



City of Tampa

Jane Castor, Mayor

Contract Administration Department

306 East Jackson Street, 4N
Tampa, FL 33602

Office (813) 274-8116

Fax: (813) 274-7368

ADDENDUM 6

DATE: June 6, 2023

Contract: **22-C-00001; Tampa Multimodal Network and Safety Improvements Project (West River District BUILD)**

Item 1 – Please replace RFP Attachment P-A6 with the attached REVISED Design Criteria (PA6v2).

All parts of the RFQ & RFP not in conflict with this Addendum shall remain in full force and effect.

Questions are to be e-mailed to ContractAdministration@tampagov.net.

Jim Greiner

Jim Greiner, P.E., Contract Management Supervisor

DESIGN CRITERIA PACKAGE: The following Design Criteria Package was prepared by Calvin K. Hardie, P.E. No. 74590 and Walter A. Monk, RLA No. LA6666859 on behalf of the City of Tampa, Florida ("City") for (RFQ 22-C-00001) for Design-Build Service for Tampa Multimodal Network and Safety Improvements Project.

GENERAL CRITERIA

The design criteria herein supersede any concept plans referenced in the RFP. The concept plans are provided for information purposes only. Roadway pavements will be designed according to the *2022 Florida Flexible (or Rigid) Pavement Design Manual*. All other roadway elements shall be designed per City Specifications and per the governing regulations shown in section V.A. of the RFP.

All pedestrian, bicycle, and micro-mobility facilities (multi-modal) shall be separated/protected from automobile traffic per *NACTO Urban Street Design Guide and NACTO Urban Bikeway Design Guide*. Protection shall be provided by means of bike curb, traffic separators, or buffer with bollards wherever possible. Enhanced crossings (to include at a minimum RRFB's and/or vertical deflection such as raised crosswalks) shall be provided where trail users cross vehicular traffic at grade. **All Way Stop Controlled Intersections with High Emphasis Crosswalks may be considered in lieu of RRFB Midblock Crossings upon recommendation of the Engineer of Record (EOR) and with City concurrence.**

All multi-modal facilities shall be universally accessible per the Americans with Disabilities Act, Florida Building Code, or Department of Justice Proposed Right-of-Way Accessibility Guidelines (PROWAG) as appropriate for the facility.

Off road trails (including pedestrian bridges) shall meet the following criteria. The Florida Greenbook may be used as a reference, but the design of these facilities is not dictated by the Greenbook. Layout of trail shall provide a safe, direct route without blind corners, dark spots, drop offs, switchbacks, chicanes, etc.

Unless otherwise noted within the design criteria, trail segments shall be a minimum of 12' wide reinforced concrete per the *Concrete Pavement- Multi-Use Trail* typical section (Attachment P-A13). **The EOR, with the City's explicit concurrence, may consider bifurcation of the trail. Bifurcated paths shall be 8' minimum width; however additional width may be necessary to establish a primary route and accommodate bikes and other micro-mobility.** The trail alignment and details shall be designed to avoid drop offs and minimize the use of railing. Where railing is proposed, the design, materials and finishes shall match existing facilities (see individual segment criteria). Drop off hazards (e.g. seawalls) within 4' of the trail shall be buffered by plant material. Drop off hazards within 2' of the trail shall be buffered with railing.

Over-water trail segments (pedestrian bridges) shall be a minimum of 15' clear width between railings. The minimum radius on the pedestrian bridges shall be **50'** at the inside railing; however, the bridges shall be designed to provide larger radii if possible, within the project budget. **Straight bridge segments are permissible; however, all turns shall be curved, not angular, for consistency with the newest segments of existing Riverwalk pedestrian bridges between MacDill Park and Curtis Hixon Park.**

The EOR, with the City's explicit concurrence, may consider bifurcation of the trail by one of the two following methods:

- 1. Two (2) single direction shared use paths of a minimum 8' width with appropriate directional markings and signage.**

2. One (1) bi-directional bike trail, minimum 10' wide, and one (1) pedestrian facility, minimum 6' wide, with appropriate directional and modal markings and signage.

The proposed design shall integrate CPTED principles.

The DB Firm shall be responsible for obtaining all required permits. The proposed work shall not anticipate/include taking any listed species, which would require a “take permit” from USFWS (e.g. West Indian Manatee, Gulf Sturgeon).

Segment Locations

The project consists of 6 segments (Reference R16). These segments have been identified as having independent utility for the purpose of grant funding and NEPA documentation. The segments are for planning purposes only and are not intended to dictate the project schedule or means and methods.

No.	LOCATION	LENGTH	TYPE
1	Start: Bayshore Blvd (S. of Platt St Bridge) End: Manor Riverwalk (N. of Brorein St Bridge)	+/-0.2 Mi	Trail + Ped Bridges
2	Start: Plant Park (at Brick Plaza) End: MLK Rec Complex (at Rome Ave) Less JBL & Rome Yard (1.9-0.4 = 1.5 Mi)	+/-1.5 Mi	Trail
3	Platt Street Start: S Rome Ave End: Bayshore Blvd	+/-1.1 Mi	Complete Street
4	Rome Avenue Start: W Platt St End: W Columbus Dr Less completed blocks (1.7-0.4 = 1.3 Mi)	+/-1.3 Mi	Complete Street
5	Columbus Drive Start: N Rome Ave End: North Boulevard	+/-0.2 Mi	Complete Street Supplement County Project
6	Ridgewood Park Start: W Columbus Dr End: Existing Riverwalk, east of North Boulevard Less completed trail (0.5-0.1 = 0.4 Mi)	+/-0.4 Mi	Trail

Right of Way Streetlighting

TECO will design, engineer and construct the streetlight system along the public roads, which includes Platt St, Cass St, Rome Av, Columbus Dr, Ross St and Cruis-a-Cade Pl. The D-B Firm shall provide TECO CAD drawings at the 60% design phase, stake the TECO streetlight locations as well as accommodate TECO construction. No additional compensation shall be made for TECO support or coordination.

Park, Trail, and Pedestrian Bridge Lighting

Coordinate with City Parks and Recreation Department and prepare lighting plans in accordance

with City criteria.

Where new electrical services are required, the D-B Firm shall coordinate the final locations of distribution transformer and service poles to minimize service and branch circuit conductors and conduit lengths. Each service point shall be separately metered.

General lighting criteria:

- Dark Skies friendly products are preferred, which includes LED lamps with lamp temperatures of 3000k or lower.
- The park lighting system shall have an average 1.0 fc, a min 0.5 fc and uniformity between 5.0 (Avg/Min) and 15.0 (Max/Min)
- Solar fixtures shall be used throughout the trail segments except at Plant Park and the University of Tampa. Solar fixtures shall have LED lamps and luminaires shall be mounted between 12' and 18' above grade. Spacing shall be approximately 50' on center. Final layout will be determined by photometric design.
- Trail segments within Plant Park and the University of Tampa (UT) campus shall be connected to existing or new electrical service via underground conduit. These areas will not receive solar lighting. Fixtures and poles in these areas shall comply with UT's product standards per the attached fixture list. Fixture spacing is anticipated at +/-50' on center with final layout to be determined by photometric design.
- Prepare a list of any damaged and/or non-functioning equipment within the Plant Park and UT project area and forward to the City prior to the start of construction. All damaged and/or non-functioning equipment are required to be replaced or repaired to meet all applicable criteria and shall be in like-new condition.
- Pedestrian bridges shall be lighted with lamps integrated into the railing system. See individual segment criteria and existing River Walk documents (Reference R7).
- Wired lighting (non-solar) shall be controlled by the city-wide irrigation and lighting control system (see attached irrigation specifications).

Tree Preservation

Prioritize tree preservation and protection during the design and construction process. Provide a tree protection plan per City Code of Ordinances, Ch. 27 and the project goal of preserving existing tree canopy. Proposed tree removals shall be reviewed and approved by Parks & Recreation during the design process – prior to beginning work that may impact canopy trees. Any proposed tree pruning (including roots) shall be performed under the supervision of an ISA Certified Arborist and per ANSI A-300 and associated best management practices. Provide a tree mitigation plan per City Code of Ordinances, Ch. 27, Art. VI, Sec.27.284.4.

Plant Material & Irrigation

The only plant material required in the minimum criteria are living shorelines, street trees, and sod. Additional plant material may be proposed to serve as a buffer between the trail and seawall depending on layout. Additional trees may be necessary to mitigate the loss of existing trees removed to accommodate proposed improvements. See tree preservation item above.

Establish plant material with in-ground irrigation or other approved method per attached specifications.

See Specification Section 329300 – Plants and Section 329400 –Irrigation for additional information including plant material establishment, maintenance, and warranty requirements.

Sod all disturbed areas that are not otherwise improved (planting, paving, etc.). Match existing turfgrass species and finish grade. Restore or replace damaged irrigation components as needed.

Living Shorelines

Provide a minimum of 1,500 linear feet of living shoreline. Living shoreline systems shall include native, littoral/intertidal vegetation. Living shorelines are intended to supplement or replace existing vertical seawalls, support and protect the trail (and other landward facilities), reduce fall heights, provide native vegetation in the river, provide habitat opportunities, improve water quality, reduce flood impacts and reduce reflective wave energy compared to vertical seawalls. Living shorelines shall be designed for low maintenance and be self-sustaining. Priority locations are at Tampa Preparatory School, Blake High School, and Tony Jannus Park. Planting zones shall be a minimum of 10' wide. USACE recommends a maximum overall width of 30' per Nationwide 54 permit requirements.

Maintain and establish plant material for a minimum of 6 months after installation per specification Section 329300-Plants. Maintenance and establishment period shall be completed prior to overall project completion. Establishment may be provided by an in-ground irrigation system or other approved method.

Provide a maintenance plan for City staff or contractors to realize the design intent and provide long term maintenance through maturation.

US Army Corp of Engineers and other permits will be required for living shorelines.

See Reference R2 for recent muck probes/sediment sampling performed along the West shoreline of the Hillsborough River.

Trail Criteria by Segment

Platt Street Pedestrian Bridge

- Construct concrete pedestrian bridge with 15' minimum width on deck between railings.
- Match profile and railing details (including integral lights) from the existing, eastern Riverwalk pedestrian bridge between MacDill Park & Curtis Hixon Park. (Reference R7) Control lights with standard equipment per irrigation specifications.
- Final design must consider high tide elevation and sea level rise when determining finish elevation of walking surface.
- Provide integrally colored concrete with decorative aggregate in lieu of granite pavers.
- Provide 7'-9" minimum overhead clearance with additional clearance preferred.
- Connect to Bayshore Blvd. trail south of existing steps
- Preserve Bayshore balustrade removed for bridge construction. Deliver to City yard or reuse within project.
- No attachments, including lighting, will be allowed on Platt St. Bridge, a historic structure.

Tony Jannus Park

- Construct 15' minimum width trail between pedestrian bridges.
- Construct 8' minimum width walkway connections from new trail to Platt St. and Brorein St. sidewalks.
- Remove redundant pavement throughout park.
- Reuse existing road bricks (under Selmon bridges) on project or deliver to City yard.
- Arrange pedestrian bridge connection points and trail layout to accommodate restoration of Park facilities and future improvements.
- Provide and install trail lighting per general requirements.
- Construct a minimum of 250 LF of living shoreline near Tony Jannus Park.
- Construct 6' sidewalk along the east side of Bayshore Blvd. between Brorein St. and Platt St.
- Relocate wooden bollards along Bayshore Blvd. or remove bollards (no sawcut) and provide alternate barrier system to control vehicle access into the park. Relocate existing leaf gate as needed to accommodate new sidewalk.
- Provide new control system for irrigation and lighting including pedestrian bridges per attached irrigation specifications.

Additional Considerations

- The existing concrete railing does not meet current safety standards. If the trail is proposed along the seawall, then the existing railing will need to be improved/ supplemented or replaced to meet standards.
- The land below the Selmon Expressway is owned by THEA. but is available for trail and park improvements per easement. (Reference P-A12). Protect THEA facilities during construction.
- There is an existing reclaimed water meter and irrigation system within the park.

Brorein St. Pedestrian Bridge

- Construct concrete pedestrian bridge with 15' minimum width on deck between railings.
- Match profile and railing details (including integral lights) from the existing, eastern Riverwalk pedestrian bridge between MacDill Park & Curtis Hixon Park. (Reference R7). Control bridge lighting with standard equipment per irrigation specifications.
- Provide integrally colored concrete with decorative aggregate in lieu of granite pavers.
- Provide 7'-9" minimum overhead clearance.
- Connect to Manor Riverwalk segment north of the rookery parcel.
- Final design must consider high tide elevation and sea level rise when determining finish elevation of walking surface.

Additional Considerations

- Existing elevation at Manor Riverwalk is higher than Tony Jannus Park. Accommodate this grade change at less than 5% slope.
- There is a subaqueous 48" sanitary sewer main south of the Selmon Expressway Bridge fenders.

Plant Park

- Construct 12' wide trail from existing brick plaza to University of Tampa (UT) property line; include 12" brick band within 12' trail to match historic detail. Remove existing walkway and palms as needed.

- Incorporate existing embossed concrete walkway markers into finished work (e.g. integrating concrete panel into bench pad or other work).
- Replace cabbage palms near widened trail and new extension; 12' on center; 24' minimum clear trunk. Adjust existing irrigation system to provide bubbler zone(s) for establishment. Approximately 70 palms are anticipated to be installed.
- Reset existing benches adjacent to new trail on new pads with brick borders. Refinish or replace wood slats as needed.
- Add lighting along trail per general requirements and attached fixture schedule (match UT/Plant Park standard).
- Develop a work area and access route to minimize disturbance of the park. Undisturbed areas of the park will remain open during construction. The park may be used for staging of work within the park and in the UT easement only.

Additional Considerations

- If railing is required, match existing decorative metal fence at brick plaza.
- See 2003 Master Plan document and 2002 MP Diagram prepared by the Friends of Plant Park and their consultants for additional background (Reference R17).
- There is an existing potable water service and irrigation system within the park.

University of Tampa (UT)

- Add 12" brick band to either side of existing 10' riverfront trail to match historic detail and achieve 12' minimum width.
- Remove +/-80 LF of existing trail immediately north of Plant Park; construct new trail to match concrete and brick details throughout the UT and Plant park riverfront trail.
- Provide physical separation between the trail and seawall where necessary for safety per general criteria.
- Renovate trail along UT's northern property line. Work includes demolition of existing pavement, construction of new pavement, curbs, gravity wall, railing, and lighting. Provide sleeves for future irrigation to be installed by others; sleeves shall be per City standards and coordinated with proposed irrigation improvements by UT.
- Maintain or renovate existing pedestrian connection at northeast corner of Cass Communications Building. Maintain trail profile less than 5% where feasible to obviate handrails.
- Replace existing FDOT style guardrail south of CSX bridge with decorative, black metal guardrail to match existing UT fence details.
- Provide and install trail lighting per general requirements along west side of proposed trail. Locate lighting along north property line to minimize conflicts with existing facilities. Match UT standard, non-solar fixtures. Trail lighting shall be controlled by the City's computerized irrigation & lighting controller.
- The proposed design should attempt to integrate additional security and safety features in the Women's Dormitory area, north of the Southard Family Building. UT will be afforded an opportunity to review and respond to planned improvements per their easement agreement.

Additional Considerations

- As much as possible, UT prefers that the bulk of construction activities that occur near McKay Auditorium and the Women's Dormitory exclude the time periods of Sept. 1 – Dec. 7 and Jan. 16-May 7 annually.
- Brick pavers on UT campus are Pine Hall Brick products: Pathway Full Range (field) and Pathway Cocoa Full Range (accent). However, brick borders on the riverfront trail should be selected to match the existing brick pavers in Plant Park (more or less). The UT standard(s) may be an approximate match. If additional brick detailing is proposed, beyond the minimum criteria, then it should match the UT standard.
- The proposed trail lighting in this area is to have a pattern such that light trespass/intrusion and glare toward McKay Auditorium and the Women's Dormitory are minimized.
- Future planting and irrigation along UT's north property line (easement parcel 2) will be completed by UT.
- There is an existing irrigation system within and adjacent to the trail easement.

Cass Street

- Widen sidewalks to the extent practical, which may require incidental grading and other improvements to the swale between the railroad tracks and Cass St.
- Limit work to within the Cass St. ROW, without entering CSXT's ROW.

Tampa Preparatory School (TPS)

- Reconstruct damaged portions of Cass St. sidewalk between the enhanced Cass St. crossing and the Cass St bridge.
- Widen the Cass St. sidewalk to within 12" offset from existing TPS fence
- On the north side of Cass St., raised separator protected bike facilities may be considered on roadway or widening the existing sidewalk by moving curb to meet the trail width standards noted in the General Criteria may be considered.
- Construct minimum 12' wide riverfront trail. Widen as needed to accommodate a single rail. Widen to 15' minimum between rails if two rails are necessary.
- Guardrails, if necessary, shall be stainless steel cable system matching Julian B. Lane Park or the Doyle Carlton section of the Riverwalk.
- Construct a combination of retaining walls, seawalls, breakwaters, living shoreline and other systems to support and protect the new trail and existing infrastructure.
- Provide a minimum of 250 LF of living shoreline; maintain and establish plants per specifications. An existing 2" potable water meter (M0586) at JBL Park is available for irrigation service if proposed.
- Provide and install trail lighting per general requirements. Coordinate with TECO to provide additional lighting along Cass sidewalk if necessary.
- Remove existing shrubs along Cass St and replace with ground cover or vines to be coordinated with TPS, and repair irrigation if necessary.

Additional Considerations

- Oak trees (approximately 7) between stormwater pond and river are in fair to poor condition. These trees may be removed with proper mitigation per Tampa Code of Ordinances, Ch. 27.
- Do not disturb liner in stormwater pond.
- A 2016 Shoreline Assessment was performed and is available (Reference R13)

- Previous plans for trail and living shoreline were produced in 2010 by CoT and are provided for reference (R14). These plans were developed in collaboration with TPS and permitted, but the improvements were not constructed. The EPC/ACOE permit is active. The previous plans do not meet the minimum trail width for the new multimodal network per the general requirements of this RFP.

There is an existing potable water meter (M0856) and irrigation system at the south end of Julian B. Lane park.

I-275 & Green Street

- Existing trail to remain. Protect during construction.
- Construct 8' wide concrete trail connections between Green St. sidewalk and existing trail.
- Provide and install trail lighting per general requirements. Light poles below I-275 shall not exceed 18' overall height. Provide solar panel array, wiring, and appurtenances as needed to service trail lights below I-275.
- Provide and install benches (5) and trash/recycling cans (5) spaced along trail.
- Improve ground plane under I-275 bridge with a combination of plant material, irrigation, paving, and minor drainage features to eliminate exposed earth.
- A permanent irrigation system is necessary in this segment because of the interstate span overhead. Connect to existing irrigation system at Julian B. Lane Park (1 ½" potable meter no. M0587) or I-275 landscape irrigation at N Boulevard.

Additional Considerations

- If proposed additional improvements require railing along seawall it shall be a stainless-steel cable system to match railing on the Doyle Carlton section of the existing Riverwalk.
- Area of work may be impacted by future interstate improvements. Coordinate with FDOT regarding timing of bridge or other improvements within right-of-way that will impact trail or appurtenances.
- FDOT review and approval of proposed improvements will be required and shall be accommodated in the project schedule (See attachment P-A12 Airspace Agreement between FDOT and City of Tampa dated 02/16/2004).
- Parks & Recreation staff will support the DB Team to obtain FDOT review and approval of proposed improvements.

Blake High School

- Remove existing concrete trail.
- Construct 12' wide trail. Include plaza connection to existing fence east of Blake HS courtyard.
- Provide living shoreline and/or other strategies as needed to replace or supplement the existing seawall to provide adequate support/protection of upland facilities and stabilize the shoreline per the general requirements. The intent of this project is not to provide extensive repair or replacement of vertical seawalls, however some repair or replacement may be necessary if other techniques are not viable.
- Install 1,000 LF (minimum) of living shoreline. Establish and maintain plants per specifications.
- Intercept seeps from the existing stormwater pond near the football field and parking garage to eliminate flow over the trail. +/-200 LF

- Provide and install trail lighting per general requirements.
- Provide and install benches (5) and trash/recycling cans (5) spaced along trail.
- Remove dead or declining trees. Protect canopy trees and palms that are in good condition.
- Construct paved vehicular access at west end of parcel and mitigate runoff erosion issue.

Additional Considerations

- The condition of the existing seawall is unknown but soil loss has been observed at points behind the seawall. This segment of the trail is open to the public and available for inspection from land or water.
- If an irrigation system is proposed for plant material establishment, then a water source will need to be proposed. It is unlikely that the existing service at JBL will have enough capacity for a full irrigation system but may be adequate to service quick couplers. The existing well at the NW corner of the Blake HS parking garage may be accessible for irrigation through coordination with Hillsborough County Public Schools.
- Coordinate trail connection points with Blake HS including future bicycle parking plaza.

Blake Ball Fields

- Add 12" concrete to both sides of existing 10' trail to provide 12' minimum width. Design must provide for ADA-compliant surface between new and existing concrete.
- Intercept seeps from the softball field to eliminate drainage over the trail. +/-200 LF
- Provide and install trail lighting per general requirements.
- Provide and install benches (3) and trash/recycling cans (3) spaced along trail.

Additional Considerations

- This segment of the trail is within a conservation easement. Do not disturb existing trees or other native vegetation between trail and shoreline.

Stewart Middle School

- Construct 12' wide trail.
- Provide and install trail lighting per general requirements.
- Provide benches (2) and trash cans (2) spaced along trail.

Additional Considerations

- This segment of the trail along the river's edge is within a conservation easement. Do not disturb existing trees or other native vegetation within the conservation easement.
- Coordinate trail segment and connection point with the trail to be completed by the Rome Yard developer.

Rome Yard (Oregon Ave to N Willow Ave)

- Facility to be constructed by others

MLK Rec Complex

- Construct 12' wide trail from Oregon Ave to Rome Ave.
- Provide and install fixed and moveable bollards to control access at both ends of trail.

- Construct a special emphasis crosswalk, pedestrian ramps and Rectangular Rapid Flashing Beacon (RRFB) across Oregon Ave. to connect to the Rome Yard trail segment (by others).
- Remove existing asphalt driveway.
- Construct 12' wide trail connection to existing gym forecourt.
- Maintain or restore concrete walkway connections between existing park facilities.
- Provide and install trail lighting per general requirements.

Additional Considerations

- Trail will be located entirely on city property between Oregon Ave and Rome Ave. Coordinate Oregon crossing with Rome Yard development.
- Enhanced crossing on Rome Avenue at West Palmetto St. is included in the "Complete Street" segment.
- Recreation facilities shall remain open during construction to the maximum extent practicable.
- The MLK Rec Complex site may be used for staging work on this site only.

Ridgewood Park

- Construct 12' wide trail along Ross Ave. and Cruis-A-Cade Pl., under the North Blvd. bridge. Connect to the existing Riverwalk on the south side of 7th Avenue. Construct Type D curb along entire length of Cruis-A-Cade Pl.
- Remove cul-de-sac pavement at south end of Cruis-A-Cade Pl. Add storm structure and inlet at south end of Cruis-A-Cade Pl. and connect to existing structure. Modify existing structure top as needed.
- Incorporate special paving and grading details to protect tree roots. Special treatment zone shall be within the tree protection zone as defined by the Tampa Tree & Landscape Technical Manual.
- At the City's direction, trail construction along Cruis-A-Cade Pl. may be shifted east along N Blvd. (Reference R1) at no additional cost. Price proposal will reflect total cost to construct either path.
 - Along 7th Ave. Trail may be shifted to the south side of the roadway with an enhanced crosswalk with RRFB or an All Way Stop controlled intersection if deemed feasible by the Engineer of Record and with City concurrence.
- Provide and install 3 trash cans and 3 recycling cans spaced along the trail segment. Collocate trash and recycling bins or provide combined units.
- Add trail lighting per general requirements.
- Install RRFB at Ross Ave. crossing.
- Install wood bollards per standard detail along Glenwood Drive median, from Columbus Drive to West Ross Ave.
- Establish Glenwood Dr. as a bike boulevard per NACTO standards.
- Install "No Parking" signs as needed (minimum of 12 signs).

Complete Street Criteria

Conceptual plans have been developed to study layout options and the extent of the project scope (Reference R1). These plans may be used as reference but are not intended to limit design solutions or innovation opportunities. Requirements laid out in this Design Criteria take precedence over the provided concept plans.

Rome Avenue (Platt St. to Spruce St.)

- Repair/replace existing damaged drainage structures and curbs
- Reprofile roadways to minimize ponding
- Fill all sidewalk gaps.
- Replace damaged sections of existing sidewalk to remain.
- Install on-road parallel parking, where possible, within the existing right-of-way.
 - EOR may revise, reduce or remove parking locations and number of spaces shown in the concept plans with City concurrence.
- Design/construct marked, on-road bicycle facilities. Separate from vehicular travel lanes by striped buffer and tubular markers. Where sufficient width cannot be obtained, utilize share-the-road markings.
- Utilize green pavement marking in conflict areas for the attention of drivers and cyclists.
- All existing granite curbing is to be salvaged and reutilized within the corridor where possible.
- Design/construct special emphasis pedestrian crossings and add ADA ramps. Install RRFB and signage at W Lemon St and W La Salle St. Raised crosswalks may be considered as well.
 - All Way Stop Controlled intersections with High Emphasis Crosswalks may be considered in lieu of RRFB Midblock Crossing upon recommendation of the EOR and with City concurrence.
- Design/construct bulbouts to minimize pedestrian crossing distances, where possible.
- Add stop bars and special emphasis crosswalks on the throats of all side streets.
- Pave the throats of all alleys.
- Pave side-streets to radius returns and correct any ponding.
 - "Pave" should consist of reconstruction using existing materials. If the existing side street is historic clay brick, any reconstruction shall be of same material.
 - Limits of the resurfacing/reprofiling of the side streets shown in the concept plans is approximate. EOR shall determine if reconstruction is necessary based upon ADA and existing ponding.
 - Only those side streets that do not meet ADA standards or are experiencing ponding require modification. All other side streets can be removed from scope.
 - EOR may consider concrete ribbon curb at the material boundary of the clay bricks and asphalt surfaces with City concurrence.
- Reconstruct the roadway from Green Street to W. Main Street, including intersections, in accordance with FDOT's Flexible Pavement Design Manual (FPDM). Remove brick base and replace with acceptable base material.

- Mill and resurface the full width of the remainder of Rome Avenue in accordance with FPDM.
 - Omit the Cleveland Street intersection (work by others)
 - Omit the portion of N. Rome Avenue from the southern leg of the W. Kennedy Blvd. intersection to the northern leg of the W. Cass Street intersection.
- Provide a minimum of 15 canopy trees and 20 understory trees between Spruce St and Cypress St (excluding FDOT right-of-way). 35 trees are not enough to effectively improve the entire area specified. The larger area is specified to provide flexibility in the streetscape design and arrangement of trees, which shall be grouped to maximize impact on each block:
 - Understory tree spacing shall be between 20' and 40' on center
 - Canopy tree spacing shall be between 35' and 70' on center. Palms are not acceptable within the minimum criteria but may be provided in addition.
 - Provide a minimum of 500 CF of soil volume for canopy trees and 250 CF for understory trees via pavement support system or similar approved system. Soil system(s) shall include root barriers, permeable pavement, and other work as necessary for the long-term viability of trees.
 - See Specification Section 329300 – Plants for minimum tree size, species, etc.
- Establish trees with a permanent irrigation system or with a one-year maintenance period as described in the attached specifications. (An irrigation well is available at Willow Ave. south of I-275)
- The proposed design shall accommodate future tree planting throughout the entire Rome Ave corridor. Accommodation may anticipate reasonable pavement removal and reconstruction, but not realignment or narrowing of the pedestrian route. Canopy trees are preferred wherever practical and shall be accommodated accordingly. Understory trees shall be planned within 30' of overhead electrical.
- Provide and install irrigation sleeves to access future tree planting locations.

Rome Avenue (Spruce St. to Columbus Dr.)

- Resurface roadway in accordance with FPDM
- Repair/replace existing damaged drainage structures and curbs
- Reprofile roadways to minimize ponding
- On the east side of the road between W. Spruce St. and the proposed trail at the MLK Jr. Rec Center site (approx. W. Palmetto St.), design/construct a 12' minimum width shared-use trail. Include a 4'-wide furniture zone between the back of curb and the proposed trail, all within the existing right-of-way.
 - EOR may consider a bi-directional cycle track on the east side of Rome Ave. of minimum 10' width with a 3' raised curb separator between vehicle lanes and cycle track accompanied by an 8' wide sidewalk, with a minimum width of 5' at tree planting locations (tree wells, only).
 - EOR may consider placement of the 8' sidewalk within the MLK Center property, with City concurrence, to allow for better tree plantings.
- Design/construct special emphasis pedestrian crossings and add ADA ramps. Install RRFB and signage at W Palmetto St and W St. Louis St.
- 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, 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.

- EOR may consider a bi-directional cycle track on the east side of Rome Ave. of minimum 10' width with a 3' raised curb separator between vehicle lanes and cycle track accompanied by an 8' wide sidewalk, with a minimum width of 5' at tree planting locations (tree wells, only).

Additional Considerations

- Design/construction of the streetscape, including the 12'-trail (behind the eastern curb line) between W. Palmetto St. and N. Oregon Ave./W. Saint Louis St. will be completed by the Rome Yard developer.
 - If a cycle track alternative is considered, the cycle track shall be built through these limits as part of this contract.
- Refer to the 2018 West Tampa CRA Strategic Action Plan for additional information (<https://www.tampa.gov/document/west-tampa-strategic-action-plan-23496>). Design proposals within the West Tampa CRA will be coordinated with/reviewed by the Citizen Advisory Committee via a designated liaison.

Platt Street

- Resurface roadway in accordance with FPDM
- Repair/replace existing damaged drainage structures and curbs
- Reprofile roadways to minimize ponding
- Fill all sidewalk gaps.
- Design/construct continuous sidewalk on the south side of the roadway.
 - Sidewalk may be defined as a delineated pedestrian facility between S. Dakota Ave. and the turn lane limits of the Willow Ave. intersection as long as a curbed separator is present between the vehicle lanes and the multimodal facilities.
- Replace damaged sections of existing sidewalk that will remain.
- Maintain two vehicular travel lanes in the eastbound direction.
- Design/construct on-road parallel parking where feasible, with priority given to the north side of the roadway. Parking locations on the south side shall be between the travel lanes and cycle track.
 - EOR may revise, reduce or remove parking locations and number of spaces shown in the concept plans with City concurrence.
- Design/construct on-road bicycle facility, delineated by a traffic separator, where possible. Raised separator shall be included at intersections while maintaining turning movements. A striped buffer enhanced with vertical bollards and/or bike curb may be utilized where a raised separator is not possible and between the on-road parking and the protected cycle track.
- Utilize green pavement marking in conflict areas for the attention of drivers and cyclists.
- All existing granite curbing is to be salvaged and reutilized within the corridor where possible.

- Design/construct unsignalized pedestrian crossings, add ADA ramps, special emphasis crosswalks, and five pedestrian activated RRFBs as indicated on concept plans and appropriate signage.
 - All Way Stop Controlled intersections with High Emphasis Crosswalks may be considered in lieu of RRFB Midblock Crossing upon recommendation of the EOR and with City Concurrence.
- Design/construct bulbouts to minimize pedestrian crossing distances, where possible.
- Add stop bars and special emphasis crosswalks on the throats of all side streets and Selmon Expressway.
- Pave the throats of all alleys and repave driveway apron widths per City standard and code.
- Pave side-streets to radius returns and correct any ponding.
 - “Pave” should consist of reconstruction using existing materials. If the existing side street is historic clay brick, any reconstruction shall be of same material.
 - Limits of the resurfacing/reprofiling of the side streets shown in the concept plans is approximate. EOR shall determine if reconstruction is necessary based upon ADA and existing ponding.
 - Only those side streets that do not meet ADA standards or are experiencing ponding require modification. All other side streets can be removed from scope.
 - EOR may consider concrete ribbon curb at the material boundary of the clay bricks and asphalt surfaces with City concurrence.
- Mill and resurface full width of Platt Street.
- Existing CSX Railroad at-grade crossing signing and dated signalization may need to be updated and additional protections for westbound pedestrians designed/constructed. D-B Team to coordinate, fund, and permit any CSXT Preliminary Engineering and CSXT Construction Agreements in the prime contractor’s name, directly with CSXT. Proposed crossing of railroad to be coordinated with City Smart Mobility Division.
- Fund and request all required CSXT Flagging directly from CSXT.
- Design/construct skip lines across intersections with skewed travel lanes.
- The proposed design shall accommodate future tree planting throughout the Platt St corridor where reconstruction is planned and adequate space is available. Accommodation may anticipate reasonable pavement removal and reconstruction, but not realignment or narrowing of the pedestrian route.
- Accommodate palms in islands, medians or other areas where trees are impractical due to soil volume, truck traffic, or other conflicts.
- Provide and install irrigation sleeves to access future tree and palm planting locations.

Bayshore and Platt Street Intersection Improvements

- Coordinate with the City of Tampa regarding restriping Platt St. bridge as 3 lane section and signal phasing (completed by others).
 - EOR may recommend the reduction of travel lanes across the Platt St. Bridge to fewer than three with proper analysis and City concurrence.
- Design and construct proposed intersection improvements striping to increase safety at the Bayshore Blvd. intersection, including minimizing pedestrian crossing distances.
- Design/construct large bulbout on the northeast corner of Platt St. and Bayshore Blvd.

Columbus Dr. (Rome Ave. to North Boulevard)

- Utilize existing bridge width to add a 10'-12' minimum width, on-road, two-way bikeway on the south side of the bridge while maintaining two travel lanes and a westbound left turn lane of sufficient length at Rome Ave.
- On the southeast corner of Rome Ave. at Columbus Dr., reduce radius width while providing for turning movements and maintaining 12' shared use path from Rome Ave.
 - See comments above regarding alternatives to the trail in the Rome Avenue (Spruce St. to Columbus Dr.) section. If an alternative to the trail is chosen, maintain the selected alternative through this section.
- Separate the two-way bikeway from vehicular travel lanes by utilizing physical bike separators. Concrete raised separators shall be used at intersections. Separation upon the bridge shall not require structural stiffening of the bridge.
- On the east side of the bridge, transition bikeway to a 10' shared used path/sidewalk.
- Stripe hatching between the westbound and eastbound vehicular travel lanes.
- East of the Columbus Drive bridge reconstruct all public access driveways (such as alleyways) to meet ADA requirements. Intersection curb ramps will be reconstructed with Hillsborough County resurfacing project #69631105 and are not included as a part of this project.

Additional Considerations

- Hillsborough County resurfacing project #69631105 will not be funded for construction before, at least, October 2023.