

# City of Tampa Technical Standards For Transportation

## DEPARTMENT OF PUBLIC WORKS TRANSPORTATION TECHNICAL MANUAL

## **REVISED 2008 EDITION**

## MANUAL OF MINIMUM STANDARDS

### **INTRODUCTION**

The Transportation Technical Standards Manual was revised in its entirety in 2008. This new manual was adopted and has become effective on this date and year.

All preliminary site development plans and preliminary plats submitted on or subsequent to the effective date of this manual shall be governed by this Transportation Technical Standards Manual. All projects submitted prior to the adoption and the effective date shall be governed by the version in effect upon preliminary submittal unless the developer voluntarily elects to comply with the more recent revised manual.

This Manual is intended to supplement the following:

\* (a) Florida DOT - Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways, latest edition (Florida Green Book).

\*\* (b) Florida DOT - Procedures Manual for Flexible Pavement Design, latest edition. The Transportation Division shall retain the latest edition of the standard specification for pavement design, asphalt (Type 'S' Mixes) No Contractor Quality Control.

\*\*\* (c) U.S. Department of Transportation, Federal Highway Administration -Manual on Uniform Traffic Control Devices for Streets and Highway, latest edition.

\*\* (d) Florida DOT - Standard Specifications for Road and Bridge Construction, latest edition.

\*\*\*\* (e)AASHTO - Standard Geometric Design for Highways and Streets, latest edition.

\* (f) Florida DOT - Roadway and Traffic Design Standards, latest edition.

\*\*\*\*\* (g) Drainage Design and Construction see City of Tampa Stormwater Technical Standard Manuals for Public or Private Development.

Publications listed shall be considered as an integral part of this manual. Construction plans submitted for review shall include design data and calculations for structures and roadways.

- \*\*\* http://mutcd.fhwa.dot.gov/
- \*\*\*\* must purchase latest published edition

<sup>\*</sup> www.dot.state.fl.us/rddesign/publication/pub.htm

<sup>\*\*</sup> www.dot.state.fl.us/mapsandpublicatuions/manuals/pablications\_list.htm

<sup>\*\*\*\*\*</sup> http://inet.cot.gov/dept\_stormwater/document\_library/index.asp

#### **TABLE OF CONTENTS**

Section I Title, Authority, Purpose I-I Title I-2 Authority I-3 Purpose I-4 Amendment of Manual

Section II General Design Standards II-1 Transportation Analysis II-2 Streets II-3 Sidewalks II-4 County, State, Federal Permits II-5 Driveway II-6 Street Lights II-7 Alleys

Section III Roadway and Subdivision Design and Construction Standards **III-1 General III-2 Standard Details III-3 Design and Construction Criteria III-4** Construction Plans **III-5** Clearing **III-6 Subsoil Investigation III-7 Flexible Pavement III-7-1 Design Criteria - Subgrade III-7-2 Design Criteria - Base Course III-7-3 Design Criteria - Surface Course III-8** Corner Radii **III-9 Sidewalk Details III-10** Acceleration - Deceleration Lanes **III-11 Bridges III-12 Portland Cement Concrete Pavement III-13 Roadway Grade III-14 Concrete Curb, Gutter & Sidewalks III-15 Medians III-16 Grassing and Mulching III-17 Roadway Ditches III-18 Culvert Requirements III-19 Brick Streets** 

Section IV Driveways IV-A Introduction IV-B Permit IV-C Prohibited Locations IV-D Definitions IV-E Driveway Frequency IV-F Driveway Variances IV-G Driveway Abandonment IV-H Design Standards IV-I Construction

Section V Sidewalk

**V-A Introduction** 

- 2 Permit
- 3 Sidewalk Variances
- 4 Design Standards

Section VI Sight Triangles VI-A Introduction VI-1 Intersection VI-2 & 3 Landscaping Guidelines

Section VII Parking VII-A Introduction VII-B Permit VII-C Parking Layout Guidelines VII-D Parking Design Standards

#### **SECTION I**

#### TITLE, AUTHORITY AND PURPOSE

#### I-1 TITLE

This manual shall be known as the City of Tampa Technical Standards for Transportation:

#### **I-2 AUTHORITY**

This manual has been prepared and adopted pursuant to the authority granted by the following:

City of Tampa Code, Chapter 35, Ordinance #9803-A Chapter 1-77, Florida Statutes (1979) Chapter 335, Florida Statutes (1984)

#### I-3 PURPOSE

It is essential for the promotion of public health safety and welfare that the design, construction, repair, and maintenance of all streets and public rightsof-way including sub-grade, paving, drainage systems, sidewalks, and all related infrastructure elements be in accordance with the requirements of this manual and all related ordinances of the City of Tampa.

#### **I-4 AMENDMENT OF THE MANUAL**

The Director of Public Works reserves the right to amend the contents of this manual as required. Notification process for Amendments of the Manual shall be annualized from date of adoption.

**SECTION II** 

#### GENERAL DESIGN STANDARD

#### **II-1 TRANSPORTATION ANALYSIS**

A Transportation Analysis is required only when such an analysis was not previously prepared in association with a development approval (i.e., DRI, concurrency, rezoning, etc.) for the same project. If the project is not developed within five (5) years or a new application is filed which is a substantial change from the previously approved project, a new transportation analysis may be required as determined by the Transportation Manager. This requirement may be waived, if the Transportation Division determines that the transportation impact will not be significant.

The person responsible for preparing the analysis is required to meet with City of Tampa Transportation Division personnel to discuss the elements that should be included in the study and confirm guidelines on how the study should be completed. Any unique issues or needs of a particular situation and assumptions associated with those needs, are required to be determined and agreed upon prior to the submission of the analysis. A formal, transportation analysis methodology letter is required to be submitted within 10 business days of the methodology meeting for approval by staff. If a methodology letter is not received within the allotted time, the application for petition to rezone will be considered incomplete and will not be accepted.

Issues to be discussed should include, but are not limited to:

- Study Area
- Land Use Codes for Existing and Proposed Uses
- Seasonal Adjustment Factors
- Growth Rate
- Anticipated Development
- Turning Movement Counts
- Signal Timings
- Time of Build-Out
- Phasing
- Planned Transportation System Improvements
- Internal Capture
- Pass-By Capture

The analysis is required to be signed and sealed by a registered Professional Engineer in accordance with Florida Administrative Code Chapter 61G15-23 Seals and Florida Statutes 471.025. All transportation analyses must be signed and sealed by a Registered Professional Engineer. The Institute of Transportation Engineers (ITE) trip generation rates or another approved source is to be used as the basis for trip generation calculations.

In addition the detailed traffic analysis shall include, but not be limited to, the following:

1. Level of Service calculations at each project access point for both the A.M. and P.M. peak hours.

2. A determination of need for auxiliary lanes.

3. A determination of need for traffic signalization or other control devices.

4. Other transportation factors, including the distribution of traffic for a given project, may need to be included, as determined by the City of Tampa, Transportation Division, based upon generally accepted Traffic engineering practices.

The City of Tampa may require a mitigation payment, in order to offset the negative impacts of a proposed project, in accordance with the transportation analysis.

#### **II-2 STREETS**

#### (a) <u>Access to Public Streets</u>

Every subdivision and lot within a subdivision, must immediately touch, adjoin and abut an approved private street, an approved access easement, or a street dedicated to the public which as been accepted for maintenance by the City of Tampa.

(1) Damage to Adjacent Streets --

Any streets (including detour routes) consisting of travel lanes, curbs, gutters, sidewalks and shoulders, which are outside the project limits and are determined by the City to have been damaged due to any construction operations and/or their equipment, shall be restored by the contractor to its original condition or better, to the satisfaction of the city.

(2) During the rights-of-way permit review process, all existing roadways, that are within the construction limits of a new residential development, shall have a minimum width of 20 feet for a local street, and shall be inspected to determined if the existing roadway system needs to be reconstructed.

#### (b) <u>Relation to Adjoining and/or Proposed Street System</u>

The arrangement of streets in new subdivisions must make provision for the continuation of existing principal streets from adjoining areas, or for their proper projection where adjoining land is not subdivided. Where street extensions into adjacent undeveloped land are necessary to ensure a

coordinated street system, provision for such future street or streets must be made. Where a subdivision abuts or contains an existing or proposed arterial street, it may be required that the following be provided: marginal access street, screen planting, deeper lots or other such treatment as may be necessary for adequate protection of residential properties and to afford separation of through and local traffic. Unless specifically required by the City, all screening, plantings, and buffers must be contained on individual lots or within privately owned easements, and shall not be the responsibility of the City for maintenance.

#### (c) <u>Improvements within Rights-of-way</u>

No walls, fences, gates, signs or other obstructions may be constructed or placed within the right-of-way unless otherwise approved by the Department of Public Works. Some existing trees may be allowed to remain and others planted, if approved by the Department of Public Works and the Parks Department, when in accordance with all City of Tampa regulations.

#### (d) <u>Bond Requirements within unimproved and improved Public Rights of</u> <u>way</u>

The Department of Public Works requires a performance security bond to be posted, if the effected portion of the right of way is equal to or greater than twenty-five(25) percent of the area of the right of way. The performance security bond is required to be posted in the amount equal to one hundred twenty-five(125) percent of the developer's contract for the work or a certified engineer's estimate, subject to approval of the appropriate city staff. When providing a bond for performance security, the bonding company shall have a B+ or better rating in accordance with the "Best Bond Book." Also, a maintenance or defect security bond shall be posted after completion and acceptance of the work in the amount equal to ten (10) percent of the final cost of the improvement. This maintenance bond shall stay in effect for a period of one (1) year and thirty (30) days following the city's acceptance of the For infill lots and single family lots, the Transportation improvement. Manager or his designee, may waive the bond requirements or require a lesser condition.

(e) <u>Street Right-of-way and Pavement Widths</u>

Refer to "Florida Green Book" FDOT Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways.

All streets must have a minimum profile gradient of thirty hundredths percent (0.30%) or 0.30 of 1.0%, unless otherwise approved by the Department of Public Works.

#### (f) <u>Dead-end-Streets</u>

Dead-end streets, cul-de-sacs, or courts with one end permanently closed must be limited to six hundred (600) feet in length, except for subdivisions on filled bay bottom for fingers or extensions into the bay, and of subdivisions where additional length is practical. The Transportation Division prohibits the construction of any type of island within the confinements of a dedicated public rights-of-way cul-de-sac. However, due to maintenance and liability issues, permission to construct a landscape island in a dedicated public rightsof-way shall require the approval of the following: 1. Transportation Manager; 2. Parks Department; 3. Solid Waste and the Home Owners Association of that subdivision and/or Community Development Districts.

#### (g) **Boundary and Half Streets**

Whenever a street is planned adjacent to the proposed subdivision boundary, the entire street right-of-way must be platted within the subdivision unless otherwise approved by the Department of Public Works.

#### (h) <u>Interior Streets</u>

Interior streets should be so arranged that their use by through traffic will be discouraged.

#### (i) <u>Intersections</u>

Streets must be arranged to intersect as nearly as possible at right angles and in no case shall two (2) streets intersect at an angle of less than sixty (60) degrees. When appropriate, an attempt shall be made to minimize the use of four-way intersections in favor of "T" intersections.

#### (j) <u>Reverse Strips</u>

Reverse strips controlling access to streets or utility easements are prohibited.

#### (k) <u>Reverse Curves</u>

Tangents between curves on all streets with a design speed above 25 MPH must be at least one hundred (100) feet in length, unless otherwise approved by the Department of Public Works.

#### (l) <u>Street Jogs</u>

Street jogs with center line offsets of less than one hundred and twenty-five (125) feet are prohibited, unless otherwise approved by the Department of Public Works.

#### (m) <u>Traffic Control Devices</u>

All necessary signs, signals and pavement markings must be designed in accordance with the Manual of Uniform Traffic Control Devices published by the Federal Highway Administration.

On private streets, markers shall specifically identify the street as "private". Installation must be coordinated through the Traffic Planning Division, and all signs must be installed prior to final acceptance of improvements by the City. All private street sign plates to have a "private" decal affixed; the decal to have a blue background with white letterings. See Exhibit 1.

#### **EXHIBIT 1**



#### (n) <u>Speed Table Placement Parameters</u>

Speed Tables may be constructed on Local and Neighborhood Collector roadways. No speed tables shall be constructed within approximately 800 feet of a signalized intersection. This speed table setback should mitigate the possibility of a signal time out due to the possible lag or space in vehicular traffic created by the speed table installation.

Speed Tables should be constructed on a minimum of 300 feet to a maximum 500 feet, center to center this spacing will reduce mid-point speeding.

Speed Tables should not be constructed within 10 feet of a driveway or side street curb return.

All Utility companies should be notified prior to construction for any unforeseen conflicts. (See Exhibits page 2A and 2B

#### Exhibit 2A



#### Exhibit 2B



#### (o) Minimum Center Line Radii

Minimum centerline radii of all local and collector streets shall conform to the latest edition of Recommended Guidelines of Subdivision Streets - Institute of Transportation Engineers.

Minimum centerline radii of all other roadway classifications will be based upon the design speed of the facility, consistent with the adopted City of Tampa Comprehensive plan.

#### (p) <u>Special Note</u>

When Construction Plans for private facilities or improvements, not meeting City Minimum Standards, are approved, the following language is to be contained on the Final Plat. "This subdivision does not meet minimum street design standards of the City of Tampa. No consideration will be given to future acceptance as public rightof-way for maintenance purposes. These private streets, including traffic control devices, shall be maintained by the Master Home Owners Association or Community Development District(CDD)."

#### **II-3 SIDEWALKS**

For Sidewalk details see Section III-9

Sidewalks shall be constructed along the full length of any block in a new subdivision or along the frontage of a property undergoing site plan review. A (sidewalk trust fund) has been established for the sole purpose of constructing and replacing sidewalks, if it is determined that it is not practical to construct a new sidewalk, as provided for in Section 22-103 of the Tampa Code of Ordinances. An in-lieu fee application may be requested for payment into the sidewalk trust fund.

Sidewalk construction on external adjacent roads shall be on the same side as the subdivision and will be continuous from boundary to boundary of the subdivision.

The location of the sidewalk construction with respect to the right-of-way line shall be determined by the City Construction Engineer's office. Those subdivisions fronting on external adjacent roads with inadequate right-of-way for sidewalk construction, shall dedicate additional right-of-way to City of Tampa for sidewalk construction.

All sidewalks to be established in a subdivision shall be designed in accordance with the latest edition of the City of Tampa, Department of Public Works Road Construction Specifications and the Florida Department of Transportation Manual of Uniform Minimum Standards for Design Construction and Maintenance for Street and Highways (Green Book).

All pedestrian ramps constructed in new sidewalk or existing sidewalk areas shall comply with FDOT Roadway and Traffic Design Standards Index No. 304. The Engineer of Record shall specify which ramp detail within Index No. 304 shall be used.

All new sidewalk shall be a minimum of 5 feet in width. A sidewalk may be less than five feet in width, if approved by the Transportation Manager,

however, the sidewalk must comply by the Americans with Disabilities Act Accessibility Guidelines. The base material shall be dry, firm, unyielding and compacted to a modified proctor density of 98%. Prior to installation a visual inspection shall be conducted to ensure proper formwork and base material conditions are achieved. The City Inspector may require that soils density testing be performed to ensure that proper compaction has been achieved if the visual inspection warrants.

#### **II-4 COUNTY, STATE, AND FEDERAL PERMITS**

The subdivision petitioner or agent shall acquire all necessary County, State, and Federal permits for the construction of the project. The Engineer of Record shall submit copies of the approved permits to the City when requesting permission to construct road, bridge, and drainage facilities.

#### **II-5 DRIVEWAYS**

Refer to "Florida Green Book" FDOT Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways.

#### II-6 STREET LIGHTS

#### (A) General Requirements

All street lights to be established in a subdivision, existing neighborhood or commercial area, must be designed in accordance with minimum design standards as established by the Department of Public Works, or as deemed appropriate by the Transportation Division Manager.

(1) All subdivision developers are required, as a condition of subdivision plat approval, to install street lighting meeting the standards established by the Department of Public Works. Once approval has been received by from the Department of Public Works, the developer shall provide the street lights in accordance with these approved plans and specifications. Developer installed decorative street lighting, required to be provided from TECO inventory, may be required in certain districts.

(2) All subdivision developers, existing neighborhoods or commercial areas must, when installing street lighting, also install under ground wiring unless the area is determined by the Department of Public Works to be an existing overhead wiring area. Poles must meet the specifications of the Department of Public Works of the City of Tampa and Tampa Electric Company for lighting along public rights-of-way. The Department of Public Works must also approve specifications for poles along all private rights-of-way.

(3) The developer, existing neighborhood or commercial area must assume total responsibility for the purchase of equipment and material needed to install street lights as per approved plans. The developer must install all facilities necessary to operate approved street lights to the Tampa Electric Company and Department of Public Works standards, at no cost to the City. As is set forth in more detail in Section 23 - 151 (c), City of Tampa Code, the developer, existing neighborhood or commercial area may fund streetlight costs by making an up-front lump sum payment, by bonding the cost or by requesting that the City or Community Development District levy a special assessment for the cost of streetlights.

(4) A street lighting plan, in conformance with the standards of the Department of Public Works, shall be submitted prior to application for final plat.

#### (B) Special Assessment

(1) Any developer, existing neighborhood or commercial area applying to the City for the levy of a special assessment for street light costs must provide, on a form acceptable, the following information at the time of application:

a) A legal description of the boundaries of the real property subject to the levy and a general location map showing affected parcels and adjacent intersecting streets.

b) The folio numbers of those parcels included within the area subject to the levy.

c) The dollar amount of the assessment proposed to be levied against each property owner within the levy area.

d) A brief description of the special benefit to be received by the property owners as a result of the proposed assessment (e.g.,

enhancement of the aesthetic quality of a neighborhood by the installation of decorative street lighting).

(2) In those existing neighborhoods or commercial areas in which the levy of a special assessment is sought in order to replace, improve or supplement existing fighting, the application must also include evidence, in a form acceptable to the City, of the agreement of 51% of the affected property owners to the levy of a special assessment.

(3) Any developer, existing neighborhood or commercial area applying for the levy of a special assessment must also provide to the City contracts executed by the developer, neighborhood association, or other appropriate entities and the Tampa Electric Company for the installation of the streetlights and payment of streetlight costs until the date on which the special assessment becomes effective.

(4) Any developer, existing neighborhood or commercial area applying for the levy of a special assessment must comply with the notice and public hearing requirements set forth in Section 23 - 151 (c) (2), City of Tampa Code and Section 197.3632, Florida Statutes (1995).

- **II-7 ALLEYS**
- (A) General Requirements for Access to Alley

(1) Loose, movable material, specifically shell, will not be approved as an alley pavement.

(2) Other materials will be considered as long as they are durable and require little or no maintenance.

(3) Paving of the alley will be required when:

(a) There is new single-family residential development with access to an alley.

(b) When renovation to the single family development requires meeting current code standards.

(c) When single residential development occurs along an unimproved alley, the property owner will be required to pave from their property to the nearest intersecting street.

(4) Paving of the alley will not be required if the COT Solid Waste Department currently and frequently uses the alley. This exemption is not applicable to development that is commercial or when subdivision review is required.

(5) The minimum sight visibility triangle shall be provided on either side of intersections of vehicular driveways or garages, exits or entrances with a local street or alley, beginning at a point ten(10) feet behind the property line at the edge of the drive; and ten(10) feet along the property line away from the drive; and thence along a straight line to the point of the beginning.

#### **SECTION III**

#### ROADWAY AND SUBDIVISION DESIGN AND CONSTRUCTION STANDARDS

#### III-1 <u>GENERAL</u>

The Engineer of Record is responsible for all roadway and bridge design data and calculations.

(a) Prior to commence of construction, the Engineer of Record shall hold a Preconstruction Conference. A written notice of this conference shall be sent to the City of Tampa DPW Construction Inspection office at least seven (7) business days prior to conference date.

(b) The contractor shall submit a Project Schedule at the Preconstruction Conference. Prior to commencement of construction, the contractor and a city inspector shall conduct a walk-through for all roadway reconstruction projects.

#### III-2 STANDARD DETAILS

Construction shall conform to the standard details and specifications available from the Engineering Division. Copies of Tampa Standard Drawings and Specifications may be obtained through Contract Administration.

(a) Reference Stakes

The contractor shall calculate all required information needed to set all survey stakes, such as grade stakes, roadway centerline offset stakes, reference stakes, slope stakes and other reference markers or points necessary to provide line and grade for construction. The staking for all utility installation shall have both horizontal and vertical controls with appropriate offsetting. All baseline-stationing intervals shall be even numbered and not greater than fifty (50) feet apart. Construction Inspection will not conduct any roadway or drainage inspections without four (4) day written notice, this written notice shall be accompanied with a standard cut-sheet, this request will be at the discretion of the construction inspector. All stakes for line and grade shall be maintained for the duration of the construction project.

#### III-3 ROADWAY DESIGN AND CONSTRUCTION CRITERIA

Roadway design and construction criteria shall conform to all criteria contained herein, including those criteria contained in the following publications:

(a) Florida DOT - Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways, latest edition (Florida Green Book).

(b) Florida DOT - Procedures Manual for Flexible Pavement Design, latest edition.

\* The Transportation Division shall retain the 2000 edition of the standard specification for pavement design, asphalt (Type S Mixes). Contractor Quality Control provisions will not be used.

(c) U.S. Department of Transportation, Federal Highway Administration Manual on Uniform Traffic Control Devices for Streets and Highway, latest edition.

(d) Florida DOT - Standard Specifications for Road and Bridge Construction, latest edition.

(e) AASHTO - Standard Geometric Design for Highways and Streets, latest edition.

(f) Florida DOT - Roadway and Traffic Design Standards, latest edition.

(g) Drainage Design and Construction see City of Tampa Stormwater Technical Standard Manuals for Public or Private Development.

Publications listed shall be considered as an integral part of this manual. Construction plans submitted for review shall include design data and calculations for structures and roadways.

#### III-4 CONSTRUCTION PLANS

A. CONSTRUCTION PLANS MUST INCLUDE, BUT NOT BE LIMITED TO THE FOLLOWING:

1. Cover Sheet.

2. Location/Index Map including north arrow.

3. Typical Sections.

4. Plan and Profile Sheets to include proposed roadway, right-of-way, drainage, sidewalks, street lights, and all other utilities in plan and profile.

5. Cross-Sections at all intersections, unless otherwise approved by the City.

6. Signing, markings, and signal plans must be included where necessary for final plat approval.

7. Standard details of all structures.

8. Summary of quantities.

9. All calculations required for turn lane storage lengths and tapers (traffic data and design speeds) where necessary.

#### **B. REVISIONS**

(a) Any revisions to construction drawings that have been previously approved shall be formally resubmitted with a cover letter indicating reason for revision from the Engineer of Record to the City for approval prior to commencement of any work pertaining to that revision. (b) Administering revisions on construction drawings require that a revision number be assigned and listed in the revision box provided on the appropriate sheets with the revised item or area clouded with revision number in a pyramid type symbol attached to the clouded area.

#### C. AS-BUILTS

(a) As-built construction drawings for dedicated private roadways shall be signed and sealed by the engineer of record verifying all roadway centerline elevation and horizontal location. Also, a verification of all manhole and inlet invert elevations, along with control structure elevations.

(b) As-built construction drawings for dedicated public roadways shall be signed and sealed by a licensed professional land surveyor to support and certify all survey data. Manhole and inlet, control structure invert elevations for the entire project must be clearly noted. All roadway vertical elevations (high points and low points) with horizontal roadway centerline alignment must be clearly noted.

(c) As-builts shall be submitted within three weeks of substantial completion of the project. No final As-Builts shall be performed until required as-builts and material testing package has been submitted and approved by the City of Tampa.

#### III-5 <u>CLEARING</u>

All roadway rights-of-way shall be cleared and grubbed in accordance with the Florida DOT Standard Specifications for Road and Bridge Construction, latest edition. Selective clearing and grubbing are prohibited unless approved by the City Construction Engineer. In no instance shall the roadside recovery area be less than 4.0 feet back of curb.

#### III-6 SUBSOIL INVESTIGATION FOR ROADWAY

A subsoil investigation report shall be submitted with the road, bridge, and drainage plans and shall include:

(a) Seasonal high and existing ground water elevation data.

(b) Soil Boring shall be a minimum of 2.0 feet below the lowest structure or 7.0 feet below finished grade or which ever is greater and spaced at maximum of five hundred (500) foot intervals to determine the soil classification in accordance with AASHTO M 145-73. Additional borings may be made as necessary to determine limits of unsuitable material. Depth and extent of muck areas shall be determined. Handling of unsuitable material shall be determined by the Engineer of Record, subject to the approval of the City Construction Engineer.

#### III-7 FLEXIBLE PAVEMENT

**Refer to Florida DOT-Procedures Manual for Flexible Pavement Design, latest edition.** 

#### III-7-1 DESIGN CRITERIA FOR ROADWAY SUBGRADE

#### (a) <u>Requirements</u>

Roadway subgrade or stabilization material shall be in accordance with the Florida DOT standard Specifications for Road and Bridge Construction, latest edition.

#### (b) <u>Testing</u>

Testing for the subgrade or stabilization bearing capacity and compaction tests shall be conducted no more than two hundred (200) feet apart and shall be staggered to the left, right, and on the centerline of the roadway. The Engineer of Record shall submit test results to the City Construction Engineer and in extreme conditions additional testing may be warranted.

A copy of all testing reports shall be submitted for review and approval prior to inspection. A copy of all material testing reports shall be maintained on site for review by the inspector as needed. No request for inspection of subgrade material shall be accepted any later than four (4) days after testing results are obtained.

#### **III-7-2 BASE COURSES FOR FLEXIBLE PAVEMENTS**

(a) All materials and construction shall conform to the Florida DOT Standard Specifications for Road and Bridge Construction, latest edition. Soil cement is prohibited as a base material.

(b) Base materials and plant mixes are to be certified in accordance with the Florida DOT Standard Specifications for Road and Bridge Construction, latest edition. Base materials and plant mix certifications are to be submitted to the City Construction Engineer by the Engineer of Record for review.

(c) Testing – Testing for base thickness and density shall be conducted no more than two hundred (200) feet apart and shall staggered to the left, right and on the centerline of the roadway. The Engineer of Record shall submit test results to the City Construction Engineer and in extreme conditions additional testing may be warranted. A copy of all testing reports shall be submitted for review and approval prior to inspection. No request for inspection of base course material shall be accepted any later than four (4) days after testing results are obtained.

(d) Primer and Tack Coat – All base material shall be primed, and all tack coat material and construction methods shall be in accordance with the Florida DOT Standard Specifications for Road and Bridge Construction, latest edition.

#### III-7-3 SURFACE COURSE FOR FLEXIBLE PAVEMENT

#### (a) <u>Requirements</u>

Structural and Friction surface courses for flexible courses shall be Asphaltic Concrete and shall meet Florida DOT-Procedures Manual for Flexible Pavement Design, latest edition. Refer to AASHTO for roadway classification definition.

The minimum structural numbers/ SN, for various roadway classifications is as follows:

Alleys	<b>Residential = 1.52 ; Commercial = 1.74</b>
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Local 2.21

Collector	3.00	
Arterial	3.52	

#### III-8 CORNER RADII

Type of	Roadway	
Development	Classification	Minimum Radius
Residential	Local Street	25'
	<b>Collector Street</b>	35'
Industrial	<b>Collector Street</b>	45'

**Refer to ITE Manual, latest edition.** 

#### III-9 SIDEWALKS

Sidewalks shall be constructed of Portland Cement concrete, Class 1. Materials, and methods of construction, shall conform to the Florida DOT Standard Specifications for Road and Bridge Construction, latest edition. Standard thickness shall be four (4) inches, except at driveways, where the minimum thickness shall be six (6) inches. For sidewalk width, see Florida DOT – Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways, latest edition. The Transportation Division requires that any alternative sidewalk material request, other than concrete shall be formally submitted for approval. If the Developer/Property chooses to install materials other than concrete, a hold owner harmless/indemnification and maintenance agreement will be required prior to final approval. If the city chooses to remove the alternative material for safety, maintenance or other reasons, the city may, at its sole discretion, replace this alternative material with concrete. (Contact Transportation (274-8333) for a copy of Hold Harmless and Indemnification Agreement).

#### III-10 ACCELERATION - DECELERATION LANES

Acceleration-deceleration lanes shall be provided, if warranted, under the Florida DOT Manual Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways, latest edition (Florida Green Book) or as required by the City Engineer due to special conditions.

#### III-11 BRIDGES

(a) Bridges shall be constructed of precast concrete, pre-stressed concrete, or cast in place concrete, unless otherwise approved by the City Engineer.

(b) Bridge design shall conform to the design criteria of the AASHTO Standard Specifications for Highway Bridges, latest edition, and Florida DOT Standard Specifications for Road and Bridge Construction, latest edition.

#### III-12 PORTLAND CEMENT-CONCRETE PAVEMENT

If proposed by Developer, the appropriate sections of Florida Department of Transportation Standard Specifications for Road and Bridge Construction, latest edition.

#### III-13 <u>ROADWAY GRADE</u>

A minimum profile grade of 0.30% or 0.30 of 1.0% is required for all roadway sections.

#### III-14 CONCRETE CURB, GUTTER AND SIDEWALKS

(a) All materials and installation shall conform to the Florida DOT Standard Specifications for Road and Bridge Construction, latest edition, Section 346. All curbing constructed in a dedicated public right-of-way shall be constructed with a 4" inch curb pad made of Asphaltic Concrete Type ABC-3 with a Marshall-1000. Alternative material with appropriate depth can be used with the approval of the city engineer. Densities under the curb pad shall be a minimum of ninety-eight (98) percent modified Proctor for a twelve (12) inch depth. Attached to the asphaltic concrete delivery ticket shall be a FDOT Delivery Sheet. A copy of these tickets shall be given to the City's representative. See curb pad detail Exhibit 4.



#### III-15 MEDIANS

Median shall be curbed and conform to requirements of the Florida DOT Standards Specifications for Road and Bridge Construction, latest edition. All bull noses for left turn lanes shall be a minimum of four (4) inches thick concrete and shall extend the entire length of the left turn lane.

#### III-16 GRASSING AND MULCHING

All grassed and mulched areas shall be constructed in accordance with the Florida DOT Standard Specifications for Road and Bridge Construction, latest edition.

#### III-17 <u>ROADWAY DITCHES</u>

Refer to City of Tampa Stormwater Technical Standards Manual, latest edition.

#### III-18 CULVERT REQUIREMENTS

#### **Placement**

The homeowner shall obtain a Driveway Culvert right-of-way permit from the Engineering Division prior to home construction.

#### **Material Specifications**

Material specifications shall be in accordance with the City of Tampa Stormwater Department Technical Standards.

#### III-19 BRICK STREETS

(1) Purpose: The general purpose of this Section is to preserve, protect, maintain and provide for the rehabilitation of existing brick streets (under certain circumstances) located in the City of Tampa ("City").

(2) Definitions: "Brick Streets" means those streets and alleys constructed or paved in vitrified brick.

(3) Application: Generally, local streets or portions of local streets and alleyways that are paved primarily in brick shall be protected. In the historic districts, the protections of this Ordinance shall apply to all streets, alleyways, granite curbs, and the portions of sidewalks embossed with construction dates.

(4) Exemptions: This Ordinance shall not apply to roads that are primarily asphalt and have small, insignificant patches of brick appearing under or around the asphalt. Additionally, this Ordinance does not apply to any type of paving surface other than vitrified brick, including asphalt brick.

(5) Standards for Brick Streets located in local Historic Districts: All Brick Streets (whether local, collector or arterial) which shall include alleyways shall be protected, preserved, maintained or rehabilitated (in the case of utility or road construction) (a) The streets and alleyways that shall be protected including all of those identified on the Brick Survey Alphabetical Listing(located at the end of this document). All applications for designation as a local historic district after the effective date hereof shall include a map identifying all existing Brick Streets in the proposed district. This section of the technical standards manual shall be amended to include said map whenever the new historic district is created.

(b) If there are existing Brick Streets in the local historic districts which are classified as arterials or collectors bv the Transportation Division, then a hearing shall be held by either the Architectural Review Commission ("ARC") in all local historic districts other than Ybor City or the Barrio Latino Commission ("BLC") in Ybor City to determine whether it is appropriate to protect the existing brick pavement on the arterials or collectors. In making its determination, the ARC or BLC shall take into consideration the nature and purpose of the arterials or collectors, including the use of such streets by trucks and heavy equipment traversing the area at higher speeds. Additionally, ARC and BLC shall take into consideration the infrastructure needs of the area including, but not limited to, water mains and sewer mains.

(c) Except as provided herein, no existing Brick Streets in designated local Historic districts will be paved unless approved by the ARC or BLC.

(6) Brick Streets located Outside of a Local Historic District: Outside of a local historic district, the City will preserve, protect, maintain and rehabilitate (in the case of utility or road construction) all local Brick Streets except as follows:

(a) local streets which are primarily asphalt or primarily covered by pavement or pavers other than vitrified brick; or

(b) when specifically requested by the City department, other governmental agency or third party for specific reasons related to public health, safety and welfare or because the Brick Street is designated as arterial or collector or is located in an industrial area and is or will be subject to heavy equipment and trucks, and only after such a request has been specifically approved by City Council after notice to all property owners abutting the Brick Street by certified mail at least fifteen (15) days prior to the scheduled public hearing setting forth the specific nature of the request and a public hearing. In industrial areas where heavy trucks and equipment negatively affect the existing Brick Street, the City may request a variance from the repairing requirements contained herein.

(7) Emergencies: In the event of an Emergency, as determined by the Transportation Manager, every effort shall be made to minimize the impact of the repairing on the existing Brick Street and all displaced brick hall be salvaged and retained by the City. As soon as practicable after the determination of an Emergency the displaced Brick Street shall be rehabilitated with vitrified bricks unless the Brick Street is excepted from the terms hereof or a variance has been or is granted. Upon the Transportation Manager's determination of an Emergency, he shall notify City Council, the Administrator of the Architectural Review Commission and the Administrator of the Historic Preservation Commission.

#### **SECTION IV**

#### **DRIVEWAYS**

#### **IV-A. INTRODUCTION**

1. Number, locations, and design of driveways are regulated in this standard to ensure safe and efficient operation of the roadway as well as the driveway itself. If driveways are too closely spaced, they will interfere with each other and reduce the ability of traffic to enter the roadway rather than enhance access opportunities. If poorly designed, slow-moving vehicles block or slow the major traffic stream, causing unnecessary delay and create dangerous situation. It is in the interest of preserving and, through redevelopment, improving traffic flow and safety on City streets; and under the authority delegated to the City Transportation Manager in Section 25-8 and 25-9, City of Tampa Code, that these standards have been promulgated.

Compliance with these standards shall be required at any time a site is being newly developed, enlarged in a manner which will enable the site to attract additional traffic, or an existing facility being renovated. In developing zoning regulations in historic districts or for neighborhood based plans, the Zoning Administrator may propose modifying the technical provisions of this section. Those modifications must be reviewed by the Transportation Manager, or their designee, for comments related to the practical application of the proposed standards and public safety and welfare issues.

#### IV-B. <u>PERMIT</u>

1. A driveway permit must be obtained from the Department of Public Works, Transportation Division and Construction Service Center, Transportation Section, prior to the removal construction alterations of any curb, approach, or gutter on City of Tampa right-of-way. One of the requirements in obtaining a permit is the submission of a scaled site plan showing the location of property lines, streets, alleys, proposed construction, proposed and/or existing off-street parking.

2. The Traffic Engineer has the authority to prohibit a driveway in a requested location, as long as there is adequate access to the property.

#### **IV-C. PROHIBITED LOCATIONS**

**1.** No driveway flare will be permitted to encroach or extend over the property line on City of Tampa public right-of- way.

#### **IV-D.** <u>DEFINITIONS</u>

**1.** For the purpose of this manual, the following definitions of driveway types and functional classifications of roads shall apply:

a. Residential Driveway

One providing access to a single family attached, detached residence, or a duplex.

#### b. Commercial Driveway

One providing access to an office, retail, or institutional building or multifamily units. Such buildings are customarily serviced by trucks for an incidental rather than a principal driveway use. Industrial plant driveways whose principal function is to serve administrative or employee parking lots are considered Commercial Driveways.

#### c. Industrial Driveway

One directly serving substantial numbers of truck movements to and from loading docks of an industrial facility, warehouse or truck terminal. A centralized retail development, such as a community or regional shopping center, may have one or more driveways specifically designed, signed and located to provide access for trucks. These are classified as Industrial Driveways.

#### IV-E. DRIVEWAY FREQUENCY (Section 22-314)

1. In order to ensure safe and efficient operation of the Tampa street system, the number of driveways permitted to access property shall be dependent on the amount of street frontage owned by the property owner and the abutting street functional classification as defined by the City Traffic Engineer's office, as follow:

Number of Driveways	Local Street	Collector Street	Minor Arterial Street	Principal Arterial <u>Street</u>
1	0' - 150'	0' - 150'	0' 200'	0' - 200'
2	Over 150'	Over 150'	Over 200'	Over 200'

2. All streets classified as Principal Arterial, Minor Arterial or Collector are shown in Figure 1-1 thru 1-6. All streets not designated with these classifications are considered Local streets. Frontage roads along expressways and freeways will be considered as Collector streets.












3. Where special circumstances warrant, an additional driveway may be permitted. Applicants should contact the Department of Public Works, Transportation Division, concerning special cases or any case not covered by the frequency standards.

4. Circular residential driveways may be installed along any street with a <u>minimum</u> property frontage of 60' (feet). (See Figure 2-2 and 2-3)

5. Property having frontage on more than one street may have driveways on each frontage in accordance with other provisions herein.

## IV-F. DRIVEWAY VARIANCES (Section 22-319)

1. The City Transportation Manager or designated appointee is hereby authorized to grant in writing, variances from strict application of the provisions provided that all of the following conditions are present:

a. The variance desired arises from circumstances or special conditions not ordinarily found in similar lands and districts in the City. These special conditions and circumstances must not result from the actions of the applicant.

b. A literal enforcement of the terms of this article will work an unusual and unnecessary hardship on the property owner or tenant by depriving the owner of all reasonable use of his property.

c. The variance granted is the minimum variance that will make possible the reasonable use of the property.

d. The granting of the variance will not adversely affect the rights of adjacent property owners or tenants.

e. The granting of the variance will not destroy the spirit and aim of this article.

f. The granting of the variance is not and will not be within the foreseeable future contrary to the public interest, safety, health, morals, convenience, prosperity or general welfare.

g. The granting of the variance requested will not confer on the applicant any special privilege that is denied by the article to others similarly situated.

## IV-G. <u>DRIVEWAY ABANDONMENT</u> (Section 22-318)

At any time an existing driveway is abandoned or use of such driveway is discontinued, it shall be the responsibility of the owner of the property formerly accessed by such driveway to restore the public right- of-way to its original condition or restore rights-of-way to match existing surrounding area. Determination of original condition shall be made by the City Transportation Manager or designated appointee. Where driveways are to be abandoned, all curbing shall be restored with similar type material and existing granite or concrete curb shall be reconstructed to full height to match abutting curb.

# IV-H. <u>DESIGN STANDARDS</u>

1. The City of Tampa standards for the design of residential, commercial, and industrial driveways are shown in Figures 2-1 thru 2-9.

2. <u>Driveways - Minimum corner clearance for Driveways</u> (Section 22-316)

Refer to FDOT Roadway and Traffic Design Standards for driveway grades and grade breaks.

At an intersecting street or highway, the dimension measured along the edge of the traveled way between the return radius point and the nearest point of

the driveway shall meet no less than the dimensions specified in the table below.

The City Traffic Engineer shall be authorized to establish, for purposes of this article, the minimum corner radius for each class of road within the City of Tampa.

The minimum corner radius shown in the table below will be used when calculating the corner clearance for driveways if the corner has no radius or a radius less than the established minimum. If the actual radius is greater than the minimum dimension, the actual radius will be used to calculate the corner clearance for driveways.







NOTE: Material for construction of all driveways shall be either 6" thick 3000 p.s.i. concrete or 1-3/4" type I asphalt with 6" thick limerock base compacted 98% min.













# Driveway Distance from the Intersection for a Residential Driveway



#### Driveway Type

Type Street Being Accessed	Type of Street Intersecting	Corner Radius Minimum (feet)	Residential (feet)	Commercial or Industrial (feet)
Local	Local	15	25	30
Local	Collector	25	25	30
Local	Minor/Prin. Art.	25	25	30
Collector	Local	25	35	40
Collector	Collector	35	35	40
Collector	Minor/Prin. Art.	35	35	40
Minor/Prin-				
cipal Art. Minor/Prin	Local	25	50	50
cipal Art. Minor/Prin-	Collector	35	50	50
cipal Art.	Minor/Prin. Art.	35	50	50

3. Based on a traffic engineering study, the Traffic Engineer or his appointed agent shall have the authority to override the driveway design standards where application of these standards would impose excessive restrictions on the property owner.

4. The minimum and maximum dimensions shown allow some flexibility in the layout and design of driveways. High volume driveways which serve such land uses as large shopping centers, industrial plants, drivein movies, etc., require special high type design based on expected traffic volumes and turning movements. Engineering judgment will override recommended dimensions if warranted by specific traffic conditions.

The minimum driveway width for residential is 10' feet wide; the maximum width is 22' feet. The minimum driveway width for commercial is 20 feet; the maximum width is 30' feet.

5. Driveways will be designed so that there are no abrupt changes in grade.

6. Under special circumstances, such as one-way driveways on one-way streets, driveway alignment angles of less than 90 degrees might be feasible; however, 90 degree alignments are considered most desirable.

7. All Commercial, Industrial and public parking lots shall comply with the design standards for driveways and parking lots. Public parking lots shall include parking facilities that have spaces leased to the public or provided by employers for their employees.

8. A residential driveway on a street classified as "Local" may be placed adjacent to the corner or alley curb return as long as the corner or alley curb return is left intact and is in no way encroached upon. On Collector and Arterial streets, the residential driveway shall be a minimum of 5 feet from the corner curb return, but may be adjacent to the alley curb return.

# IV-I. CONSTRUCTION

1. Section 25-31 of City of Tampa Code stipulates that it is unlawful for any person to work in City of Tampa right-of-way without a permit from the Department of Public Works. Also, the Department of Public Works may request a performance and warranty/maintenance bond be posted for all work being performed in the public rights-of-way.

2. Article I, Section 25-50(c)(2) of City of Tampa Code stipulates that public liability insurance naming the City of Tampa as the additionally insured must be maintained during construction in the right-of-way. Bodily injury limits of not less than \$100,000 each person and subject to such limit per person, \$500,000 each accident and property damage limits of not less than \$10,000 each accident and \$25,000 aggregate. Original Certificate of Insurance must be on file with the Department of Public works prior to the issuance of a permit. Such insurance is not required for the owner of a private residence doing construction in the private roadway right-of-way.

3. The permit is not valid and construction shall not proceed until the Call Sunshine Notification Center is notified (1-800-432-4770) and Sunshine number is obtained not less than forty-eight (48) hours nor more than five (5) working days prior to beginning any construction in the right-of-way. When construction is delayed over five (5) working

days call the Notification Center again in accordance with the fortyeight (48) hour minimum notice.

4. All driveway approaches and curb returns which adjoin paved roadways shall be constructed of concrete or other materials approved by the Director of Public Works or designated appointee.

5. Construction of the driveway is the responsibility of the property owner. The property owner is responsible for maintenance of the driveway.

6. Existing sidewalk within proposed driveway areas shall be removed and replaced with 6" thick, 3000 psi concrete. Sidewalk shall be ramped down to the driveway level as shown in Figure 3.



7. Contraction/Control joints (saw cut 1/3 depth) shall be provided at symmetrical intervals within the driveway area. The maximum interval between contraction/control joints shall be 5 feet.

8. For driveways greater than 20 feet wide,  $\frac{1}{2}$  " expansion joints (placed at full depth) must be at symmetrical intervals of not more than 10 feet, and at all locations where the thickness of the concrete changes.

9. Concrete driveways, flares, and curb returns must be constructed with 6" thick 3,000 psi concrete.

10. Asphalt driveway must be Type I Asphaltic Concrete, 1-3/4" thick with 6" limerock or crushed concrete base course compacted to 98% modified proctor. Asphalt may not be placed over existing sidewalk.

11. Granite curb shall be lowered to 1" above pavement or removed completely. Notify Transportation Division for dropping off any granite curbing that has been removed by calling Transportation Maintenance at 274-8333.

12. Straight concrete curb shall be lowered to 1" above pavement.

13. Curb and gutter sections shall be completely removed and repoured to the nearest contraction joint using standard curb section- A  $\frac{1}{2}$ " expansion joint shall be placed behind the curb section to be flush with the driveway.

14. Asphalt curb must be removed.

15. All work involving curb shall be in accordance with the standard plan for driveway and curb construction, Public Works Department, City of Tampa and FDOT Design Standard, latest edition.

16. Existing curb cuts, that do not coincide with the proposed driveway location, shall be restored to their original height and backfilled, as per Section 22-318, City Code.

17. After application has been made for a permit, an on-site inspection is required prior to the beginning of any construction on any residential driveway. An inspector is available to meet the owner or contractor, if needed. Property lines must be staked along with the proposed driveway location.

18. The permittee shall be responsible for the proper placement of flashing barricades during the construction period.

19. Initial inspection will be made before approved materials are added to rights-of-way. Final inspection is required when construction is completed and right-of-way is restored.

20. The permittee shall be required to install and maintain temporary and permanent erosion control measures as deemed necessary by the City.

21. Unless a variance is granted, the starting location of a driveway shall be a minimum of one (1) foot for residential two (2) feet for commercial and industrial. This measurement is taken at the edge of street pavement, from the extension of the property line dividing one continuous parcel from another.

22. When the City of Tampa removes the curb, gutter and existing driveway for street improvements such as widening or paving, the City will replace the existing curb, gutter and driveway with similar ones at no expense to the property owner. If the property owner wants a driveway in a new location or wants to upgrade his existing driveway to City standards, he will have to conform to the requirements in this manual and pay all costs for the new driveway.

**SECTION V** 

## SIDEWALK

## V-A INTRODUCTION

**1.** Land Development Regulations require new projects undergoing site plan review to provide sidewalks along the full length of their street front property.

2. A right-of- way permit is required to install or repair any sidewalk in public right-of-way, Chapter 22 of City Code Streets and Sidewalk.

3. Chapter 22 Streets and Sidewalks, Section 22-103, of the Tampa Code of Ordinances, governs the process for providing sidewalks in the right of way.

4. Design Standards are covered in the Florida Department of Transportation Standard Specifications for Road and Bridge Construction, latest edition.

Standard sidewalk construction shall be 5 (feet) wide and 4" in thickness except for driveways 6" thick 3000 psi concrete no reinforcement. Certain districts may require sidewalks to be wider than 5 feet.

Cross slope of 1" to 12' feet or 0.6% minimum 2% maximum. Inspection is required before and after pouring.

## **SECTION VI**

## SIGHT TRIANGLE

## A. INTRODUCTION

## Sight Distance

(1) Refer to Florida DOT Manual Uniform Minimum Standards for Design Construction and Maintenance for Streets and Highways, latest edition (Florida Green Book).

(2) Median Landscaping

Refer to Florida DOT Highway Landscape Guidelines, latest edition.

(3) Rights-of-Way Landscaping

Refer to Florida DOT Highway Landscape Guidelines, latest edition.

(a) Plantings such as shrubs located within the sight triangle must be strictly maintained at a maximum height of 30 inches.

(b) Trees planted within the recovery area should be clear cut to a height of 8 feet.

(c) As a rule, no trees should be planted within 10 feet of the edge of pavement (4' recovery with 5' sidewalk) within the sight triangle.

#### **SECTION VII**

#### PARKING

#### VII-A. INTRODUCTION

The internal circulation and parking patterns on a piece of property are very important considerations in properly locating driveways to provide adequate access to that property. The purpose of this section of the manual is to provide general principles and minimum standards for the layout and design of off-street parking facilities and their associated driveways. The parking layout for a particular lot or area is best selected by a trial- and-error process, tailoring the pattern to the dimensions, area and shape of the parcel available, with consideration for the various controlling factors which will be discussed below.

The parking dimensions, within this manual, are guidelines for providing parking within the City of Tampa. The zoning code may require additional and/or diverse parking standards in certain areas within the City of Tampa.

#### VII- B <u>PERMIT</u>

1. A building permit will be obtained from the Building Department of the City of Tampa for any new parking lot or change in any existing paved off-street parking lot. For new construction, this permit may be considered part of the building permit for the structure.

2. The advisory information provided in Section II-C will be used in reviewing parking lot layout plans.

#### VII- C. PARKING LAYOUT GUIDELINES

#### A. <u>GENERAL</u>

1. For any parking facility, the aisle and travel pattern as well as the parking pattern must be tailored to the dimensions, area and shape of the property available. The tendency when designing park4ng areas is to crowd as many spaces as possible into the allotted space by reducing standards, such as narrower parking stalls and narrow aisles. However, the parking standards in this manual are minimum standards and any deviation should be through increasing rather than reducing them. The best design should give full consideration to every design factor that improves access to and from the street: internal circulation, location of entrances and exits, convenience of patrons and security of vehicles.

2. In cases where the provision of a driveway for access to a parking area would cause too many driveways to be located along a street, consideration should be given to the provision of a legally documented access easement across adjacent property(ies). Such easements should also be considered to ensure future circulation is provided for development on either side of the lot.

3. Drive Thru Lane, Restaurants/Banks

All drive thru lanes shall measure 154 feet long, 10 feet wide, measured from the menu board for drive thru restaurants and from the teller window for banks to the property line.

## **B.** APPLICATION ORDINANCES & REGULATIONS

**1.** In certain cases, City of Tampa, Fire Department regulations, require fire lanes.

2. No parking spaces shall be located less than 8 feet from property line or the back edge of the driveway measured as shown in Figure 9 through 11.

3. Number required parking spaces see Chapter 27-242 of City Code Zoning. For certain types of land uses <u>handicapped</u> <u>accessible parking spaces</u> will be required. For the number of space s required refer to table below: Florida State Statue 316.1955.

Total Parking in Lot

**Required Number of** 

Accessible Spaces

up to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2% of total
over 1,000	20 plus 1 for each
	100 over 1.000

#### C. <u>DESIGN</u>

1. The internal circulation and entrance/exit arrangement of a parking facility is a mixture of design and operational elements. Circulation aisles should be laid out to reduce travel distance and the number of turns. A poorly designed system of aisles, which requires excessive travel and turning to find and empty parking stall, creates confusion and hazard. In large lots it is desirable, where possible, to have parking on transverse aisles only, keeping the main aisles clear for movement.

2. The most desirable internal circulation pattern is one in which each potentially vacant parking stall within a small lot or section of a larger lot must be passed once by the incoming driver seeking a space. This ideal is seldom attained, and most parking facilities are arranged so that a driver must circulate on a random basis until he finds a vacant space. on exit, the driver should have to pass only a minimum number of occupied spaces.

3. Circulation patterns should be designed so that a driver does not enter the street to get to an adjacent aisle. Also, dead-end aisles will not be permitted unless an adequate turnaround area is provided.

4. The design should provide for adequate reservoir capacity so that cars waiting to enter a facility do not obstruct the adjacent street. This is most significant when associated with such land uses as drive-in banks, theaters and restaurants, car washes, and attendant parking facilities. Reservoir requirements should reflect the differing peaking characteristics of individual facilities.

5. Location for a parking facility should include consideration of the major routes over which traffic approaches the area as well as the streets immediately adjacent to the proposed site. Also, in locating entrances and exits, it is necessary to consider not only the traffic volumes and capacities of each street but also the capacities of nearby intersections. It is generally not in the public interest to allow construction of parking facility whose access requirements would overload the adjacent streets and intersections.

In this respect, the number and location of access points are of prime importance.

6. The number of driveway lanes required to service a given parking facility is dependent on (1) expected flow rates of entering and exiting vehicles, (2) method of fee collection (if any), (3) sidewalk conflicts with pedestrians, and (4) available gaps in street traffic. Along two-way streets, the gaps across both directions of traffic flow to accommodate left-turn exits must be checked separately from the near-side flow that is involved only with right-turn exits from the parking facility.

7. Changes are sometimes made in traffic flow patterns. Two-way streets become one-way, and directional reversals may be required at some future date. The location and design of parking facilities should be kept sufficiently flexible so that they may he operated even when unforeseen street changes take place.

8. Another street regulation subject to change is the prohibition of intersection turns. The left turn is usually the one that is controlled, and such restriction may strongly affect either the approach to or departure from the parking facility. A flexible operating design is essential in order to retain access in the event of turn prohibitions.

# D. LAYOUT

1. Ideally, parking lots should be rectangular with cars parked on both sides of access aisles and with the aisles parallel to the long dimension of the lot. The most efficient layout in large lots is a 90 degree layout

covering as much of the available area as possible. This rectangular arrangement fits better into rectangular areas with minimum space wastage and permits the aisle to be used for travel in both directions. Much of the alleged difficulty with 90 degree parking has stemmed from inadequate aisle dimensions. However, where proper measurements are used, a smooth and efficient operation can be achieved.

2. When 90 degree parking is used, cars can depart to the right or left and may use the aisle in either direction. Two-way aisles reduce travel distance; that is, parking and departing cars can take the most direct route to their destinations. However, generally, two-way configurations complicate traffic circulation patterns and result in a larger number of conflict points.

3. While the 90 degree pattern is the simplest to layout, the 45 degree and 60 degree angle stalls ere much easier for drivers to enter and are preferred by them and require narrower aisles. However, acute angle parking provides fewer spaces for any length of aisle, requires deeper stalls and is relatively wasteful of space. Where space economy is not a prime consideration and convenience is, as in many suburban parking lots, acute angle parking is commonly used. Frequently, available areas are too narrow to allow the use of 90 degree parking, but are wide enough for one of the acute angles. Further, the use of angle parking in any aisle normally requires one-way travel in that aisle, and therefore the entire layout must consider the position of entrances, exits and the desired travel paths to produce the most efficient design.

4. Parking facilities with angled stalls require continuous aisles because departing cars are always headed in their original direction. The best aisle-plan for such facilities is a series of continuous one-way aisles that alternate in direction. One-way aisles are desirable because they are most economical of space and eliminate head-on and side-swipe accidents. Drivers can also be restricted to moving only in certain directions, however, an angle of 75 degrees or less should be used to avoid drivers unintentionally going the wrong way.

5. An aid to preserving the proper internal circulation pattern is the provision of curbed islands at the end of parking rows. These islands (1) help delineate turning patterns, (2) eliminate the improper use of aisle-end areas, (3) provide good sight distance at intersections of cross

aisles with access aisles, and (4) offer opportunities for landscaping, placing light poles and signs, and pedestrian safety zones.

# E. ACCESS

1. Entrances and exits should be held to a minimum to reduce conflict with street and pedestrian traffic. They should be placed as far as possible from street intersections to avoid traffic backups and so located as to avoid left turns or crossing movements when possible. Where the only access is to and from a two-way street, the exit and entrance should be separated as far as possible to minimize confusion, and so placed that inbound cars will not cross outbound cars. where possible, parking lot openings should be oriented to favor right-hand turns for entering and exiting traffic. Where such design is not possible and there is considerable street traffic, it may be necessary to prohibit left turns into and out of the parking lot.

2. At entrances, care should be taken to prevent backups onto the street. Some of the principal causes of entry delay are sidewalk conflict with pedestrians, parking or departure maneuvers close to the entrance, and conflicting internal circulation.

3. A serious effect of traffic control near the facility is often the backup of vehicles waiting at signals or stop signs. Such backups tend to reach maximum at the same time that peak exit demand occurs at the parking facility. Such conditions indicate that driveways should generally exit only on lower volume streets and at maximum practical distance from controlled intersections.

# VII-D. PARKING DESIGN STANDARDS

1. The minimum parking space standards for the City of Tampa are shown in Table 1, with all the dimensions being in feet. In Table 1, "long-term parking" means that all parking spaces are occupied for a minimum of four hours duration. Figure 9, 10, 11 and 12 are illustrations of the dimensions listed in Table 1 for 9.0 feet stalls, oneway traffic, and commercial driveways. All parking spaces are to be delineated with permanent or semi-permanent markings including but not limited to paint striping, concrete or wooden bumpers or curb stops, and pavement marking buttons. 2. The designed standards for handicapped accessible parking spaces are shown in Figure 13. The parking stall and walkway widths are minimums. All accessible spaces shall be designated with handicap parking signs, pavement marking and blue line as shown in Figure 14 (optional).

3. Wooden, concrete, or asphalt stall bumpers shall be provided to prevent vehicles from encroaching on street rights-of-way, alleys, and adjacent properties. A bumper shall be provided for each of these stalls. Bumpers shall also be installed for each parking stall located directly off an alley. Location dimensions of bumpers are shown in Figure 15.

4. Commercial and Industrial parking lots shall provide on-site circulation for vehicles. Sidewalks may not be used as part of the on-site circulation pattern of any Commercial or Industrial parking lot.

5. The developer shall have the option to install 9 to 10.0 feet wide standard parking stalls.

6. All Commercial, Industrial and public parking lots shall comply with the design standards for driveways and parking lots. Public parking lots shall include parking facilities that have spaces leased to the public or provided by employers for their employees.



							ONE	IT CLA		-		PIZZ &	
PARKING ANGLE	STALL VIOTH	CURB LENGTH B	STALL DEPTH	STALL LINE LENGTH D	STALL DEPTH INTERLOCK E	AISLE WIDTH F	VALL TO INTERLOOM	INTERLOCK TO INTERLOCK H	VALL TO WALL I	AIBLE VIDTH J	WALL TO INTERLOCK	INTERLOCK	WA'LL TO WALL H
0*	8. <b>C</b>	22.0	8.0	8.0	8.0	12.0	28.0	28.0	28.0	22.0	38.0	38.0	38.0
30°	*8.5 9.0 9.5	17.0 18.0 19.0	16.6 17.0 17.5	33.2 34.0 35.0	12.9 13.1 13.4	12.0 12.0 12.0	41.5 42.1 42.9	37.8 38.2 38.8	45.2 46.0 47.0	22.0 22.0 22.0	51.5 52.1 52.9	47.8 48.2 48.8	55.2 56.0 57.0
45	*8.5 9.0 9.5	12.0 12.7 13.4	19.1 19.4 19.8	27.0 27.4 28.0	16.1 16.2 16.4	12.0 12.0 12.0	47.2 47.6 48.2	44.2 44.4 44.8	50.2 50.8 51.6	22.0 22.0 22.0	57.2 57.6 58.2	54.2 54.4 54.8	60.2 60.8 61.6
60 <sup>°</sup>	*8.5 9.0 9.5	9.8 10.4 11.0	20.3 20.5 20.8	23.4 23.7 24.0	18.2 18.3 18.4	17.0 15.0 15.0	55.5 54.8 54.2	53.4 52.6 51.8	57.6 57.0 56.6	24.0 23.0 22.0	62.5 61.8 61.2	60.4 59.6 58.8	64.6 64.0 63.6
75	*8.5 9.0 9.5	8.8 9.3 9.8	20.1 20.2 20.3	20.8 20.9 21.0	19.0 19.0 19.1	25.0 23.0 22.0	64.1 62.2 614	63.0 61.0 60.2	65.2 53.4 62.6	25.0 23.0 22.0	64.0 62.2 61.4	63.0 51.0 60.2	65.2 63.4 62.6
°00	*8.5 9.0 9.5 10	8.5 9.0 9.5 10	18.5 18.5 18.5 18.5	18.5 18.5 18.5 18.5	18.5 18.5 18.5 18.5	26.0 25.0 24.0 23.0	63.0 62.0 61.0 60.0	63.0 62.0 61.0 60.0	63.0 62.0 61.0 60.0	26.0 25.0 24.0 23.0	63.0 62.0 61.0 60.0	63.0 52.0 51.0 50.0	63.0 62.0 61.0 60.0
* N	ote l:	The ter and	8.5 f m (gre Manuf	oot wi ater t acturi	de stal han for	1 dime four	nsions hours)	are the parking	minimum only.	ms for Such	attenda as: Ger	int and eral Of	long fice
N	ote 2:	1C' loc	minic	um set	back fr	om pro	perty 1	ine to 3	lst parl	king sj	pace at	all dri	veway
N N N	ote 3: ote 4: ote 5:	7' Buz Par	back u per ov king l	ip widt erhang ayout	h requi is not guideli	red fo permi ne can	or 90° p tted ov be fou	arking a er prope nd in th	at all ( erty lin né Trans	dead-en ne or s sportal	nd aisle sidewalk tion Tec	area. hnical	Manua
			D	EFARTN	ENT OF	FUBLIC	WORKS	TRANSPOI	RTATION	DIVIS	LON		











Wheel Stop Location 45°, 60°, 75°, 90°, Parking Spaces





Brick Street Survey –							
Alphabeti	cal Listing						
STREET	From	То	Ride Quality				
E ADALEE ST	N FLORIDA AVE	N MORGAN ST	GOOD				
E ADALEE ST	N JEFFERSON ST	N AVON AVE	GOOD				
E ADALEE ST	N AVON AVE	N CENTRAL AVE	GOOD				
E ADALEE ST	N CENTRAL AVE	N ELMORE AVE	FAIR				
N ALBANY AVE	W LEMON ST	W STATE ST	FAIR				
N ALBANY AVE	W STATE ST	W CYPRESS ST	FAIR				
N ALBANY AVE	W CYPRESS ST	W GRACE ST	FAIR				
N ALBANY AVE	W GRACE ST	W NASSAU ST	FAIR				
N ALBANY AVE	W NASSAU ST	W ARCH ST	FAIR				
N ALBANY AVE	W ARCH ST	W LA SALLE ST	FAIR				
N ALBANY AVE	W LA SALLE ST	W LAUREL ST	FAIR				
N ALBANY AVE	W BEACH ST	W SAINT CONRAD ST	FAIR				
N ALBANY AVE	W SAINT CONRAD ST	W SAINT JOHN ST	FAIR				
N ALBANY AVE	W SAINT JOHN ST	W SAINT LOUIS ST	GOOD				
N ALBANY AVE	W SAINT LOUIS ST	W SAINT JOSEPH ST	FAIR				
N ALBANY AVE	W SAINT JOSEPH ST	W COLUMBUS DR	GOOD				
W ALFRED ST	N MASSACHUSETTS AVE	N MASSACHUSETTS AVE	GOOD				
W ALLINE AVE	BAYSHORE BLVD	S RICHARDS CT	FAIR				
W ALLINE AVE	S RICHARDS CT	S MACDILL AVE	FAIR				
S ALMERIA AVE	W MORRISON AVE	S ALMERIA AVE	FAIR				
S ALMERIA AVE	W MORRISON AVE	S ALMERIA AVE	FAIR				
S ALMERIA AVE	S ALMERIA AVE	JEAN CIR	FAIR				
W ANGELES ST	S HABANA AVE	S MARTI ST	FAIR				
W ANGELES ST	S MARTI ST	S OBRAPIA ST	FAIR				
W ANGELES ST	S OBRAPIA ST	S MACDILL AVE	GOOD				
W AQUILLA ST	S HABANA AVE	S MARTI ST	FAIR				
W AQUILLA ST	S MARTI ST	S OBRAPIA ST	POOR				
W AQUILLA ST	S OBRAPIA ST	S MACDILL AVE	GOOD				
S ARDSLEY ST	DEAD END	W SAN NICHOLAS ST	FAIR				
N ASHLEY ST	W FORTUNE ST	W LAUREL ST	GOOD				
N ASHLEY ST	W LAUREL ST	ASHLEY-1275 RAMP	FAIR				
N AV REPUBLICA DE CUBA	E 9TH AVE	DEAD END	GOOD				
N AV REPUBLICA DE CUBA	DEAD END	E 11TH AVE	FAIR				
N AV REPUBLICA DE CUBA	E 11TH AVE	DEAD END	GOOD				
N AV REPUBLICA DE CUBA	E 13TH AVE	E 14TH AVE	GOOD				
N AV REPUBLICA DE CUBA	E 14TH AVE	E 15TH AVE	GOOD				
N AV REPUBLICA DE CUBA	E 15TH AVE	E COLUMBUS DR	GOOD				
N AVON AVE	E ADALEE ST	E JANETTE AVE	FAIR				
N AVON AVE	E JANETTE AVE	E 26TH AVE	GOOD				
N AVON AVE	E 26TH AVE	E EMILY ST	GOOD				
N AVON AVE	E EMILY ST	E EMILY ST	GOOD				
STREET	From	То	Ride Quality				
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W AZEELE ST	S MAGNOLIA AVE	S BREVARD AVE	FAIR				
W AZEELE ST	S BREVARD AVE	S BREVARD AVE	FAIR				
W AZEELE ST	S BREVARD AVE	S FIELDING AVE	FAIR				
W AZEELE ST	S WESTLAND AVE	S HOWARD AVE	GOOD				
W BARCELONA ST	S MACDILL AVE	S ESPERANZA AVE	FAIR				
W BARCELONA ST	S ESPERANZA AVE	S FERDINAND AVE	GOOD				
W BARCELONA ST	S FERDINAND AVE	S CONCORDIA AVE	FAIR				
W BARCELONA ST	S CONCORDIA AVE	S MALIJO AVE	GOOD				
W BARCELONA ST	S MALIJO AVE	S HIMES AVE	GOOD				
S BARTLETT ST	W FAIR OAKS AVE	W CHAPIN AVE	FAIR				
W BAY ST	BAYSHORE BLVD	S MAGNOLIA AVE	FAIR				
W BAY ST	S MAGNOLIA AVE	S BREVARD AVE	GOOD				
W BAY ST	S BREVARD AVE	S BOULEVARD	GOOD				
W BEACH PL	BAYSHORE BLVD	W BEACH PL	GOOD				
E BELL ST	E CUMBERLAND AVE	S MORGAN ST	GOOD				
N BREVARD AVE	W KENNEDY BLVD	W NORTH A ST	FAIR				
N BREVARD AVE	W NORTH A ST	CRESCENT LN	FAIR				
N BREVARD AVE	CRESCENT LN	W NORTH B ST	FAIR				
S BREVARD AVE	W KENNEDY BLVD	W CLEVELAND ST	FAIR				
S BREVARD AVE	DEAD END	W PLATT ST	GOOD				
S BREVARD AVE	W PLATT ST	W AZEELE ST	FAIR				
S BROOKLINE ST	DEAD END	W SAN NICHOLAS ST	GOOD				
N BRUSH ST	E WHITING ST	E WASHINGTON ST	FAIR				
N BRUSH ST	E WASHINGTON ST	E JACKSON ST	FAIR				
N BRUSH ST	E JACKSON ST	E KENNEDY BLVD	FAIR				
S CAESAR ST	E FINLEY ST	E WALTON ST	FAIR				
S CAESAR ST	E WALTON ST	E CUMBERLAND AVE	FAIR				
S CAESAR ST	E EUNICE AVE	CHANNELSIDE DR	FAIR				
S CARDENAS AVE	W SAN MIGUEL ST N	S VIRGINIA CT	FAIR				
S CARDENAS AVE	S VIRGINIA CT	W SAN MIGUEL ST S	FAIR				
S CARDENAS AVE	W SAN MIGUEL ST S	W SAN JOSE ST	FAIR				
S CEDAR AVE	W GRAND CENTRAL AVE	W CLEVELAND ST	FAIR				
S CEDAR AVE	W AZEELE ST	W HORATIO ST	POOR				
S CEDAR AVE	W HORATIO ST	W DE LEON ST	POOR				
N CENTRAL AVE	E COLUMBUS DR	E FOREST AVE	FAIR				
N CENTRAL AVE	E FOREST AVE	E GLADYS ST	FAIR				
N CENTRAL AVE	E GLADYS ST	E ROBLES ST	FAIR				
N CENTRAL AVE	E ROBLES ST	E ROBLES ST	FAIR				
N CENTRAL AVE	E ROBLES ST	E FLORIBRASKA AVE	GOOD				
N CENTRAL AVE	E FLORIBRASKA AVE	E HUGH ST	GOOD				
N CENTRAL AVE	E HUGH ST	E ADALEE ST	GOOD				

STREET	From	То	<b>Ride Quality</b>
CHAPIN ST	DEAD END	S 20TH ST	GOOD
W CHERRY ST	N ALBANY AVE	N TWITT ST	GOOD
W CHERRY ST	N TWITT ST	N HOWARD AVE	GOOD
W CHERRY ST	N HOWARD AVE	N ARMENIA AVE	GOOD
W CHERRY ST	N ARMENIA AVE	N TAMPANIA AVE	FAIR
W CHERRY ST	N TAMPANIA AVE	N HABANA AVE	FAIR
W CHERRY ST	N HABANA AVE	N GOMEZ AVE	FAIR
W CHERRY ST	N GOMEZ AVE	N MACDILL AVE	FAIR
W CHESTNUT ST	N OREGON AVE	N ROME AVE	GOOD
W CHESTNUT ST	N ARMENIA AVE	N TAMPANIA AVE	GOOD
W CHESTNUT ST	N TAMPANIA AVE	N HABANA AVE	FAIR
W CHESTNUT ST	N HABANA AVE	N GOMEZ AVE	GOOD
W CHESTNUT ST	N GOMEZ AVE	W UNION ST	GOOD
W CHESTNUT ST	W UNION ST	N MACDILL AVE	GOOD
W CHISHOLM ST	S SHAMROCK RD	S SPARKMAN ST	FAIR
W CHISHOLM ST	S SPARKMAN ST	S DE SOTO ST	GOOD
W CHISHOLM ST	S DE SOTO ST	S FITZGERALD ST	GOOD
W CHISHOLM ST	S FITZGERALD ST	S WEST SHORE BLVD	GOOD
W CHISHOLM ST	S WEST SHORE BLVD	COMMERCE ST	GOOD
E CLARK ST	N 22ND ST	N 24TH ST	FAIR
E CLARK ST	N 26TH ST	N 28TH ST	GOOD
W COACHMAN AVE	BAYSHORE BLVD	S RICHARDS CT	GOOD
W COACHMAN AVE	S RICHARDS CT	S MACDILL AVE	FAIR
W COMANCHE AVE	N FLORIDA AVE	N HIGHLAND AVE	GOOD
W COMANCHE AVE	N HIGHLAND AVE	N OLA AVE	GOOD
E COMANCHE AVE	N FLORIDA AVE	N SUWANEE AVE	GOOD
E COMANCHE AVE	N SUWANEE AVE	N BRANCH AVE	GOOD
E COMANCHE AVE	N BRANCH AVE	N SEMINOLE AVE	GOOD
E COMANCHE AVE	N SEMINOLE AVE	N CENTRAL AVE	GOOD
E COMANCHE AVE	N CENTRAL AVE	N CHEROKEE AVE	FAIR
E COMANCHE AVE	N TALIAFERRO AVE	N MIAMI AVE	GOOD
E COMANCHE AVE	N MIAMI AVE	N NEBRASKA AVE	GOOD
COMMERCE ST	S FITZGERALD ST	DEAD END	GOOD
S CONCORDIA AVE	W SAN JOSE ST	W PALMIRA AVE	FAIR
S CONCORDIA AVE	W PALMIRA AVE	W BARCELONA ST	GOOD
S CONCORDIA AVE	W BARCELONA ST	W GRANADA ST	GOOD
W CORDELIA ST	N ARMENIA AVE	N TAMPANIA AVE	FAIR
W CORDELIA ST	N TAMPANIA AVE	N HABANA AVE	FAIR
N CRESCENT PL	DEAD END	W NORTH A ST	FAIR
N CRESCENT PL	W NORTH A ST	CRESCENT LN	FAIR
N CRESCENT PL	CRESCENT LN	W NORTH B ST	FAIR

STREET	From	Το	Ride Quality
E CUMBERLAND AVE	S FLORIDA AVE	E BELL ST	FAIR
E CUMBERLAND AVE	E BELL ST	S MORGAN ST	FAIR
S DE SOTO ST	W PRESCOTT ST	INTERBAY BLVD	GOOD
S DE SOTO ST	INTERBAY BLVD	W CHISHOLM ST	GOOD
S DE SOTO ST	W CHISHOLM ST	W LOUGHMAN ST	GOOD
S DE SOTO ST	W LOUGHMAN ST	W INGRAHAM ST	GOOD
N EAST ST	E WHITING ST	E WASHINGTON ST	FAIR
N EAST ST	E WASHINGTON ST	E JACKSON ST	GOOD
N EAST ST	E JACKSON ST	E KENNEDY BLVD	GOOD
N EAST ST	E KENNEDY BLVD	E TWIGGS ST	GOOD
S EDISON AVE	W KENNEDY BLVD	W CLEVELAND ST	POOR
S EDISON AVE	DEAD END	W PLATT ST	GOOD
W EL PRADO BLVD	BAYSHORE BLVD	S MACDILL AVE	GOOD
ELIZABETH CT	W SAN MIGUEL ST N	W SAN MIGUEL ST S	FAIR
ELIZABETH CT	ELIZABETH CT	W SAN MIGUEL ST S	FAIR
N ELMORE AVE	E COLUMBUS DR	E ROBLES ST	GOOD
N ELMORE AVE	E ADALEE ST	E EMILY ST	FAIR
ELMWOOD AVE	DEAD END	S 20TH ST	FAIR
ELMWOOD AVE	S 20TH ST	S 22ND ST	FAIR
E EMILY ST	N AVON AVE	N CENTRAL AVE	FAIR
E EMILY ST	N CENTRAL AVE	N ELMORE AVE	GOOD
E EMILY ST	N TALIAFERRO AVE	N TALIAFERRO AVE	GOOD
E EMILY ST	N TALIAFERRO AVE	N NEBRASKA AVE	GOOD
S ESPERANZA AVE	W SAN MIGUEL ST	W SAN CARLOS ST	GOOD
S ESPERANZA AVE	W SAN CARLOS ST	W SAN JOSE ST	FAIR
S ESPERANZA AVE	W SAN JOSE ST	W PALMIRA AVE	GOOD
S ESPERANZA AVE	W PALMIRA AVE	W BARCELONA ST	FAIR
S ESPERANZA AVE	W BARCELONA ST	W GRANADA ST	GOOD
E ESTELLE ST	N FRANKLIN ST	N FLORIDA AVE	FAIR
E ESTELLE ST	N FLORIDA AVE	N MARION ST	GOOD
E ESTELLE ST	N MARION ST	N MORGAN ST	GOOD
W ESTRELLA ST	S HABANA AVE	S MARTI ST	GOOD
W ESTRELLA ST	S MARTI ST	S OBRAPIA ST	GOOD
W ESTRELLA ST	S OBRAPIA ST	S MACDILL AVE	GOOD
W EUCLID AVE	N HIGHLAND AVE	N OLA AVE	GOOD
E EUNICE AVE	S MORGAN ST	S JEFFERSON ST	GOOD
E EUNICE AVE	S JEFFERSON ST	S NEBRASKA AVE	FAIR
S FERDINAND AVE	W SAN NICHOLAS ST	W SAN MIGUEL ST	FAIR
S FERDINAND AVE	W SAN MIGUEL ST	W SAN CARLOS ST	GOOD
S FERDINAND AVE	W SAN CARLOS ST	W SAN JOSE ST	FAIR
S FERDINAND AVE	W SAN JOSE ST	W PALMIRA AVE	FAIR

STREET	From	То	<b>Ride Quality</b>
S FERDINAND AVE	W PALMIRA AVE	W BARCELONA ST	FAIR
S FERDINAND AVE	W BARCELONA ST	W GRANADA ST	GOOD
S FIELDING AVE	W KENNEDY BLVD	W CLEVELAND ST	GOOD
S FITZGERALD ST	COMMERCE ST	INTERBAY BLVD	GOOD
S FITZGERALD ST	INTERBAY BLVD	W CHISHOLM ST	GOOD
S FITZGERALD ST	W CHISHOLM ST	W LOUGHMAN ST	GOOD
S FITZGERALD ST	W LOUGHMAN ST	W INGRAHAM ST	FAIR
S FITZGERALD ST	W INGRAHAM ST	W BRADLEY ST	GOOD
FLAGLER ST	KNOX RD	S 20TH ST	GOOD
FLAGLER ST	S 20TH ST	S 22ND ST	FAIR
E FLORA ST	N FLORIDA AVE	N DIXON AVE	FAIR
E FLORA ST	N DIXON AVE	N DIXON AVE	FAIR
E FLORA ST	N DIXON AVE	N NAVIN AVE	FAIR
E FLORA ST	N NAVIN AVE	N NAVIN AVE	FAIR
E FLORA ST	N NAVIN AVE	N CENTRAL AVE	FAIR
E FLORA ST	DEAD END	N TALIAFERRO AVE	GOOD
E FLORA ST	N TALIAFERRO AVE	N TALIAFERRO AVE	FAIR
E FLORA ST	N TALIAFERRO AVE	N LOVE AVE	FAIR
E FLORA ST	N LOVE AVE	N ARDEN AVE	FAIR
E FLORA ST	N ARDEN AVE	N NEBRASKA AVE	FAIR
FLORENCE ST	E 10TH AVE	E 10TH AVE	FAIR
FLORENCE ST	E 10TH AVE	E 11TH AVE	FAIR
E FORTUNE ST	N FRANKLIN ST	N FLORIDA AVE	FAIR
E FORTUNE ST	N FLORIDA AVE	N MARION ST	GOOD
E FORTUNE ST	N MARION ST	N MORGAN ST	FAIR
W FRANCES AVE	N TAMPA ST	N HIGHLAND AVE	GOOD
W FRANCES AVE	N HIGHLAND AVE	N OLA AVE	FAIR
W FRANCES AVE	N OLA AVE	N MASSACHUSETTS AVE	FAIR
E FRANCES AVE	N TAMPA ST	N FLORIDA AVE	FAIR
N FRANKLIN ST	E JACKSON ST	E KENNEDY BLVD	GOOD
N FRANKLIN ST	E KENNEDY BLVD	E MADISON ST	GOOD
N FRANKLIN ST	E MADISON ST	E TWIGGS ST	GOOD
N FRANKLIN ST	E TWIGGS ST	E ZACK ST	GOOD
N FRANKLIN ST	E ZACK ST	E POLK ST	GOOD
N FRANKLIN ST	E POLK ST	E CASS ST	GOOD
N FRANKLIN ST	E CASS ST	E TYLER ST	GOOD
N FRANKLIN ST	E TYLER ST	E HARRISON ST	GOOD
N FRANKLIN ST	E HARRISON ST	E ROYAL ST	GOOD
N FRANKLIN ST	E ROYAL ST	E FORTUNE ST	GOOD
W FRIBLEY ST	N BOULEVARD	N MYRTLE AVE	FAIR
W FRIBLEY ST	N MYRTLE AVE	N POPLAR AVE	FAIR

STREET	From	То	<b>Ride Quality</b>
W FRIBLEY ST	N POPLAR AVE	N OAKDALE AVE	FAIR
W FRIBLEY ST	N OAKDALE AVE	N KINYON AVE	FAIR
N GARCIA AVE	DEAD END	W OAK AVE	FAIR
N GARCIA AVE	W OAK AVE	W PALM AVE	FAIR
S GERMER ST	W INGRAHAM ST	W BRADLEY ST	GOOD
S GLEN AVE	W SWANN AVE	W MCKAY AVE	FAIR
S GLEN AVE	W MCKAY AVE	W LYKES AVE	FAIR
S GLEN AVE	W LYKES AVE	W MULLEN AVE	FAIR
S GLEN AVE	W MULLEN AVE	W MORRISON AVE	FAIR
S GOLF VIEW ST	W MORRISON AVE	JEAN CIR	GOOD
S GOLF VIEW ST	S GOLF VIEW ST	S GOLF VIEW ST	GOOD
S GOLF VIEW ST	E JEAN ST	JEAN CIR	GOOD
N GOMEZ AVE	W LA SALLE ST	W LAUREL ST	FAIR
N GOMEZ AVE	W IVY ST	W ABDELLA ST	FAIR
N GOMEZ AVE	W ABDELLA ST	W DEWEY ST	GOOD
W GRACE ST	N MUNRO ST	N DELAWARE AVE	FAIR
W GRACE ST	N DELAWARE AVE	N WILLOW AVE	FAIR
W GRAND CENTRAL AVE	S PLANT AVE	S HYDE PARK AVE	FAIR
W GRAND CENTRAL AVE	S HYDE PARK AVE	S CEDAR AVE	FAIR
W GRAND CENTRAL AVE	S CEDAR AVE	S MAGNOLIA AVE	FAIR
W GRAND CENTRAL AVE	S MAGNOLIA AVE	W KENNEDY BLVD	FAIR
W GREEN ST	N BOULEVARD	N WILLOW AVE	GOOD
W GREEN ST	N WILLOW AVE	N ROME AVE	GOOD
W GREEN ST	N ROME AVE	N FREMONT AVE	GOOD
W GREEN ST	N FREMONT AVE	N ALBANY AVE	GOOD
N HABANA AVE	W GREEN ST	W MAIN ST	FAIR
N HABANA AVE	W MAIN ST	W UNION ST	FAIR
N HABANA AVE	W UNION ST	W CHESTNUT ST	FAIR
N HABANA AVE	W CHESTNUT ST	W SPRUCE ST	FAIR
N HABANA AVE	W SPRUCE ST	W WALNUT ST	FAIR
N HABANA AVE	W WALNUT ST	W PINE ST	FAIR
N HABANA AVE	W PINE ST	W CHERRY ST	FAIR
N HABANA AVE	W CHERRY ST	W PALMETTO ST	FAIR
N HABANA AVE	W BEACH ST	W SAINT CONRAD ST	FAIR
N HABANA AVE	W SAINT CONRAD ST	W SAINT CONRAD ST	FAIR
N HABANA AVE	W SAINT CONRAD ST	W SAINT JOHN ST	FAIR
N HABANA AVE	W SAINT JOHN ST	W SAINT JOHN ST	FAIR
N HABANA AVE	W SAINT JOHN ST	W SAINT LOUIS ST	FAIR
N HABANA AVE	W SAINT LOUIS ST	W SAINT JOSEPH ST	FAIR
S HABANA AVE	W NEPTUNE ST	W AQUILLA ST	FAIR
S HABANA AVE	W AQUILLA ST	W MISSISSIPPI AVE	FAIR

OTDEET	From	Ta	Dide Ovelity
			GOOD
			GOOD
			GOOD
HARPER SI		S 241H S1	GOOD
HARPERSI		S 261H ST	GOOD
E HARRISON ST			FAIR
E HARRISON ST	N FRANKLIN ST	N FLORIDA AVE	FAIR
E HARRISON ST		N MARION ST	FAIR
W HENDERSON AVE			GOOD
N HIGHLAND AVE	W HENDERSON AVE	W 7TH AVE	GOOD
N HIGHLAND AVE	N HIGHLAND AVE	W FRANCES AVE	GOOD
N HIGHLAND AVE	W FRANCES AVE	W AMELIA AVE	GOOD
N HIGHLAND AVE	W AMELIA AVE	W COLUMBUS DR	GOOD
N HIGHLAND AVE	W COLUMBUS DR	W EUCLID AVE	FAIR
N HIGHLAND AVE	W EUCLID AVE	W GLADYS ST	FAIR
N HIGHLAND AVE	W GLADYS ST	W WARREN AVE	FAIR
N HIGHLAND AVE	W WARREN AVE	W KEYES AVE	FAIR
N HIGHLAND AVE	W KEYES AVE	W FLORIBRASKA AVE	FAIR
W HORATIO ST	S CEDAR AVE	S MAGNOLIA AVE	POOR
W HORATIO ST	S MAGNOLIA AVE	S BREVARD AVE	FAIR
W HORATIO ST	S BREVARD AVE	S BOULEVARD	FAIR
W HYDE PARK PL	BAYSHORE BLVD	S PARKER ST	FAIR
W HYDE PARK PL	S PARKER ST	S PLANT AVE	FAIR
W INDIANA AVE	N BOULEVARD	N MYRTLE AVE	GOOD
W INDIANA AVE	N MYRTLE AVE	N POPLAR AVE	GOOD
W INDIANA AVE	N POPLAR AVE	N OAKDALE AVE	GOOD
W INDIANA AVE	N OAKDALE AVE	N RIDGE AVE	GOOD
W INDIANA AVE	N RIDGE AVE	CRABCAKE CIR	GOOD
W INDIANA AVE	CRABCAKE CIR	N PERRY AVE	GOOD
W INDIANA AVE	N PERRY AVE	DEAD END	GOOD
W INGRAHAM ST	S SHAMROCK RD	S SPARKMAN ST	GOOD
W INGRAHAM ST	S SPARKMAN ST	S DE SOTO ST	GOOD
W INGRAHAM ST	S WEST SHORE BLVD	S MASCOTTE ST	GOOD
W INGRAHAM ST	S MASCOTTE ST	S KISSIMMEE ST	GOOD
INTERBAY BLVD	S JULES VERNE CT	S CRESCENT DR	FAIR
INTERBAY BLVD	S CRESCENT DR	S NICHOL ST	FAIR
INTERBAY BLVD	S NICHOL ST	W BALLAST POINT BLVD	GOOD
W IVY ST	N HABANA AVE	N GOMEZ AVE	GOOD
N JAMAICA ST	W SPRUCE ST	W PINE ST	FAIR
E JANETTE AVE	N MORGAN ST	N BAILEY ST	FAIR

STREET	From	То	<b>Ride Quality</b>
E JANETTE AVE	N BAILEY ST	N JEFFERSON ST	FAIR
E JANETTE AVE	N JEFFERSON ST	N AVON AVE	FAIR
JEAN CIR	S GOLF VIEW ST	S ALMERIA AVE	FAIR
JEAN CIR	JEAN CIR	JEAN CIR	GOOD
JEAN CIR	S ALMERIA AVE	S ALMERIA AVE	FAIR
JEAN CIR	S ALMERIA AVE	S GOLF VIEW ST	FAIR
JEAN CIR	S GOLF VIEW ST	S HIMES AVE	FAIR
N JEFFERSON ST	E COLUMBUS DR	E FOREST AVE	FAIR
N JEFFERSON ST	E FOREST AVE	E GLADYS ST	GOOD
N JEFFERSON ST	E GLADYS ST	E ROBLES ST	GOOD
N JEFFERSON ST	E ROBLES ST	E FLORIBRASKA AVE	GOOD
S JEFFERSON ST	E BROREIN ST	E EUNICE AVE	GOOD
S JEFFERSON ST	E EUNICE AVE	CHANNELSIDE DR	GOOD
W KENTUCKY AVE	N BOULEVARD	N MYRTLE AVE	GOOD
W KENTUCKY AVE	N MYRTLE AVE	N POPLAR AVE	GOOD
W KENTUCKY AVE	N POPLAR AVE	N OAKDALE AVE	GOOD
W KENTUCKY AVE	N OAKDALE AVE	N RIDGE AVE	GOOD
W LA SALLE ST	N ALBANY AVE	N HOWARD AVE	GOOD
W LA SALLE ST	N HOWARD AVE	N ARMENIA AVE	GOOD
W LA SALLE ST	N GOMEZ AVE	N NEW JERSEY AVE	FAIR
W LAUREL ST	N HABANA AVE	N GOMEZ AVE	GOOD
E LAUREL ST	N FLORIDA AVE	N MARION ST	FAIR
E LAUREL ST	N MARION ST	N MORGAN ST	GOOD
E LAUREL ST	N MORGAN ST	N JEFFERSON ST	GOOD
E LAUREL ST	N JEFFERSON ST	N ORANGE AVE	GOOD
W LAWN AVE	BAYSHORE BLVD	S MACDILL AVE	POOR
W LEMON ST	N WILLOW AVE	N OREGON AVE	FAIR
N LINCOLN AVE	W CYPRESS ST	W GRACE ST	GOOD
N LINCOLN AVE	W GRACE ST	W NASSAU ST	GOOD
N LINCOLN AVE	W NASSAU ST	W ARCH ST	GOOD
N LINCOLN AVE	W ARCH ST	W LA SALLE ST	GOOD
N LINCOLN AVE	W LA SALLE ST	W LAUREL ST	GOOD
W LOUGHMAN ST	S SHAMROCK RD	S SPARKMAN ST	FAIR
W LOUGHMAN ST	S SPARKMAN ST	S DE SOTO ST	GOOD
W LOUGHMAN ST	S DE SOTO ST	S FITZGERALD ST	GOOD
W LOUGHMAN ST	S FITZGERALD ST	S WEST SHORE BLVD	GOOD
W LOUGHMAN ST	S WEST SHORE BLVD	S MASCOTTE ST	GOOD
W LOUGHMAN ST	S MASCOTTE ST	S KISSIMMEE ST	FAIR
N LOVE AVE	E FLORA ST	DEAD END	GOOD
LOWE ST	E PALM AVE	E 11TH AVE	GOOD
W LYKES AVE	S LINCOLN AVE	S GLEN AVE	FAIR

STREET	From	То	Ride Quality
W LYKES AVE	S GLEN AVE	S HIMES AVE	FAIR
N LYNN AVE	W DR MARTIN LUTHER KING JR BLVD	W NORTH BAY ST	FAIR
N LYNN AVE	W NORTH BAY ST	W ALVA ST	FAIR
N LYNN AVE	W ALVA ST	W CHELSEA ST	FAIR
N LYNN AVE	W CHELSEA ST	W EMMA ST	FAIR
S MAGNOLIA AVE	W GRAND CENTRAL AVE	W CLEVELAND ST	FAIR
S MAGNOLIA AVE	DEAD END	W PLATT ST	FAIR
S MAGNOLIA AVE	W PLATT ST	W AZEELE ST	FAIR
S MAGNOLIA AVE	W DELEON ST	W BAY ST	UNK
S MAGNOLIA AVE	W BAY ST	W SWANN AVE	FAIR
W MAIN ST	N MACDILL AVE	N MAXWELL PL	FAIR
W MAIN ST	N RENFREW ST	N LINCOLN AVE	FAIR
S MALIJO AVE	W SAN JOSE ST	W PALMIRA AVE	FAIR
S MALIJO AVE	W PALMIRA AVE	W BARCELONA ST	FAIR
S MALIJO AVE	W BARCELONA ST	W GRANADA ST	FAIR
MAPLE AVE	DEAD END	S 20TH ST	GOOD
S MARTI ST	W NEPTUNE ST	W AQUILLA ST	FAIR
S MARTI ST	W AQUILLA ST	W ESTRELLA ST	GOOD
S MARTI ST	W ESTRELLA ST	W SITIOS ST	FAIR
S MARTI ST	W SITIOS ST	W ANGELES ST	FAIR
S MARTI ST	W ANGELES ST	W SAN RAFAEL ST	FAIR
S MARTI ST	W SAN RAFAEL ST	W SAN ISIDRO ST	FAIR
S MARTI ST	W SAN ISIDRO ST	W SAN NICHOLAS ST	FAIR
S MARTI ST	W SAN NICHOLAS ST	W SAN MIGUEL ST	FAIR
S MARTI ST	W SAN MIGUEL ST	W SAN CARLOS ST	GOOD
S MASCOTTE ST	W CHISHOLM ST	W LOUGHMAN ST	GOOD
S MASCOTTE ST	W LOUGHMAN ST	W INGRAHAM ST	GOOD
N MASSACHUSETTS AVE	W ROSS AVE	W PARK AVE	GOOD
N MASSACHUSETTS AVE	W PARK AVE	W FRANCES AVE	GOOD
N MASSACHUSETTS AVE	W FRANCES AVE	W AMELIA AVE	GOOD
N MASSACHUSETTS AVE	W AMELIA AVE	W COLUMBUS DR	GOOD
N MASSACHUSETTS AVE	W WEST ST	W ALFRED ST	GOOD
N MASSACHUSETTS AVE	W ALFRED ST	W BRADDOCK ST	FAIR
N MASSACHUSETTS AVE	W BRADDOCK ST	W PLYMOUTH ST	FAIR
N MATANZAS AVE	W NASSAU ST	W ARCH ST	GOOD
N MATANZAS AVE	W ARCH ST	W LA SALLE ST	GOOD
N MATANZAS AVE	W LA SALLE ST	W LAUREL ST	GOOD
N MAXWELL PL	W GREEN ST	W MAIN ST	FAIR
W MCKAY AVE	S LINCOLN AVE	S GLEN AVE	FAIR
W MCKAY AVE	S GLEN AVE	S HIMES AVE	FAIR
N MITCHELL AVE	E HENDERSON AVE	E 7TH AVE	FAIR

STREET	From	То	<b>Ride Quality</b>
N MITCHELL AVE	E 7TH AVE	E OAK AVE	FAIR
N MITCHELL AVE	E OAK AVE	E PALM AVE	FAIR
N MITCHELL AVE	E PALM AVE	E ROSS AVE	FAIR
W MOHAWK AVE	N FLORIDA AVE	N HIGHLAND AVE	FAIR
W MOHAWK AVE	N HIGHLAND AVE	N OLA AVE	FAIR
N MORGAN ST	E TYLER ST	E HARRISON ST	GOOD
N MORGAN ST	E ADALEE ST	E ADALEE ST	GOOD
N MORGAN ST	E ADALEE ST	E PLYMOUTH ST	GOOD
N MORGAN ST	E PLYMOUTH ST	E PLYMOUTH ST	FAIR
N MORGAN ST	E JANETTE AVE	E 26TH AVE	GOOD
N MORGAN ST	E 26TH AVE	E EMILY ST	FAIR
W MULLEN AVE	S LINCOLN AVE	S GLEN AVE	FAIR
W MULLEN AVE	S GLEN AVE	S HIMES AVE	FAIR
W NASSAU ST	N ALBANY AVE	N HOWARD AVE	FAIR
S NEBRASKA AVE	E WHITING ST	E FINLEY ST	FAIR
S NEBRASKA AVE	E FINLEY ST	E WALTON ST	FAIR
S NEBRASKA AVE	E WALTON ST	E ALMA PL	FAIR
S NEBRASKA AVE	E ALMA PL	E CUMBERLAND AVE	FAIR
S NEBRASKA AVE	E EUNICE AVE	CHANNELSIDE DR	FAIR
W NEPTUNE ST	S HABANA AVE	S MARTI ST	GOOD
W NEPTUNE ST	S MARTI ST	S OBRAPIA ST	GOOD
W NEPTUNE ST	S OBRAPIA ST	S MACDILL AVE	GOOD
S NEWPORT AVE	W KENNEDY BLVD	W CLEVELAND ST	POOR
W NORTH A ST	N BREVARD AVE	N BOULEVARD	GOOD
W NORTH A ST	N ALBANY AVE	N WESTLAND AVE	FAIR
W NORTH A ST	N WESTLAND AVE	N HOWARD AVE	FAIR
W NORTH B ST	CRESCENT LN	COMPUTER DR	GOOD
W NORTH B ST	COMPUTER DR	N BREVARD AVE	GOOD
W NORTH B ST	N BREVARD AVE	N BOULEVARD	GOOD
W NORTH B ST	N ALBANY AVE	N WESTLAND AVE	FAIR
W NORTH B ST	N WESTLAND AVE	N HOWARD AVE	FAIR
W OAK AVE	N TAMPA ST	N HIGHLAND AVE	GOOD
W OAK AVE	N HIGHLAND AVE	N OLA AVE	GOOD
E OAK AVE	N TAMPA ST	N FRANKLIN ST	FAIR
S OAKMONT ST	DEAD END	W SAN NICHOLAS ST	FAIR
OAKWOOD AVE	DEAD END	S 20TH ST	POOR
OAKWOOD AVE	S 20TH ST	S 22ND ST	FAIR
S OBRAPIA ST	W ESTRELLA ST	W SITIOS ST	FAIR
S OBRAPIA ST	W SITIOS ST	W ANGELES ST	FAIR
S OBRAPIA ST	W ANGELES ST	W SAN RAFAEL ST	FAIR
S OBRAPIA ST	W SAN RAFAEL ST	W SAN ISIDRO ST	GOOD

STREET	From	То	<b>Ride Quality</b>
S OBRAPIA ST	W SAN ISIDRO ST	W SAN NICHOLAS ST	FAIR
S OBRAPIA ST	W SAN NICHOLAS ST	W SAN MIGUEL ST	GOOD
S OBRAPIA ST	W SAN MIGUEL ST	W SAN CARLOS ST	FAIR
S OBRAPIA ST	W SAN CARLOS ST	W SAN JOSE ST	FAIR
S OBRAPIA ST	W SAN JOSE ST	W PALMIRA AVE	GOOD
OCEANVIEW PL	DEAD END	S 20TH ST	FAIR
W OHIO AVE	N BOULEVARD	N MYRTLE AVE	GOOD
W OHIO AVE	N MYRTLE AVE	N POPLAR AVE	GOOD
W OHIO AVE	N POPLAR AVE	N OAKDALE AVE	GOOD
W OHIO AVE	N OAKDALE AVE	N KINYON AVE	FAIR
W OHIO AVE	N KINYON AVE	N RIDGE AVE	FAIR
N OLA AVE	W 7TH AVE	W OAK AVE	GOOD
N OLA AVE	W OAK AVE	W OAK AVE	GOOD
N OLA AVE	W OAK AVE	W PALM AVE	FAIR
N OLA AVE	W PALM AVE	W PALM ALY	FAIR
N OLA AVE	W PALM AVE	W ROSS AVE	FAIR
N OLA AVE	W ROSS AVE	W ROSS AVE	FAIR
N OLA AVE	W ROSS AVE	W PARK AVE	FAIR
N OLA AVE	W PARK AVE	W FRANCES AVE	FAIR
N OLA AVE	W FRANCES AVE	W AMELIA AVE	FAIR
N OLA AVE	W AMELIA AVE	W COLUMBUS DR	FAIR
N OREGON AVE	W CASS ST	W LEMON ST	FAIR
N OREGON AVE	W MAIN ST	W UNION ST	FAIR
N OREGON AVE	W UNION ST	W CHESTNUT ST	GOOD
N OREGON AVE	W CHESTNUT ST	W SPRUCE ST	GOOD
W ORIENT ST	N BOULEVARD	N MYRTLE AVE	GOOD
W ORIENT ST	N MYRTLE AVE	N POPLAR AVE	GOOD
W ORIENT ST	N POPLAR AVE	N OAKDALE AVE	GOOD
W ORIENT ST	N OAKDALE AVE	N RIDGE AVE	GOOD
W PALMETTO ST	N ALBANY AVE	N TWITT ST	GOOD
W PALMETTO ST	N TWITT ST	N HOWARD AVE	GOOD
W PALMETTO ST	N HOWARD AVE	N ARMENIA AVE	FAIR
W PALMIRA AVE	S OBRAPIA ST	S MACDILL AVE	GOOD
W PALMIRA AVE	S MACDILL AVE	S ESPERANZA AVE	FAIR
W PALMIRA AVE	S ESPERANZA AVE	S FERDINAND AVE	FAIR
W PALMIRA AVE	S FERDINAND AVE	S CONCORDIA AVE	FAIR
W PALMIRA AVE	S CONCORDIA AVE	S MALIJO AVE	POOR
W PALMIRA AVE	S MALIJO AVE	S HIMES AVE	FAIR
E PARK AVE	N FLORIDA AVE	N MORGAN ST	FAIR
E PARK AVE	N MORGAN ST	N JEFFERSON ST	FAIR
W PENINSULAR ST	N BOULEVARD	N MYRTLE AVE	GOOD
W PENINSULAR ST	N MYRTLE AVE	N POPLAR AVE	FAIR

STREET	From	То	<b>Ride Quality</b>
W PENINSULAR ST	N POPLAR AVE	N OAKDALE AVE	GOOD
W PENINSULAR ST	N OAKDALE AVE	N KINYON AVE	GOOD
W PENINSULAR ST	N KINYON AVE	N RIDGE AVE	GOOD
W PINE ST	N ALBANY AVE	N HOWARD AVE	GOOD
W PINE ST	N HOWARD AVE	N ARMENIA AVE	GOOD
W PINE ST	N MACDILL AVE	N JAMAICA ST	FAIR
W PINE ST	N JAMAICA ST	N MATANZAS AVE	FAIR
W PINE ST	N MATANZAS AVE	N SAINT VINCENT ST	FAIR
W PINE ST	N SAINT VINCENT ST	N LINCOLN AVE	FAIR
S PLANT AVE	W BROREIN ST	W CARDY ST	FAIR
S PLANT AVE	W CARDY ST	W PLATT ST	FAIR
S PLANT AVE	W PLATT ST	W HYDE PARK PL	FAIR
S PLANT AVE	W HYDE PARK PL	W BEACH PL	FAIR
S PLANT AVE	W BEACH PL	W VERNE ST	FAIR
W PLYMOUTH ST	N OLA AVE	N MASSACHUSETTS AVE	GOOD
W PLYMOUTH ST	N MASSACHUSETTS AVE	N WOODROW AVE	FAIR
W PLYMOUTH ST	N WOODROW AVE	N BOULEVARD	FAIR
W PLYMOUTH ST	N BOULEVARD	N MYRTLE AVE	FAIR
W PLYMOUTH ST	N MYRTLE AVE	N POPLAR AVE	FAIR
W PLYMOUTH ST	N POPLAR AVE	N OAKDALE AVE	FAIR
E PLYMOUTH ST	N FLORIDA AVE	N MORGAN ST	FAIR
E PLYMOUTH ST	N MORGAN ST	N JEFFERSON ST	FAIR
W PRESCOTT ST	S TRASK ST	S SHAMROCK RD	FAIR
W PRESCOTT ST	S SHAMROCK RD	S SPARKMAN ST	GOOD
W PRESCOTT ST	S SPARKMAN ST	S DE SOTO ST	GOOD
W PRESCOTT ST	S DE SOTO ST	COMMERCE ST	GOOD
W PRESCOTT ST	COMMERCE ST	RAILROAD CROSSING	FAIR
W PRESCOTT ST	RAILROAD CROSSING	S WEST SHORE BLVD	FAIR
W PRESCOTT ST	S WEST SHORE BLVD	S KISSIMMEE ST	GOOD
W PRESCOTT ST	S KISSIMMEE ST	S FAUL ST	GOOD
W PRESCOTT ST	S FAUL ST	S JUANITA ST	GOOD
W PRESCOTT ST	S JUANITA ST	S SHERRILL ST	GOOD
N RENFREW ST	W GREEN ST	W MAIN ST	FAIR
S RICHARDS CT	W COACHMAN AVE	W COACHMAN AVE	GOOD
N RIDGE AVE	W FRIBLEY ST	W PENINSULAR ST	GOOD
N RIDGE AVE	W PENINSULAR ST	W WOODLAWN AVE	GOOD
N RIDGE AVE	W WOODLAWN AVE	W OHIO AVE	GOOD
N RIDGE AVE	W OHIO AVE	W INDIANA AVE	GOOD
N RIDGE AVE	W INDIANA AVE	CRABCAKE CIR	GOOD
N RIDGE AVE	CRABCAKE CIR	W KENTUCKY AVE	GOOD
N RIDGE AVE	W KENTUCKY AVE	W VIRGINIA AVE	GOOD

STREET	From	То	<b>Ride Quality</b>
N RIDGE AVE	W VIRGINIA AVE	W ORIENT ST	GOOD
N RIDGE AVE	W ORIENT ST	W DR MARTIN LUTHER	GOOD
N SAINT VINCENT ST			
W SAN CARLOS ST			
W SAN CARLOS ST			
W SAN CARLOS ST			FAIR
W SAN CARLOS ST	S ESPERANZA AVE		FAIR
W SAN ISIDRO ST		SMARTIST	FAIR
W SAN ISIDRO ST	SMARTIST	S OBRAPIA S I	FAIR
W SAN JOSE ST	S MACDILL AVE	S ESPERANZA AVE	FAIR
W SAN JOSE ST	S ESPERANZA AVE	S FERDINAND AVE	FAIR
W SAN JOSE ST	S FERDINAND AVE	S CONCORDIA AVE	FAIR
W SAN JOSE ST	S CONCORDIA AVE	S MALIJO AVE	FAIR
W SAN JOSE ST	S MALIJO AVE	S CARDENAS AVE	FAIR
W SAN JOSE ST	S CARDENAS AVE	W SAN MIGUEL ST S	FAIR
W SAN JOSE ST	W SAN MIGUEL ST S	S HIMES AVE	FAIR
W SAN MIGUEL ST	S MARTI ST	S OBRAPIA ST	FAIR
W SAN MIGUEL ST	S OBRAPIA ST	S MACDILL AVE	FAIR
W SAN MIGUEL ST	S MACDILL AVE	S EXMOOR ST	FAIR
W SAN MIGUEL ST	S EXMOOR ST	S BENDELOW TRL	FAIR
W SAN MIGUEL ST	S BENDELOW TRL	S FERDINAND AVE	FAIR
W SAN MIGUEL ST N	S FERDINAND AVE	W SAN MIGUEL ST S	FAIR
W SAN MIGUEL ST N	W SAN MIGUEL ST S	ELIZABETH CT	FAIR
W SAN MIGUEL ST N	ELIZABETH CT	S WYKAGYL ST	FAIR
W SAN MIGUEL ST N	S WYKAGYL ST	S VIRGINIA CT	FAIR
W SAN MIGUEL ST N	S VIRGINIA CT	S HOLLY LN	FAIR
W SAN MIGUEL ST N	S HOLLY LN	S CARDENAS AVE	GOOD
W SAN MIGUEL ST N	S CARDENAS AVE	S HIMES AVE	FAIR
W SAN MIGUEL ST S	W SAN MIGUEL ST	W SAN MIGUEL ST N	FAIR
W SAN MIGUEL ST S	W SAN MIGUEL ST S	W SAN MIGUEL ST S	FAIR
W SAN MIGUEL ST S	W SAN MIGUEL ST S	ELIZABETH CT	FAIR
W SAN MIGUEL ST S	ELIZABETH CT	ELIZABETH CT	FAIR
W SAN MIGUEL ST S	ELIZABETH CT	S CARDENAS AVE	FAIR
W SAN MIGUEL ST S	S CARDENAS AVE	W SAN JOSE ST	POOR
W SAN NICHOLAS ST	DEAD END	S MARTI ST	FAIR
W SAN NICHOLAS ST	S MARTI ST	S OBRAPIA ST	FAIR
W SAN NICHOLAS ST	S OBRAPIA ST	S MACDILL AVE	FAIR
W SAN NICHOLAS ST	S BENDELOW TRL	S OAKMONT ST	FAIR
W SAN NICHOLAS ST	S OAKMONT ST	S FERDINAND AVE	FAIR
W SAN NICHOLAS ST	S FERDINAND AVE	S BROOKLINE ST	FAIR

STREET	From	То	Ride Quality
W SAN NICHOLAS ST	S BROOKLINE ST	S ARDSLEY ST	FAIR
W SAN NICHOLAS ST	S ARDSLEY ST	S WYKAGYL ST	FAIR
W SAN NICHOLAS ST	S WYKAGYL ST	S VIRGINIA CT	FAIR
W SAN RAFAEL ST	S HABANA AVE	S MARTI ST	GOOD
W SAN RAFAEL ST	S MARTI ST	S OBRAPIA ST	FAIR
W SAN RAFAEL ST	S OBRAPIA ST	S MACDILL AVE	FAIR
SAXON ST	S 20TH ST	S 22ND ST	FAIR
SCOTT ST	N CENTRAL AVE	N GOVERNOR ST	GOOD
SCOTT ST	N GOVERNOR ST	N NEBRASKA AVE	GOOD
S SHAMROCK RD	W PRESCOTT ST	INTERBAY BLVD	FAIR
S SHAMROCK RD	INTERBAY BLVD	W CHISHOLM ST	GOOD
S SHAMROCK RD	W CHISHOLM ST	W LOUGHMAN ST	FAIR
S SHAMROCK RD	W LOUGHMAN ST	W INGRAHAM ST	GOOD
W SITIOS ST	S HABANA AVE	S MARTI ST	GOOD
W SITIOS ST	S MARTI ST	S OBRAPIA ST	FAIR
W SITIOS ST	S OBRAPIA ST	S MACDILL AVE	FAIR
S SPARKMAN ST	W LANCASTER ST	W PRESCOTT ST	GOOD
S SPARKMAN ST	W PRESCOTT ST	INTERBAY BLVD	GOOD
S SPARKMAN ST	INTERBAY BLVD	W CHISHOLM ST	GOOD
S SPARKMAN ST	W CHISHOLM ST	W LOUGHMAN ST	GOOD
S SPARKMAN ST	W LOUGHMAN ST	W INGRAHAM ST	GOOD
N TALIAFERRO AVE	E HENDERSON AVE	E 7TH AVE	FAIR
N TALIAFERRO AVE	E 7TH AVE	E OAK AVE	GOOD
N TALIAFERRO AVE	E OAK AVE	E PALM AVE	FAIR
N TALIAFERRO AVE	E FRIERSON AVE	E GIDDENS AVE	GOOD
N TAMPANIA AVE	W CHESTNUT ST	W SPRUCE ST	GOOD
N TAMPANIA AVE	W SPRUCE ST	W WALNUT ST	GOOD
N TAMPANIA AVE	W WALNUT ST	W PINE ST	GOOD
N TAMPANIA AVE	W PINE ST	W CHERRY ST	GOOD
S TRASK ST	W MCCOY ST	W LANCASTER ST	GOOD
S TRASK ST	W LANCASTER ST	W PRESCOTT ST	GOOD
S TRASK ST	W PRESCOTT ST	INTERBAY BLVD	GOOD
E TWIGGS ST	N ASHLEY DR	N TAMPA ST	FAIR
E TWIGGS ST	N TAMPA ST	N FRANKLIN ST	FAIR
E TWIGGS ST	N FRANKLIN ST	N FLORIDA AVE	FAIR
E TYLER ST	N TAMPA ST	N FRANKLIN ST	FAIR
E TYLER ST	N FRANKLIN ST	N FLORIDA AVE	FAIR
E TYLER ST	N FLORIDA AVE	N MARION ST	FAIR
E TYLER ST	N MARION ST	N MORGAN ST	GOOD
W UNION ST	N ROME AVE	N FREMONT AVE	FAIR
W UNION ST	N FREMONT AVE	N ALBANY AVE	FAIR

STREET	From	То	<b>Ride Quality</b>
W UNION ST	N ALBANY AVE	N YSOLINA ST	GOOD
W UNION ST	N YSOLINA ST	N HOWARD AVE	GOOD
W UNION ST	N HOWARD AVE	N ARMENIA AVE	GOOD
N VAN DYKE PL	HAMILTON HEATH DR	HAMILTON HEATH DR	FAIR
N VAN DYKE PL	HAMILTON HEATH DR	E HOLLYWOOD ST	FAIR
W VIRGINIA AVE	N BOULEVARD	N MYRTLE AVE	GOOD
W VIRGINIA AVE	N MYRTLE AVE	N POPLAR AVE	GOOD
W VIRGINIA AVE	N POPLAR AVE	N OAKDALE AVE	GOOD
W VIRGINIA AVE	N OAKDALE AVE	N RIDGE AVE	GOOD
W VIRGINIA AVE	N RIDGE AVE	DEAD END	GOOD
S VIRGINIA CT	W SAN MIGUEL ST N	S CARDENAS AVE	FAIR
W WALNUT ST	N ALBANY AVE	N HOWARD AVE	GOOD
W WALNUT ST	N HOWARD AVE	N ARMENIA AVE	GOOD
E WALTON ST	S NEBRASKA AVE	S CAESAR ST	GOOD
E WASHINGTON ST	N FLORIDA AVE	N MARION ST	FAIR
E WASHINGTON ST	N MARION ST	N MORGAN ST	GOOD
E WASHINGTON ST	N MORGAN ST	N PIERCE ST	FAIR
E WASHINGTON ST	N PIERCE ST	N JEFFERSON ST	FAIR
E WASHINGTON ST	N JEFFERSON ST	N EAST ST	FAIR
E WASHINGTON ST	N EAST ST	N BRUSH ST	FAIR
W INGRAHAM ST	S DESOTO ST	S FITZGERALD ST	GOOD
S WEST SHORE BLVD	COMMERCE ST	W CHISHOLM ST	GOOD
S WEST SHORE BLVD	W CHISHOLM ST	W LOUGHMAN ST	FAIR
S WEST SHORE BLVD	W LOUGHMAN ST	W INGRAHAM ST	FAIR
N WESTLAND AVE	W KENNEDY BLVD	W NORTH A ST	POOR
N WESTLAND AVE	W NORTH A ST	W NORTH B ST	POOR
N WESTLAND AVE	W NORTH B ST	W GRAY ST	FAIR
W WHITING ST	N ASHLEY DR	DEAD END	FAIR
E WHITING ST	N TAMPA ST	N FRANKLIN ST	GOOD
E WHITING ST	N NEBRASKA AVE	N BRUSH ST	FAIR
N WILLOW AVE	W KENNEDY BLVD	W FULLER ST	GOOD
N WILLOW AVE	W KENNEDY BLVD	W NORTH A ST	GOOD
N WILLOW AVE	W NORTH A ST	W NORTH A ST	GOOD
N WILLOW AVE	W NORTH A ST	W NORTH B ST	GOOD
N WILLOW AVE	W NORTH B ST	W FIG ST	GOOD
N WILLOW AVE	W FIG ST	W FIG ST	GOOD
N WILLOW AVE	W FIG ST	W GRAY ST	GOOD
N WILLOW AVE	W GRAY ST	W CARMEN ST	GOOD
N WILLOW AVE	W CARMEN ST	W CARMEN ST	GOOD
N WILLOW AVE	W CARMEN ST	W CASS ST	GOOD
N WILLOW AVE	W CASS ST	W LEMON ST	GOOD

STREET	From	То	<b>Ride Quality</b>
N WILLOW AVE	W LEMON ST	W LEMON ST	GOOD
N WILLOW AVE	W LEMON ST	W STATE ST	GOOD
N WILLOW AVE	W STATE ST	W CYPRESS ST	GOOD
N WILLOW AVE	W CYPRESS ST	W GRACE ST	GOOD
N WILLOW AVE	W GRACE ST	W NASSAU ST	GOOD
N WILLOW AVE	W NASSAU ST	W ARCH ST	GOOD
N WILLOW AVE	W ARCH ST	W LA SALLE ST	GOOD
N WILLOW AVE	W LA SALLE ST	W LAUREL ST	GOOD
N WILLOW AVE	W LAUREL ST	W GREEN ST	GOOD
N WILLOW AVE	W GREEN ST	W MAIN ST	FAIR
W WOODLAWN AVE	N BOULEVARD	N MYRTLE AVE	GOOD
W WOODLAWN AVE	N MYRTLE AVE	N POPLAR AVE	GOOD
W WOODLAWN AVE	N POPLAR AVE	N OAKDALE AVE	GOOD
W WOODLAWN AVE	N OAKDALE AVE	N KINYON AVE	GOOD
W WOODLAWN AVE	N KINYON AVE	N RIDGE AVE	GOOD
W WOODLAWN AVE	N RIDGE AVE	N PERRY AVE	GOOD
W WOODLAWN AVE	N PERRY AVE	DEAD END	GOOD
S WYKAGYL ST	DEAD END	W SAN NICHOLAS ST	FAIR
S WYKAGYL ST	W SAN NICHOLAS ST	W SAN MIGUEL ST N	GOOD
N YSOLINA ST	W MAIN ST	W UNION ST	GOOD
E ZACK ST	N ASHLEY DR	N TAMPA ST	FAIR
E 3RD AVE	N 26TH ST	N 27TH ST	FAIR
E 4TH AVE	N 34TH ST	N 35TH ST	FAIR
E 4TH AVE	N 35TH ST	N 36TH ST	POOR
E 5TH AVE	DEAD END	N 13TH ST	FAIR
E 7TH AVE	N FRANKLIN ST	N FLORIDA AVE	GOOD
E 7TH AVE	N FLORIDA AVE	N MORGAN ST	GOOD
E 7TH AVE	N MORGAN ST	N JEFFERSON ST	FAIR
E 7TH AVE	N JEFFERSON ST	N CENTRAL AVE	GOOD
E 7TH AVE	N TALIAFERRO AVE	N MITCHELL AVE	GOOD
E 7TH AVE	N MITCHELL AVE	N NEBRASKA AVE	GOOD
E 8TH AVE	N AV REPUBLICA DE CUBA	N 15TH ST	FAIR
E 8TH AVE	N 15TH ST	N 17TH ST	FAIR
E 8TH AVE	N 17TH ST	N 18TH ST	GOOD
E 8TH AVE	N 18TH ST	N 19TH ST	GOOD
E 8TH AVE	N 19TH ST	N 20TH ST	FAIR
E 8TH AVE	N 20TH ST	N 21ST ST	GOOD
E 8TH AVE	N 21ST ST	N 22ND ST	FAIR
E 8TH AVE	N 22ND ST	N 23RD ST	FAIR
E 9TH AVE	NUCCIO PKWY	N 13TH ST	FAIR
E 9TH AVE	N 13TH ST	N AV REPUBLICA DE CUBA	FAIR

STREET	From	То	<b>Ride Quality</b>
E 9TH AVE	N AV REPUBLICA DE CUBA	N 15TH ST	GOOD
E 9TH AVE	N 15TH ST	N 16TH ST	FAIR
E 9TH AVE	N 16TH ST	N 17TH ST	FAIR
E 9TH AVE	N 17TH ST	N 18TH ST	GOOD
E 9TH AVE	N 18TH ST	N 19TH ST	FAIR
E 9TH AVE	N 21ST ST	N 22ND ST	GOOD
E 9TH AVE	N 22ND ST	N 23RD ST	GOOD
E 11TH AVE	N 17TH ST	N 18TH ST	GOOD
E 11TH AVE	N 20TH ST	N 21ST ST	FAIR
E 11TH AVE	N 22ND ST	N 23RD ST	FAIR
E 11TH AVE	N 23RD ST	N 23RD ST	FAIR
N 12TH ST	E 11TH AVE	E 12TH AVE	GOOD
N 12TH ST	E 12TH AVE	E 12TH AVE	FAIR
N 12TH ST	E 12TH AVE	E 13TH AVE	FAIR
N 12TH ST	E 14TH AVE	E 14TH AVE	FAIR
N 12TH ST	E 14TH AVE	E 15TH AVE	FAIR
N 12TH ST	E 15TH AVE	E 15TH AVE	FAIR
N 12TH ST	E 15TH AVE	E COLUMBUS DR	FAIR
N 13TH ST	E 7TH AVE	E 8TH AVE	GOOD
N 13TH ST	E 8TH AVE	E 9TH AVE	FAIR
E 14TH AVE	N NEBRASKA AVE	N 10TH ST	FAIR
N 14TH ST	E HARBOR ST	ADAMO DR	GOOD
N 16TH ST	DEAD END	E 2ND AVE	FAIR
N 16TH ST	E 2ND AVE	E 3RD AVE	FAIR
N 16TH ST	E 3RD AVE	E 4TH AVE	GOOD
N 16TH ST	E 6TH AVE	E 7TH AVE	GOOD
N 16TH ST	E 9TH AVE	E PALM AVE	FAIR
N 16TH ST	E 12TH AVE	E 13TH AVE	GOOD
N 16TH ST	E 14TH AVE	E 15TH AVE	FAIR
N 16TH ST	E 15TH AVE	E COLUMBUS DR	FAIR
N 16TH ST	E COLUMBUS DR	E 17TH AVE	GOOD
N 17TH ST	ADAMO DR	E 2ND AVE	GOOD
N 17TH ST	E 2ND AVE	E 3RD AVE	GOOD
N 17TH ST	E 3RD AVE	E 4TH AVE	FAIR
N 17TH ST	E 4TH AVE	E 5TH AVE	FAIR
N 17TH ST	E 6TH AVE	E 7TH AVE	FAIR
N 17TH ST	E 7TH AVE	E 8TH AVE	FAIR
N 17TH ST	E 8TH AVE	E 9TH AVE	FAIR
N 17TH ST	E 9TH AVE	E PALM AVE	GOOD
N 17TH ST	E PALM AVE	E 11TH AVE	GOOD
N 17TH ST	E 11TH AVE	E 12TH AVE	GOOD
N 17TH ST	E 12TH AVE	E 13TH AVE	GOOD

STREET	From	То	Ride Quality
N 17TH ST	E 14TH AVE	E 15TH AVE	GOOD
N 18TH ST	E 6TH AVE	E 7TH AVE	FAIR
N 18TH ST	E 7TH AVE	E 8TH AVE	FAIR
N 18TH ST	E 8TH AVE	E 9TH AVE	FAIR
N 18TH ST	E 9TH AVE	E PALM AVE	FAIR
N 18TH ST	E PALM AVE	E 11TH AVE	FAIR
N 18TH ST	E 11TH AVE	E 12TH AVE	FAIR
N 18TH ST	E 12TH AVE	E 13TH AVE	FAIR
N 18TH ST	E 14TH AVE	E 15TH AVE	GOOD
N 18TH ST	E 15TH AVE	E COLUMBUS DR	FAIR
N 18TH ST	E COLUMBUS DR	E 17TH AVE	FAIR
E 19TH AVE	N NEBRASKA AVE	N 9TH ST	FAIR
E 19TH AVE	N 9TH ST	N 9TH ST	FAIR
E 19TH AVE	N 11TH ST	N 12TH ST	GOOD
N 19TH ST	ADAMO DR	E 2ND AVE	GOOD
N 19TH ST	E 2ND AVE	E 3RD AVE	GOOD
N 19TH ST	E 3RD AVE	E 4TH AVE	GOOD
N 19TH ST	E 4TH AVE	E 5TH AVE	GOOD
N 19TH ST	E 5TH AVE	E 6TH AVE	GOOD
N 19TH ST	E 7TH AVE	E 8TH AVE	GOOD
N 19TH ST	E 13TH AVE	E 14TH AVE	FAIR
N 19TH ST	E 14TH AVE	E 15TH AVE	FAIR
N 19TH ST	E 15TH AVE	E COLUMBUS DR	FAIR
N 19TH ST	E COLUMBUS DR	E 17TH AVE	GOOD
N 20TH ST	E 7TH AVE	E 8TH AVE	GOOD
N 20TH ST	E 8TH AVE	E 9TH AVE	FAIR
N 20TH ST	E 9TH AVE	E PALM AVE	FAIR
N 20TH ST	E PALM AVE	E 11TH AVE	FAIR
N 20TH ST	E 11TH AVE	E 12TH AVE	FAIR
N 20TH ST	E 14TH AVE	E 15TH AVE	GOOD
N 20TH ST	E 15TH AVE	E COLUMBUS DR	FAIR
N 36TH ST	E 4TH AVE	E 5TH AVE	POOR
N 36TH ST	E 5TH AVE	RAILROAD CROSSING	FAIR
N 36TH ST	RAILROAD CROSSING	E 7TH AVE	FAIR
N 40TH ST	DEAD END	E 7TH AVE	FAIR

#### CONCLUSION: 18. <u>COPY OF DOCUMENTS</u>

Each applicant is encouraged to keep a copy of any and all documents filed, mailed or submitted to the City. Copies of any documents filed may be obtained by contacting the official below.

This guide prepared by the:

Department of Public Works Transportation Division

Please direct all inquires, questions, or comments to:

City of Tampa DPW/Transportation Attn: Transportation Manager 306 East Jackson Street Tampa, FL 33602 813-274-8333 http://www.tampagov.net/dept\_Public\_Works/transportation/index.asp