502.40	10,502.40		10,502.40				
33rd Ave	30th St	30th St	50' to 50'	18'	WRS60-24		823	31.76	26,138.48	26,138.48		26,138.48				
30th St	18th Ave	21st Ave	50' to 50'	18'	WRS60-24	Drainage Only	840	22.20	18,648.00	18,648.00		18,648.00				
Sub-Totals							82,474.30		82,474.30	82,474.30		82,474.30				
Sub-Totals							381,825.22		381,825.22	381,825.22		381,825.22				
TOTALS							1,059,282.31		1,059,282.31	1,059,282.31		1,059,282.31				

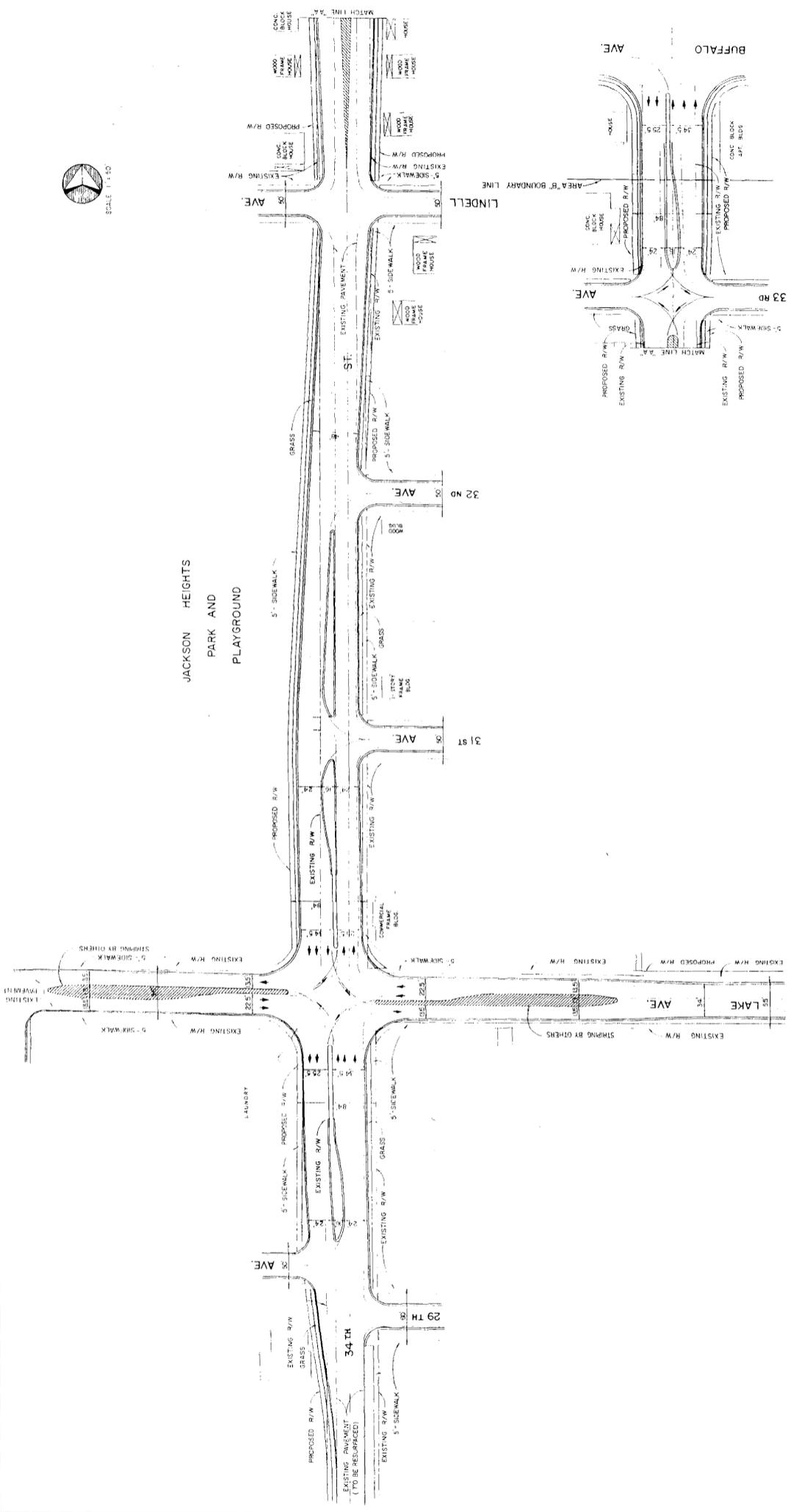
TOTAL STREET IMPROVEMENTS COST \$1,231,729.12
 TOTAL STORM DRAINAGE COST \$1,241,384.12
 GRAND TOTAL \$2,473,113.24

EXHIBIT "G"



SCALE 1"=40'

JACKSON HEIGHTS
PARK AND
PLAYGROUND



□ - RIGHT OF WAY TO BE ACQUIRED

PUBLIC WORKS DEPARTMENT	
CITY OF TAMPA, FLORIDA	
CODE	ENFORCEMENT PROGRAM
	FLORIDA E-9
PUBLIC IMPROVEMENTS AREA "B"	
PROJECT PRIDE 2	
DATE	11/11/11
PROJECT NO.	C-22-7
SHEET NO.	31

PRELIMINARY DESIGN OF
34th ST FROM 29th AVE. TO BUFFALO AVE.

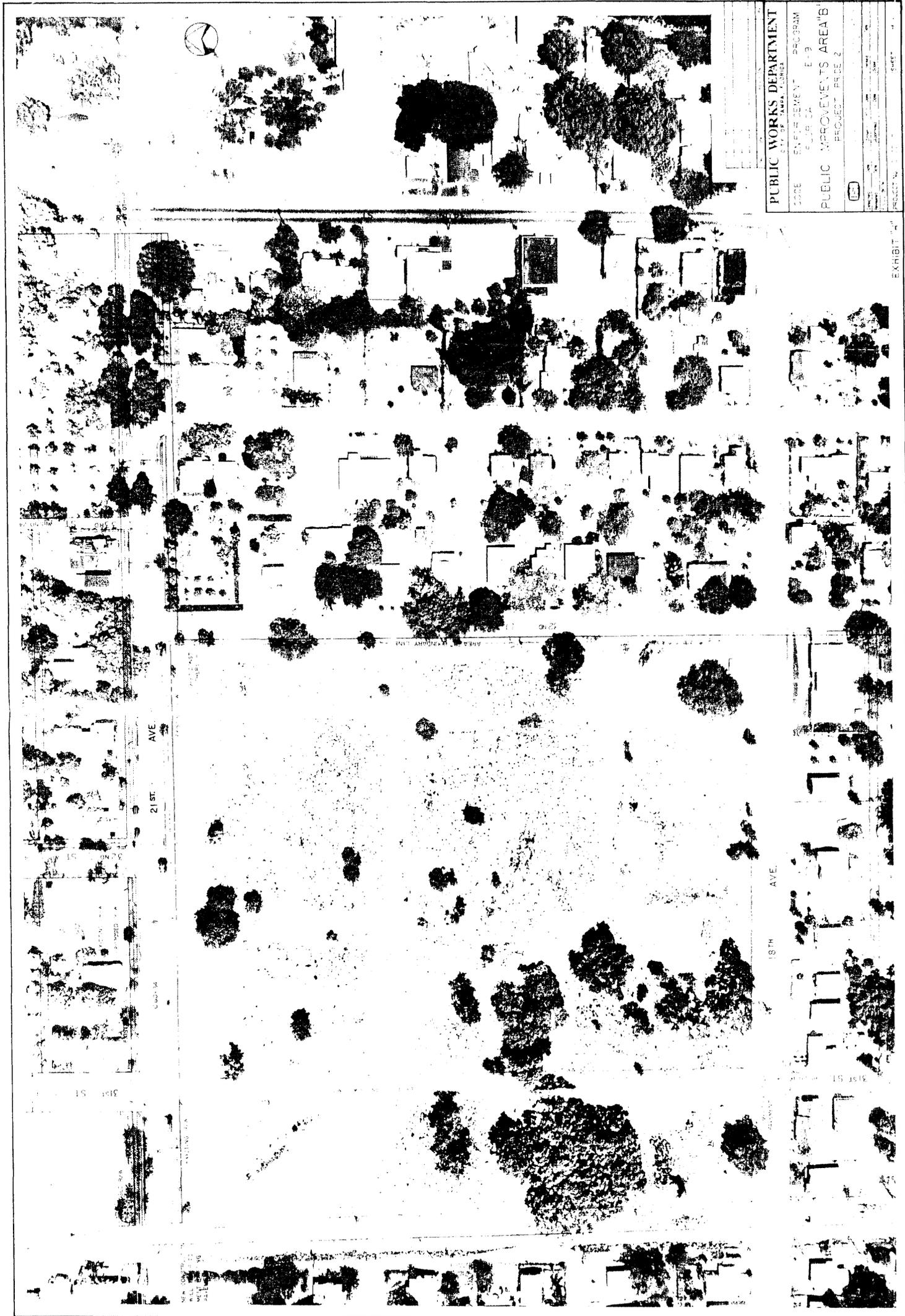
EXHIBIT "G"

EXHIBIT "H"



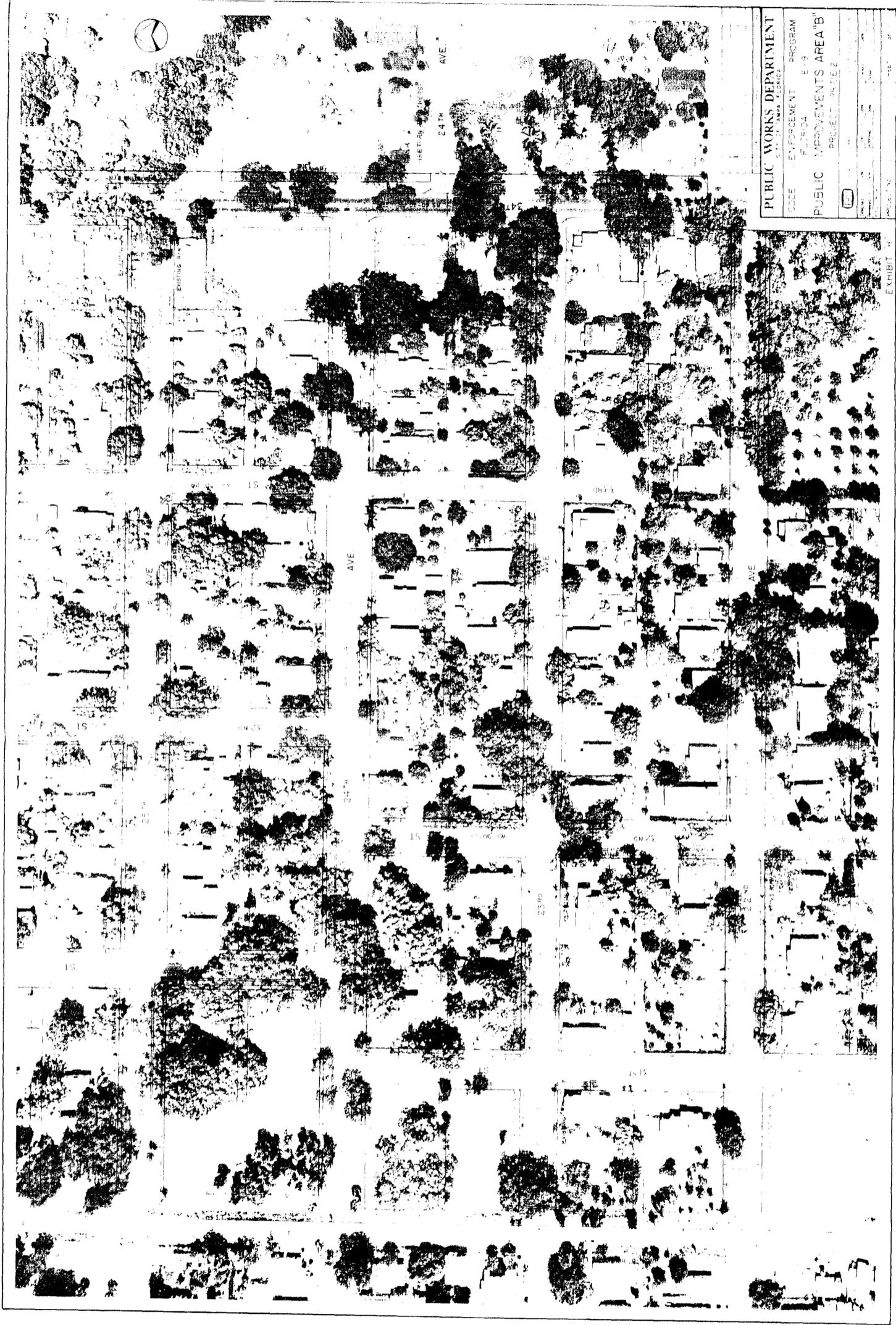
PUBLIC WORKS DEPARTMENT	
CITY OF TAMPA, FLORIDA	
SCOPE	ENFORCEMENT PROGRAM
	FLORIDA E-9
PUBLIC IMPROVEMENTS AREA "B"	
PROJECT PRIDE 2	
DATE	
PROJECT NO.	
SHEET	OF

EXHIBIT "H"



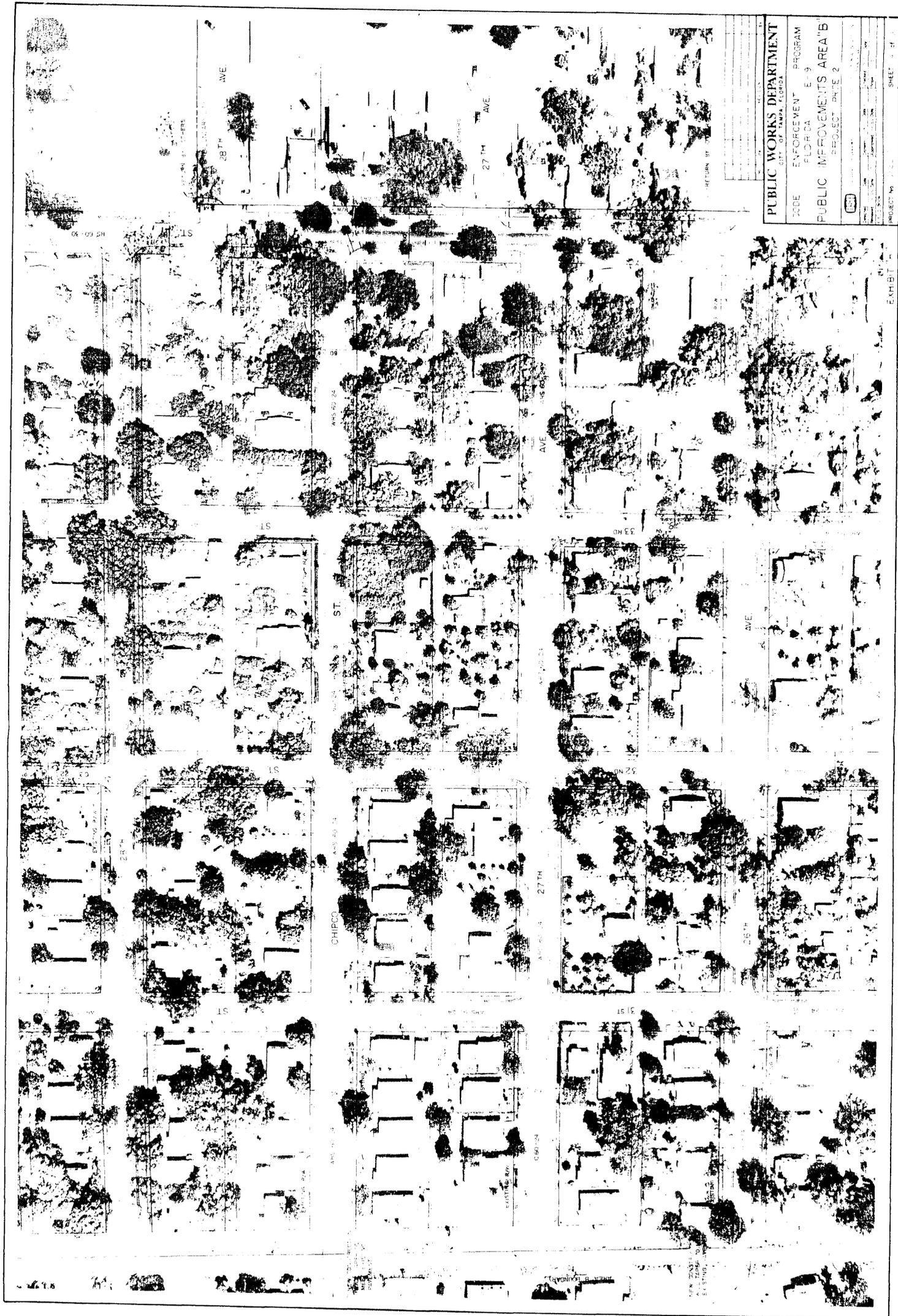
PUBLIC WORKS DEPARTMENT	
CITY OF TAMPA, FLORIDA	
3000	ENGINEERING PROGRAM
6136.02	E-13
PUBLIC IMPROVEMENTS AREA 'B'	
PROJECT: PRIDE 2	
DATE:	
PROJECT NO.:	
SHEET:	

EXHIBIT 'A'



PUBLIC WORKS DEPARTMENT	
CITY OF TAMPA, FLORIDA	
CODE	ENFORCEMENT PROGRAM
FLORIDA E-19	
PUBLIC IMPROVEMENTS AREA 'B'	
PROJECT PAGE 2	
DATE	1/15/12
BY	...
APPROVED BY	...

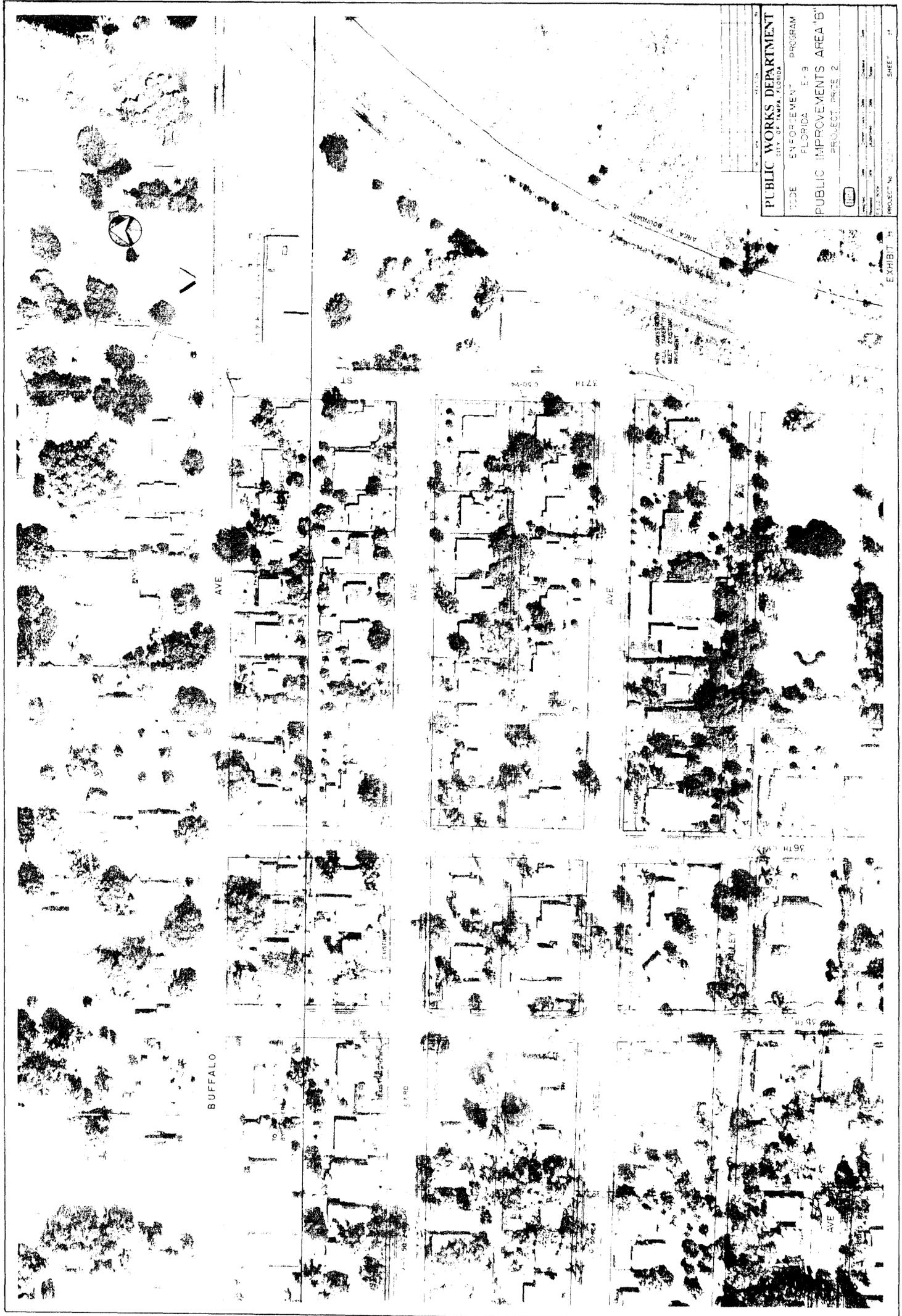
EXHIBIT 11



PUBLIC WORKS DEPARTMENT
 CITY OF PALM BEACH, FLORIDA
 ENFORCEMENT PROGRAM
 FLORIDA E-9
 PUBLIC IMPROVEMENTS AREA "B"
 PROJECT PRICE 2
 DATE: 11/11/11
 SHEET: 11







PUBLIC WORKS DEPARTMENT	
CODE	ENFORCEMENT PROGRAM
	FLORIDA E-9
PUBLIC IMPROVEMENTS AREA "B"	
PROJECT	PROJECT PRICE 2
DATE	
PROJECT NO.	
SHEET NO.	

EXHIBIT "H"

CITY OF TAMPA, FLORIDA

TO: Mr. Matheny
Mr. Terp
Mr. Ugarte
To: and Copy for Mr. Jump

From: Mr. Jump

Date: March 6, 1972

Subject: PRELIMINARY REPORT

Code Enforcement Program Florida -9
Area "B"

Proposed Public Improvements.

Prepared by Diaz, Seckinger & Associates, Inc.

Dept. Public Works File No. C-22-7.

Under authorization of Resolution No. 8402-2 dated April 6, 1971,
and Agreement dated April 19, 1971.

(15 copies of Preliminary Report delivered to Dept. Public Works
(by Diaz, Seckinger & Associates, Inc. on March 3, 1972.)

Attached for your review, comments and/or recommendations, is a
copy of the Preliminary Report on Code Enforcement Program,
Florida E-9, Area "B", Proposed Public Improvements, prepared
by Diaz, Seckinger & Associates, Inc. under Agreement of April
19, 1971.

Please review and let me have your report so that any recommended
changes or amendments can be made before the Report is submitted
to the Mayor and Council for approval.

WJimbh

Attach: 1 Copy of Report to Mr. Matheny
1 " " " " Mr. Terp
1 " " " " Mr. Ugarte
1 " " " " Mr. Jump

CODE ENFORCEMENT PROGRAM
FLA-E-9
(PROJECT PRIDE II)

OUTLINE OF PROGRAM

The total Code Enforcement Program involves general upgrading of facilities, both public and private throughout the entire community within the specified boundaries. The discussion here, however, will be confined to public improvements only.

The original application was submitted to HUD in July 1970 and approved in June 1971. Funds for the public improvements portion of the program were requested in the amount of \$2,470,000. During negotiations, Buffalo Avenue was eliminated as a boundary road and 34th Street was declared ineligible. Both of these reductions, due to cost consideration, brought the figure agreed to by HUD down to \$1,660,000. Funds approved for right of way were likewise reduced from the \$960,000 requested to \$140,000 mostly because \$640,000 for right of way along 34th Street became an ineligible item.

The above figures show that most of the funds needed to complete all public improvements in the area, must come from sources other than the Code Enforcement Program.

W/S GRANT

Underground structures are not eligible cost items in the Code Enforcement Program. Therefore, the W/S Grant approach has been used as our main vehicle to pay for this work. The present construction by Cone Brothers in being paid for partially by W/S Grant Fla-272. But since this only covers a portion of the Codes area, the City submitted another application to HUD last June. This application requested one million in federal funds towards a total project cost of 2.6 million. Later the City was told that half or \$500,000 was all the participation that could be expected from HUD and reluctantly agreed to this. The present status is that the funds have still not been released due to ruling made by HUD's legal department. The problem centers around the fact that the Federal Environment Protection Agency (EPA) will agree only to issue a qualified certification, while HUD claims that this type cannot be accepted. The City is attempting to convince either HUD that there is no reason to be concerned about accepting a qualified certification or that EPA can issue a full certification because the City will fulfill its commitment to improve waste treatment, without fail. 302

January 9, 1973

PROJECT DESIGN

The design of the public improvements is being accomplished under contract by consulting engineering firms. During March and April 1971, two contracts were executed with each firm. One covers drainage and the other covers street improvements. -Poole Engineering has the design of Area 'A' and Diaz and Seckinger has the design of Area 'B'.

Detailed designs have substantially been completed by both firms. Final reviews by DPW, Utility Departments and public utility companies are presently in progress. It is hoped that remaining details can be completed late this month and the project ready for advertising at that time.

To date, the City has paid Poole Engineering \$110,000 and DSA \$226,000 for a total of \$336,000 for all drainage and street improvement designs.

January 9, 1973

R/W CONSIDERATIONS

The amount of land to be acquired for street widening and retention basins, is significant. The total number of parcels involved will not be known until the Ownership and Encumbrance (O&E) Reports have been reviewed. Contracts for developing these O&E Reports covering both areas A&B were made to a title company in November. The information is expected before the end of this month. The next step which will take three (3) or four (4) weeks by the consultant firms, is to complete the final ownership maps which are then sent to the appraisers. Developing appraisals is expected to take 60 days. This means that by late April we can expect actual buying of property to begin.

This entire effort including the cost of legal fees is estimated at 1.05 million dollars.

PROJECT PRIDE II
SUMMARY OF ESTIMATED COSTS
BOTH AREAS A & B

<u>DESCRIPTION</u>	<u>ESTIMATED COST</u>
Street Improvements	2.4 million
Retention Basin Construction	0.7 million
Right of Way Including Retention Basins and Legals	1.1 million
Drainage	1.2 million
Water and Sewer Lines	0.9 million
Engineering Including Survey and Testing	0.3 million
Traffic Signalization	0.2 million
29th St. Outfall Interim Drainage Including R/W	0.3 million
TOTAL	<u>\$7.1 million</u>

FUND SOURCES

Project Pride Funds	1.6 million
Model Cities & P.V. Funds	4.1 million
W/S Grant Funds	0.5 million
TOTAL	<u>\$6.2 million</u>

SUMMARY

While there are still some engineering details to be worked out and some R/W actions which are moving slower than is completely satisfactory, neither of these factors are expected to seriously delay our executing a contract for these improvements. The only remaining problem of major importance is determining fund sources for the water and sewer improvements.

NOTES

March 24, 1972

RECAPITULATION
ESTIMATED ELIGIBLE AND INELIGIBLE
STREET AND DRAINAGE FUNDS
NECESSARY FOR
PUBLIC IMPROVEMENTS, CODE ENFORCEMENT PROGRAM, FLA. E-9
(PROJECT PRIDE 2)

INELIGIBLE:

Cost Drainage System Necessary to Construct Public Improvements, Area "A", CEP, Fla. E-9	\$1,298,875.00	
Cost Drainage System Necessary to Construct Public Improvements, Area "B", CEP, Fla. E-9	\$4,229,094.00	
Cost Street Improvements, Area "A"	\$ 440,285.00	
Cost Street Improvements, Area "B"	\$ 200,651.00	
	<i>373,860.00</i>	
Total Ineligible Costs for Streets and Drainage, Areas "A" & "B" Fla. E-9		\$6,168,905.00

ELIGIBLE:

Cost Street and Eligible Drainage Area "A", CEP, Fla. E-9	\$ 681,440.00	
Cost Street and Eligible Drainage Area "B" CEP, Fla. E-9	\$1,685,256.00	
Total Eligible Costs for Streets and Drainage Areas "A" & "B" CEP, FLA. E-9		\$2,366,696.00
TOTAL COST		\$8,535,601.00
		<i>8,668,501.00</i>

March 8, 1972
Department of Public Works

SUMMARY
ESTIMATE DRAINAGE FUNDS (INELIGIBLE)
NECESSARY FOR
PUBLIC IMPROVEMENTS, CODE ENFORCEMENT PROGRAM, FLA. E-9
(PROJECT PRIDE 2)

AREA "A"
32nd-34th Street Outfall Drainage System

ESTIMATED CONSTRUCTION COSTS:

Retention Basin No. 1	\$235,880.00	
Retention Basin No. 3	346,140.00	
Sub Total	<u>\$582,020.00</u>	
Storm Sewer System (less retention basins)	379,938.00	
Sub Total	\$961,958.00	
Less Eligible Drainage Costs	<u>40,039.00</u>	
Total Construction Cost		\$ 921,919.00

ENGINEERING @ 15% 138,287.00

ESTIMATED RIGHT OF WAY COSTS:

Outfall (Trunk) Storm Sewers	\$ 23,990.00	
Retention Basin No. 1	41,600.00	
Retention Basin No. 3	<u>50,000.00</u>	
Total R/W Costs		\$ 115,590.00

ESTIMATED RELOCATION COSTS

Retention Basin No. 1	\$ 5,000.00	
Total Relocation Costs		\$ 5,000.00

1972 Total Cost Drainage System, Area "A", CEP
Fla. E-9 and ineligible for CEP Funds \$1,180,796.00

Escalation @ 10% per year \$ 118,079.00

1973 Area "A", Ineligible Project Costs \$1,298,875.00

Area "B"
29th Street Outfall Drainage System

ESTIMATED CONSTRUCTION COSTS:

Storm Sewer System		
Within Area "B", CEP, Fla. E-9	\$911,938.00	
Improvements to 29th St. Outfall (I-4 to 34th St.) within Planned Variation Area	<u>1,353,011.00</u>	
Sub Total Construction		\$2,264,949.00

ENGINEERING @ 15% \$ 339,742.00

ESTIMATED RIGHT OF WAY COSTS

Retention Basins and Drainage
Easements (Hillsborough Ave. to
Buffalo Ave.) within N.D.P. Area \$ 549,100.00

Retention Basins and Drainage
Easements (I-4 to 34th St.)
within Planned Variation 354,500.00

Total R/W Costs \$ 903,600.00

ESTIMATED RELOCATION COSTS

Retention Basins and Drainage
Easements (Hillsborough Ave. to
Buffalo Ave.) within N.D.P. Area \$ 190,940.00

Retention Basins and Drainage
Easements (I-4 to 34th St.)
within Planned Variation 145,400.00

Total Relocation Costs \$ 336,340.00

1972 Total Cost Drainage System Necessary
For Public Improvements, Area "B" CEP,
Fla. E-9 and Ineligible for CEP Funds \$3,844,631.00

Escalation @ 10% per year 384,463.00

1973 Area "B", Ineligible Project Costs \$4,229,094.00

1973 TOTAL AREA "A" AND AREA "B", INELIGIBLE
PROJECT COSTS-----\$5,527,969.00

March 24, 1972

March 8, 1972
Department of Public Works

SUMMARY
ESTIMATED INELIGIBLE STREET FUNDS
NECESSARY FOR
PUBLIC IMPROVEMENTS, CODE ENFORCEMENT PROGRAM, FLA, E-9
(PROJECT PRIDE 2)

AREA "A"

ESTIMATED INELIGIBLE CONSTRUCTION COSTS:

Street Improvements (Ineligible)

34th St. from 18th Ave. to
22nd Ave. \$ 62,439.00
26th Ave. from 37th St. to
40th St. \$ 48,720.00
21st Ave. from 37th St. to
40th St. \$ 103,425.00

Total Ineligible Construction
Costs

\$ 214,564.00

ENGINEERING @ 15%

\$ 32,184.00

ESTIMATED RIGHT OF WAY COSTS (Ineligible)

34th St. from 18th Ave. to
22nd Ave. \$ 114,398.00
26th St. from 37th St. to
40th St. \$ 18,113.00
21st St. from 37th St. to
40th St. \$ 21,000.00

Total Ineligible R/W Costs

\$ 153,511.00

ESTIMATED RELOCATION COSTS

NONE

1972 Total Ineligible Costs for Streets
Area "A", CEP, FLA. E-9

\$ 400,259.00

Escalation @ 10% per year

40,026.00

1973 Area "A" Ineligible Street Costs

\$ 440,285.00

AREA "B"

ESTIMATED INELIGIBLE CONSTRUCTION COSTS:

Street Improvements (Ineligible)

34th St. from 29th St. to
Buffalo Ave. \$ 105,067.00
Several Street Crossings of
Railroad on 30th St. \$ 20,909.00
Lake Ave. from 37th St. to
40th St. \$ 87,274.00

Total Construction Costs

\$ 193,250.00
\$ 108,183.00

ENGINEERING @ 15%

~~16,227.00~~

31,987.00

ESTIMATED RIGHT OF WAY COSTS (Ineligible)

34th St. from 29th St. to Buffalo Ave.	\$ 40,000.00	
Lake Ave. from 37th St. to 40th St.	<u>18,000.00</u>	
Total R/W Costs		\$ 58,000.00

ESTIMATED RELOCATION COSTS: NONE

1972 Total Ineligible Costs for Streets, Area "B", CEP, Fla.E-9		<u>\$ 182,410.00</u>
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Escalation @ 10% per year		\$ 18,241.00
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1973 Area "B" Ineligible Street Costs		<u>\$ 200,651.00</u>
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RECAPITULATION

Total Ineligible Street Costs Areas "A" & "B", CEP, Fla. E-9		\$ 640,936.00
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SUMMARY
 ESTIMATED ELIGIBLE STREET AND ELIGIBLE DRAINAGE FUNDS
 NECESSARY FOR
 PUBLIC IMPROVEMENTS, CODE ENFORCEMENT PROGRAM, FLA. E-9
 (PROJECT PRIDE 2)

AREA "A"

ESTIMATED ELIGIBLE CONSTRUCTION COSTS:

Street Improvements (Eligible)	\$478,288.00	
Drainage Improvements (Eligible)	<u>40,039.00</u>	
Total Construction Costs		\$518,327.00

ENGINEERING @ 15%		77,749.00
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ESTIMATED RIGHT OF WAY COSTS (Eligible):

21st Avenue from 34th Street to 37th Street		23,415.00
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ESTIMATED RELOCATION COSTS:		NONE
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1972 Total Eligible Costs for Streets and Drainage, Area "A", CEP, Fla. E-9		<u>\$619,491.00</u>
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Escalation @ 10% per year		61,949.00
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1973 Area "A" Eligible Street and Drainage Costs		<u>\$681,440.00</u>
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AREA "B"

ESTIMATED ELIGIBLE CONSTRUCTION COSTS:

Street Improvements (Eligible)	\$1,165,218.00	
Drainage Improvements (Eligible)	<u>65,670.00</u>	
Total Construction Costs		\$1,230,888.00

ENGINEERING @ 15%		184,633.00
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ESTIMATED RIGHT OF WAY COSTS (Eligible)

30th St. from 32nd Ave. to Buffalo Ave.	\$ 45,000.00	
28th St. from 33rd St. to 34th St.	\$ 12,000.00	
21st Ave. from 30th St. to 34th St.	\$ 20,000.00	
Lake Ave. from 35th St. to 40th St.	<u>\$ 25,000.00</u>	
Total R/W Costs		\$ 102,000.00

ESTIMATED RELOCATION COSTS (Eligible):

30th St. from 32nd Ave. to Buffalo Ave.		<u>\$ 14,530.00</u>
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1972 Total Eligible Costs for Streets and Drainage, Area "B", CEP, Fla. E-9	\$1,532,051.00
Escalation @ 10% per year	153,205.00
1973 Area "B" Eligible Street and Drainage Costs	<u>\$1,685,256.00</u>

TOTAL ELIGIBLE STREET AND DRAINAGE COSTS,
AREAS "A" & "B", CEP, FLA. E-9-----\$2,366,696.00

CITY OF TAMPA, FLORIDA

To: Wayne Jump, Superintendent, Public Works

From: Joel L. Koford, Director, MDA

Subject: Review of Preliminary Report, Florida E-9,
Area "B", Proposed Public Improvements, by
Diaz, Seckinger and Associates, Inc.

Date April 17, 1972

1. Aerial photos indicate that some partial takings are recommended which might bring the right-of-way lines to within a few feet of some structures. While this situation is not necessarily detrimental in cases of commercial or industrial parcels, it generally contributes to the devaluation and eventual deterioration of individual residential parcels. At any rate, when this situation occurs at intersections, it generally creates a problem in obstructing a clear field of vision for vehicular traffic.

2. Several references are made regarding the removal of green strips between sidewalks and streets to facilitate street widening. The purpose of the green strip is to separate pedestrian and vehicular traffic. Therefore, it may be advisable to do away with the sidewalk on one side in order to widen the street and maintain or increase a green strip on the opposite side.

3. The report contains a time schedule of events (Page 24-26) and a breakout of costs per agency (Page 17-22). However, there appears to be no correlation between the two and when the various agencies' funds will be available. Therefore, it would be advisable to have a meeting of involved agencies and the consultant to work out a precise scheduling of work events according to a mutually acceptable timetable.



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