

Ridgewood Park Street Resurfacing Project Community Meeting

April 30, 2019



Agenda and Format

Sign-In / Comment Forms Presentation

Project Team

Resurfacing Information

Traffic Calming Information

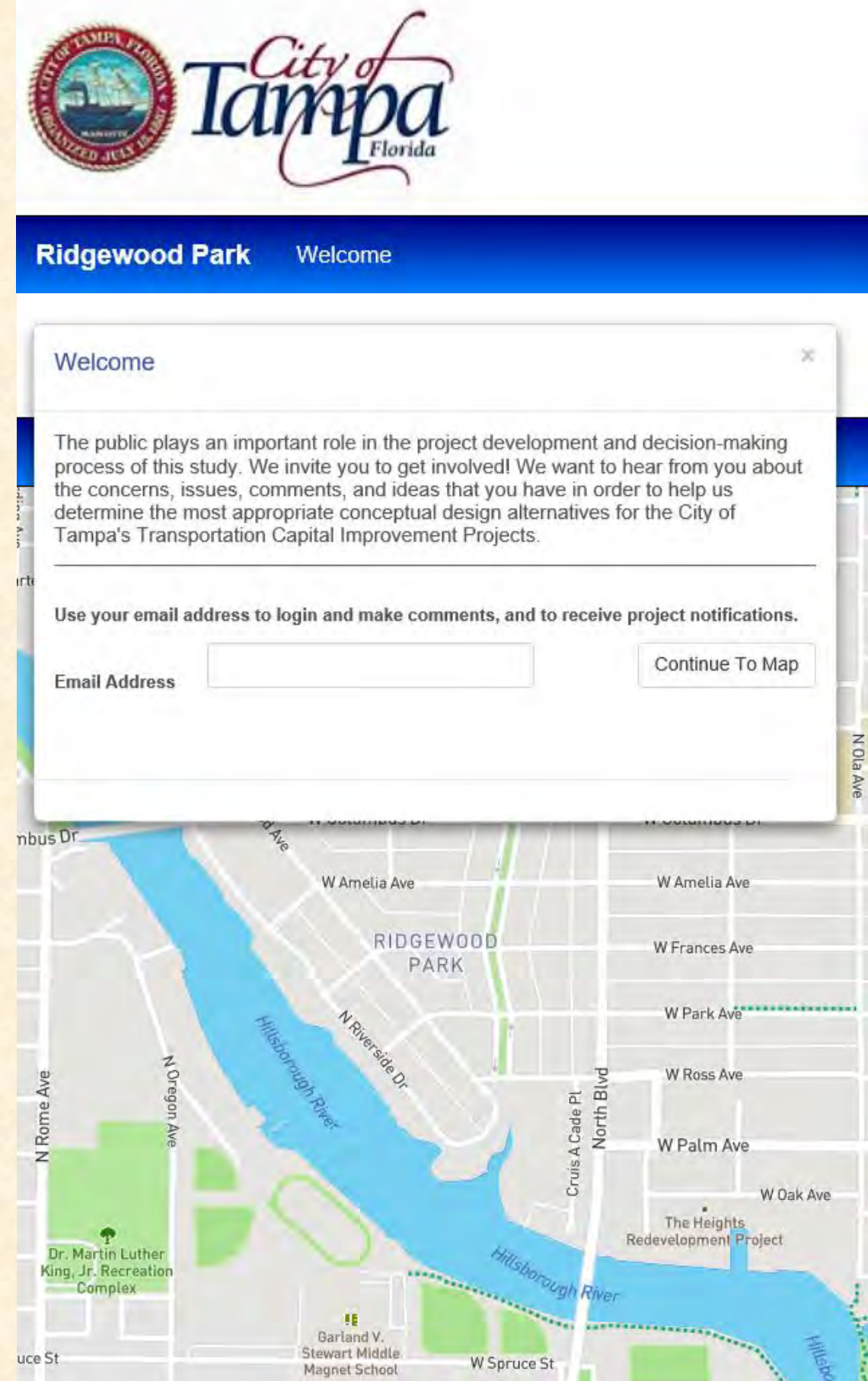
Looking at Ridgewood Park

Questions & Answers

Traffic Calming Workshop

Discussion and Adjourn

<https://wikimapping.com/ridgewoodpark.html>



Ridgewood Park Welcome

Welcome

The public plays an important role in the project development and decision-making process of this study. We invite you to get involved! We want to hear from you about the concerns, issues, comments, and ideas that you have in order to help us determine the most appropriate conceptual design alternatives for the City of Tampa's Transportation Capital Improvement Projects.

Use your email address to login and make comments, and to receive project notifications.

Email Address

Continue To Map

Our Team



Transportation and Stormwater Services Transportation Division

- Jean Duncan, P.E., Director
- Cal Hardie, P.E., Capital Projects Manager
- Jorge Uy, P.E., City Pavement Management Engineer
- Danni Jorgenson, Chief Planning Engineer
- William Porth, Traffic Investigations Supervisor

Natural Resources

- Coordinate tree issues

Contract Administration

- Coordinate construction

GAI Consultants, Inc

- Robert Fudge, PE
- Ron Hoogland, PE
- Pete Sechler, PLA, AICP
- Ruth Perry, PLA
- Jo Tolentino

Construction / Contractor

- To be determined

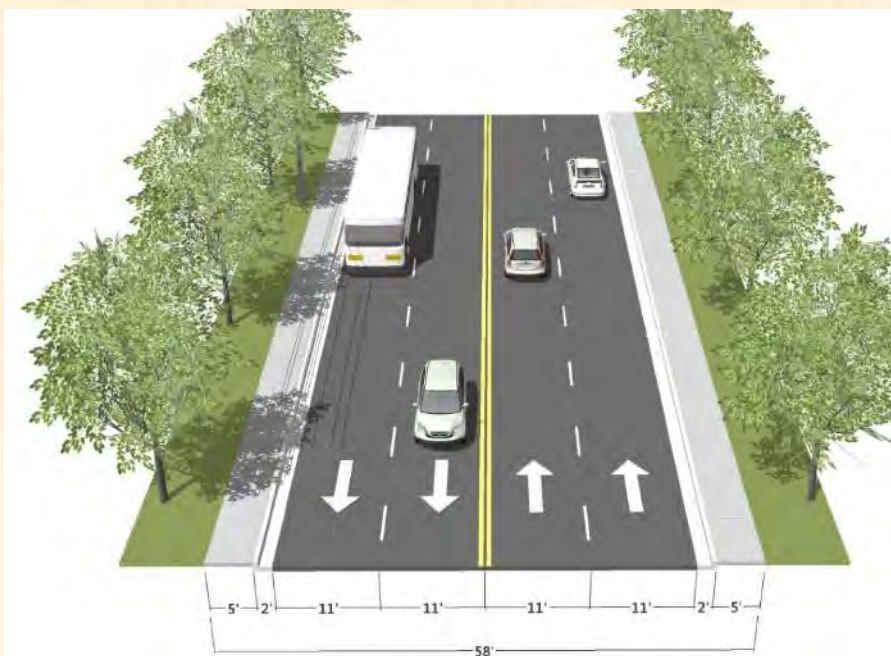
We are GAI's Community Planning + Design Studio
Experienced People, Open Minds, Fresh Ideas



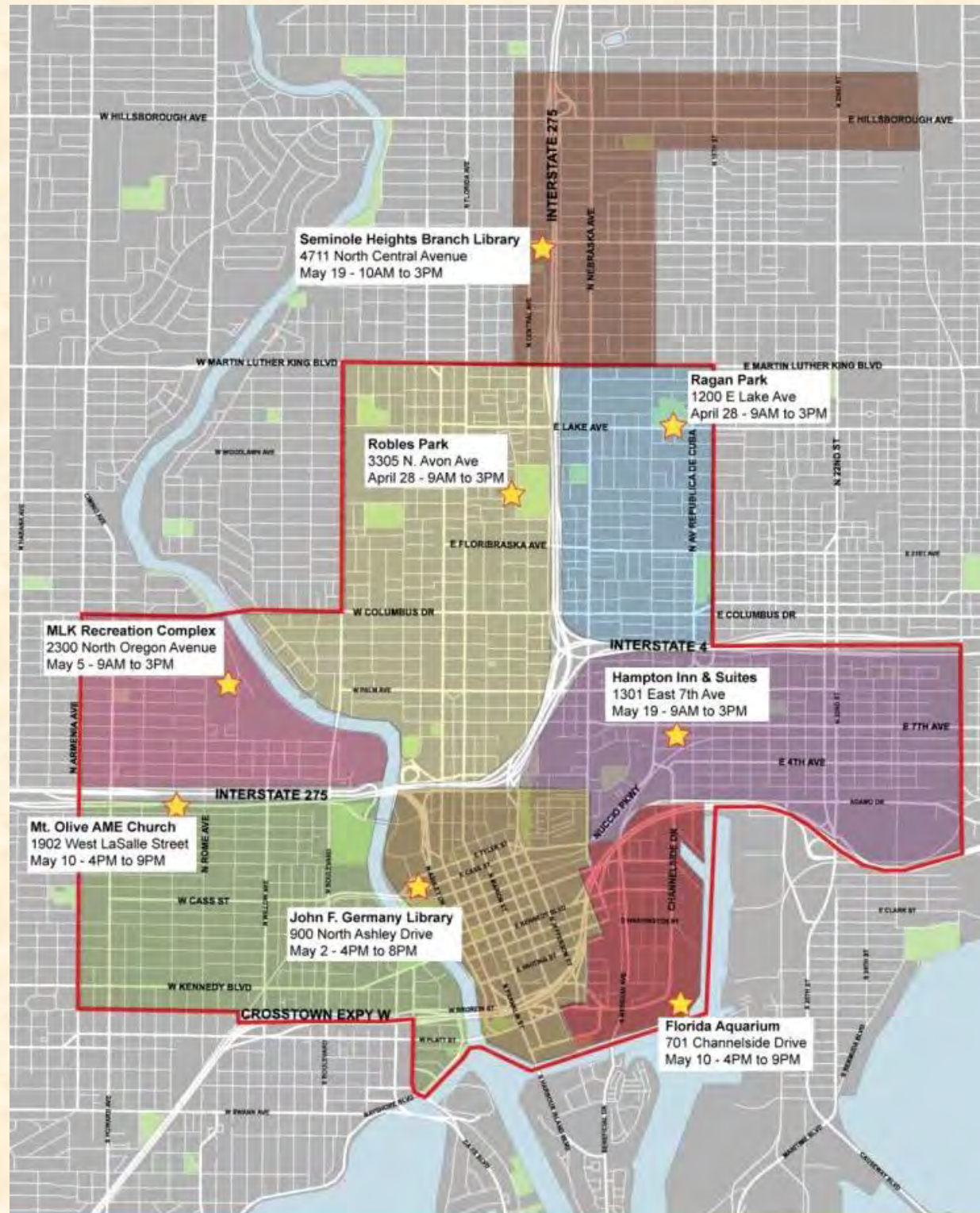
GAI's Community Solutions Group and Civil Engineering Team integrates **Urban Planning & Landscape Architecture** with **Civil Engineering** in an idea-driven strategic consulting practice.

We are committed to enhancing community in ways that are creative + authentic; practical + sustainable to the people and places we serve.

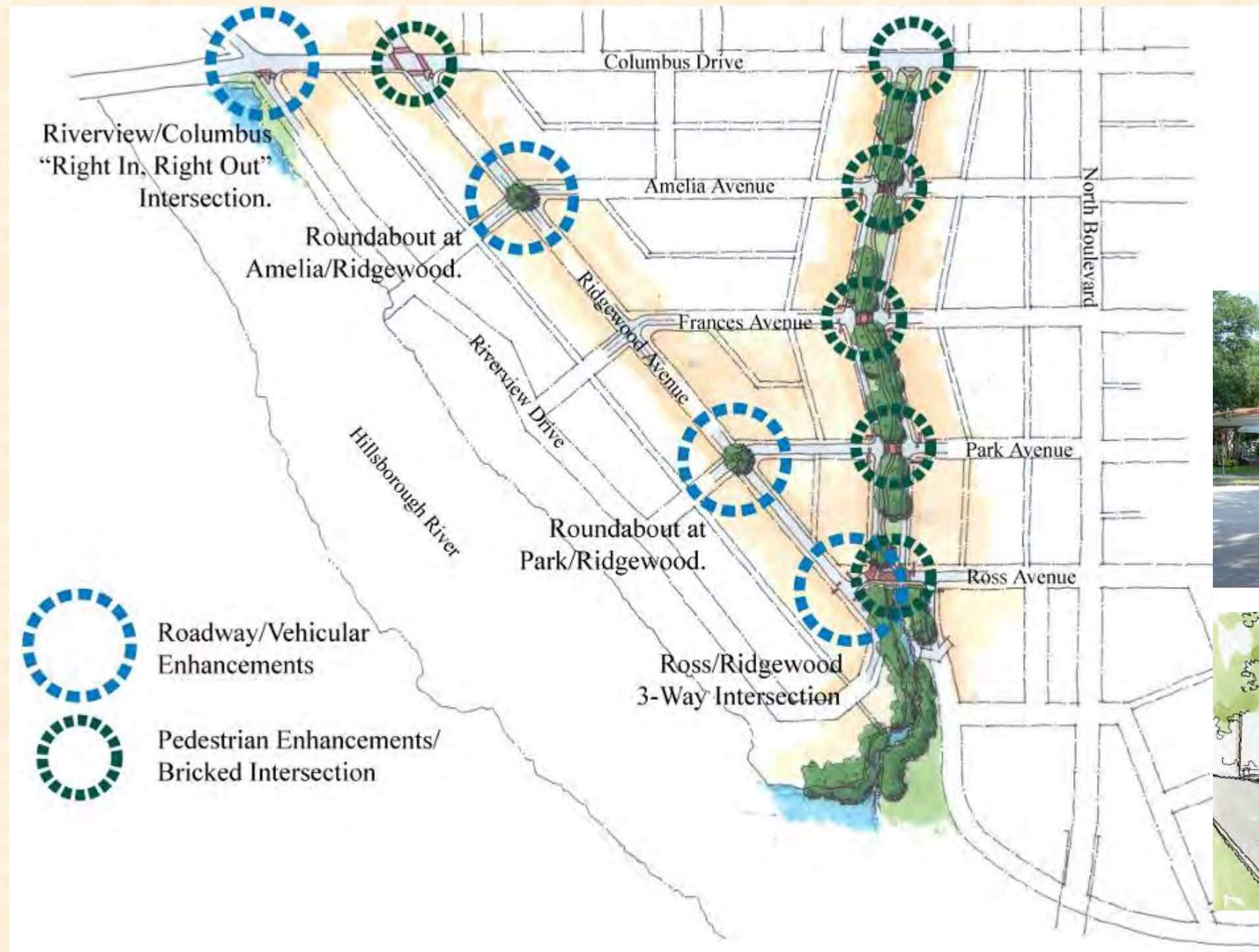
We work in Neighborhoods, Main Streets and Downtown Places.



Linkages to Ridgewood Park

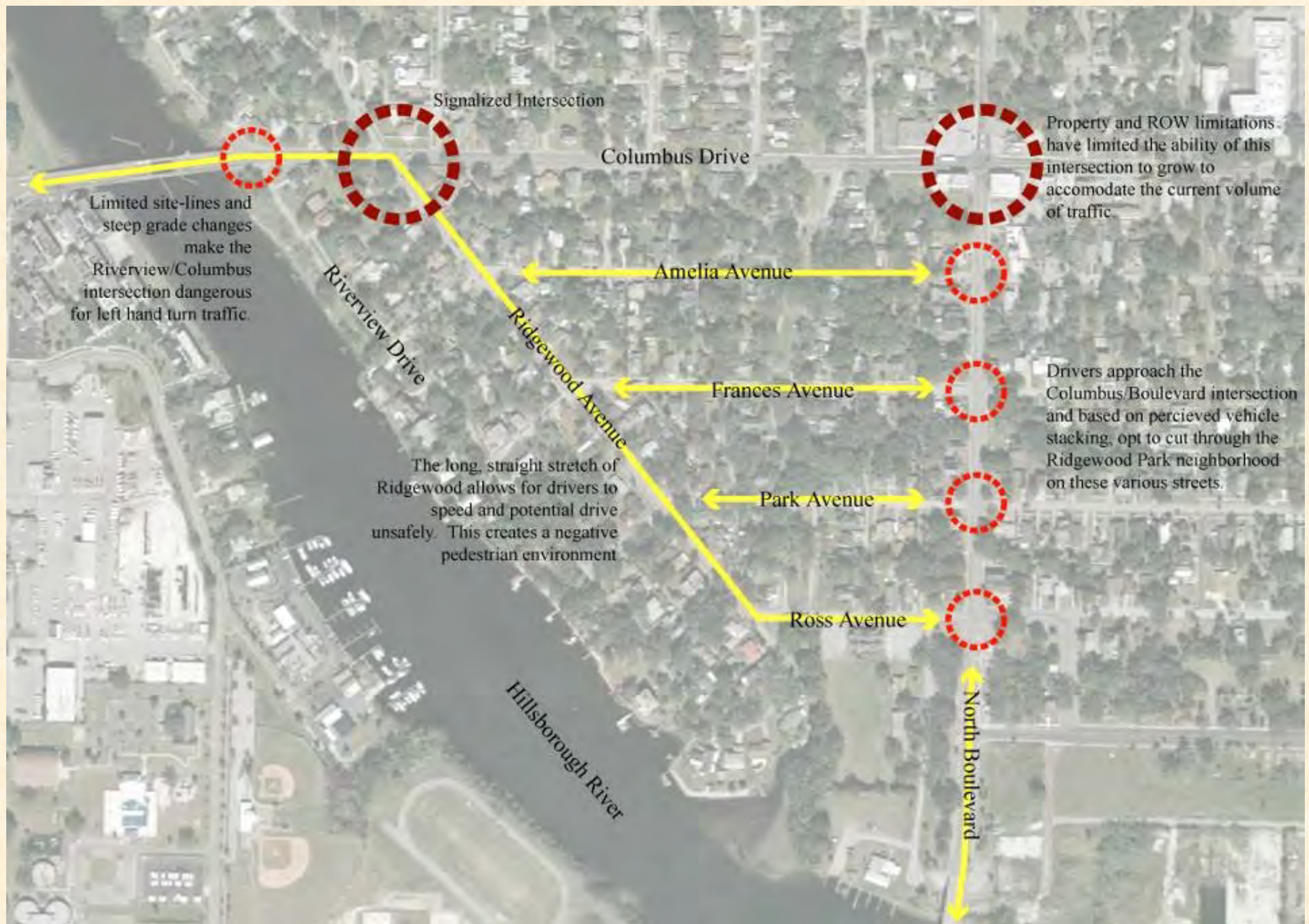


Linkages to Ridgewood Park



**2005-2007 Civitas
Downtown Planning.
(Ridgewood Park
Traffic Calming)**







Ridgewood Park 2019 Enhancement Project

Worn Paving and Curb Conditions



Ridgewood Park 2019 Enhancement Project

Aged Surface Drainage, Road Profile & Stormwater Inlets



Ridgewood Park 2019 Enhancement Project

Challenged / Incomplete Sidewalk Infrastructure



Ridgewood Park 2019 Enhancement Project

Wide Streets, Fast Cars, Room to Roam



Ridgewood Park 2019 Enhancement Project

Pedestrians, Bicycles and Neighborhood Character



Ridgewood Park

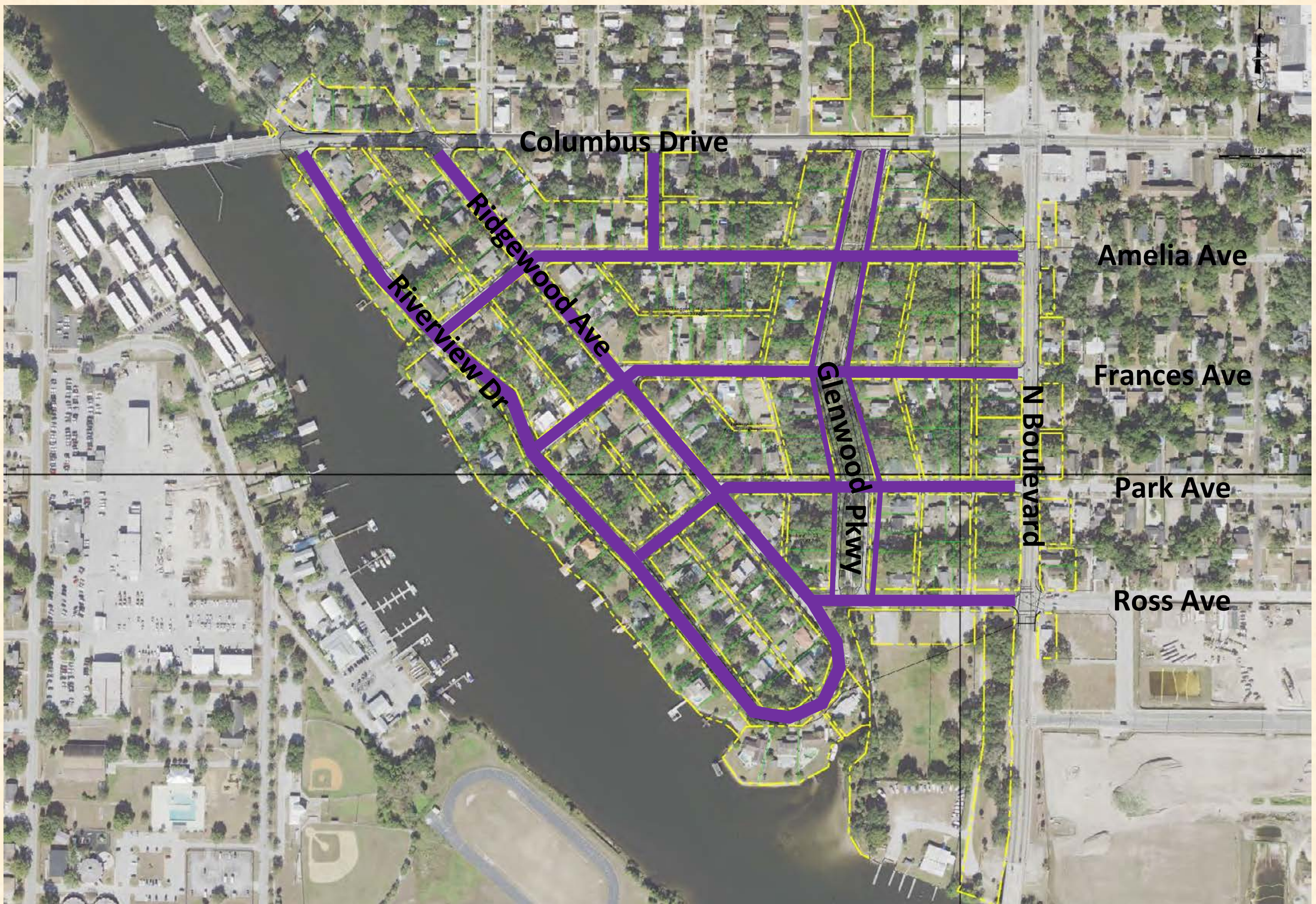
Enhancement Project

DOES include:

- *Remove Asphalt & Sub-Base*
- *New Sub-base & Asphalt Repaving*
- *Grading & Drainage Improvements*
- *ADA / Sidewalk Retrofits*
- *Crosswalk Striping*
- *Traffic Calming to improve safety*

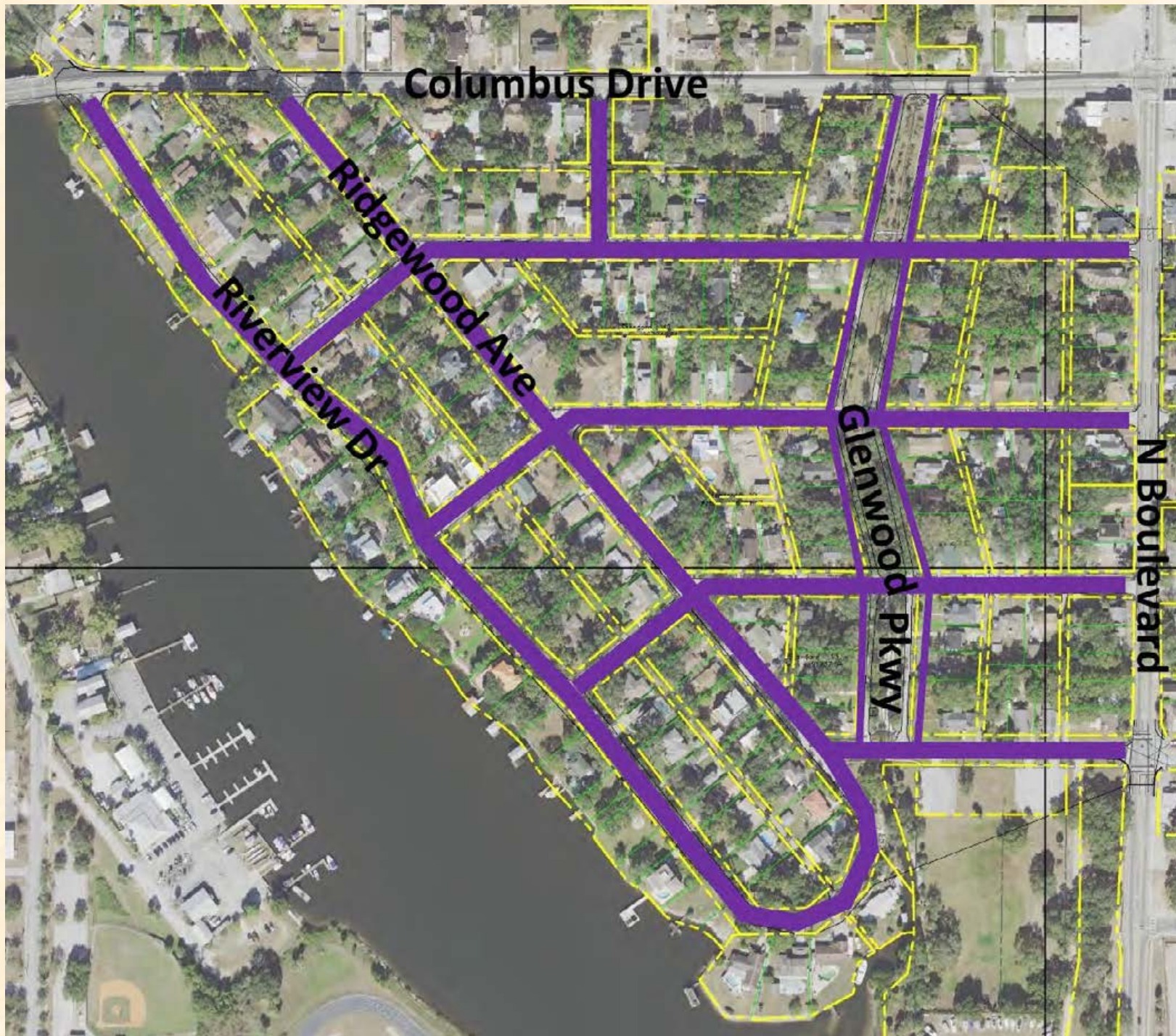
Does NOT include:

- *Comprehensive Sidewalk Installation*
 - *some walks, curb ramps and driveway aprons will be reconstructed to meet ADA and drainage standards*
- *Completion of the Glenwood Parkway*
 - *Glenwood Drive will be repaved*
- *Other Streetscape, Brick Pavers, Street Tree Plantings, Overhead Power Burial*



Ridgewood Park

Current Enhancement Project 2019

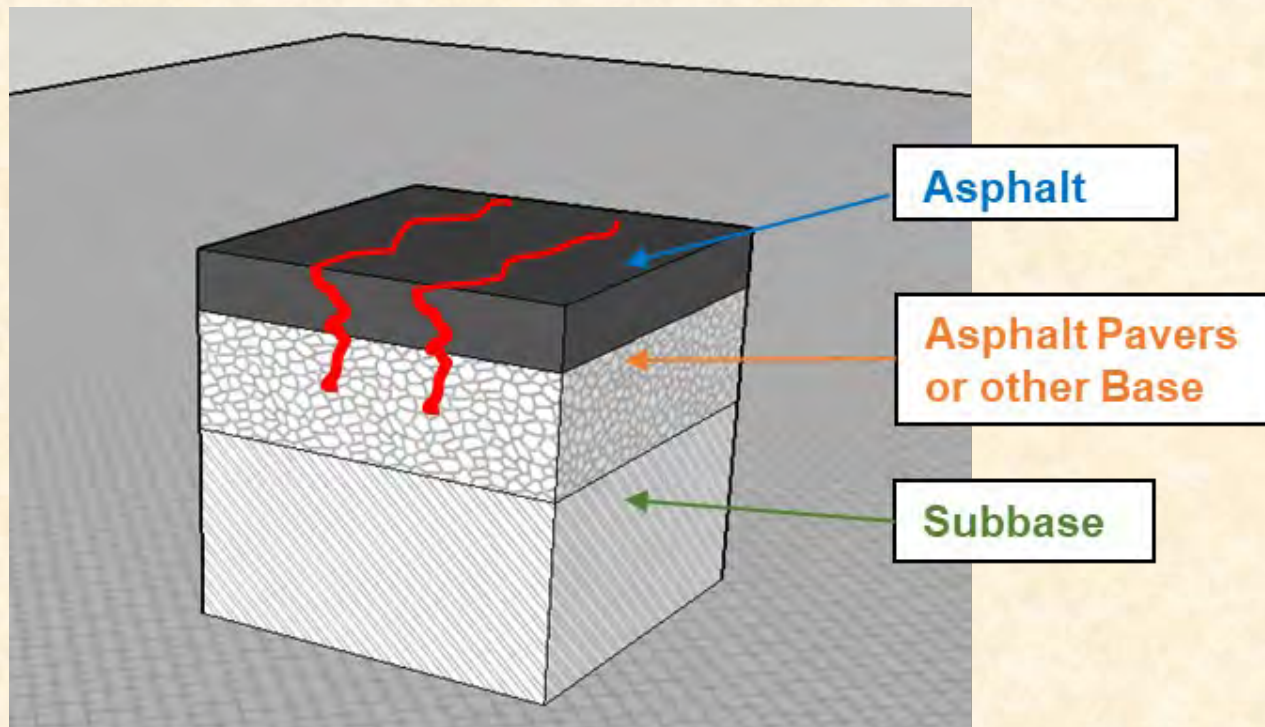


Project Design Schedule

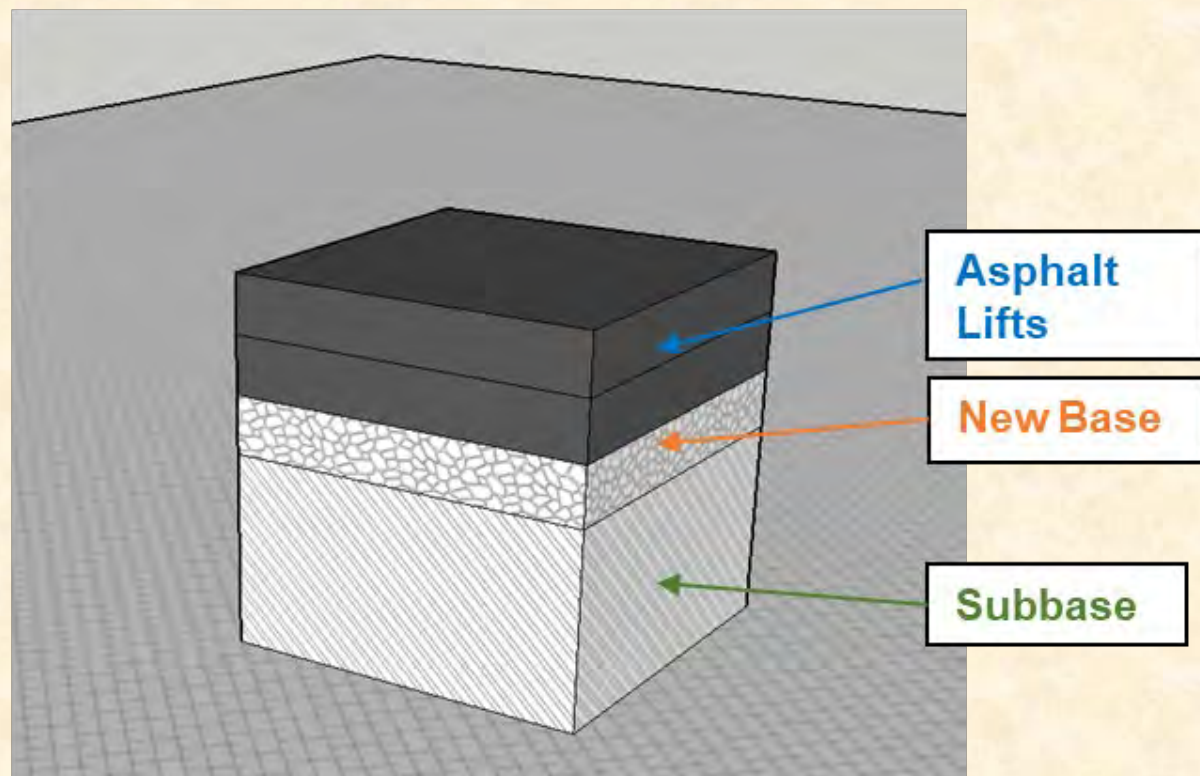
- *Feb-March: Survey and Data*
- *April-May: Concepts + Public Mtg*
- *Summer: 60% Engineering*
- *Early Fall: 100% Constr Set*
- *Late Fall: Contractor Bidding*

*Maintain Public Information
Throughout Process*

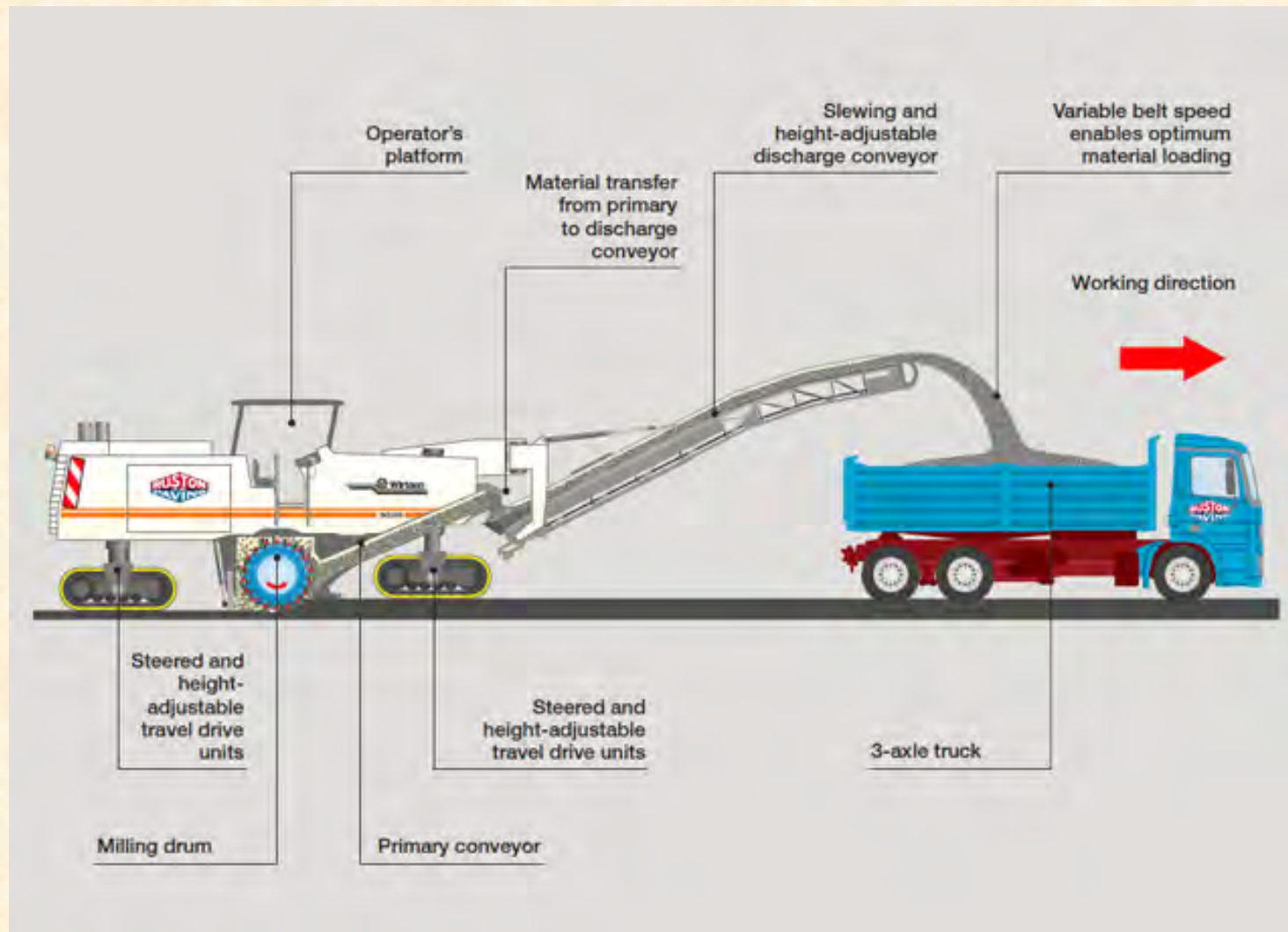
Construction: Pavement Remediation



- Existing failures extend into the base.
- A simple mill and overlay (1") would not solve the issue.
- So we would do a deeper mill (3"-4.5") to get below the failure, and replace with new asphalt.
- To solve drainage issues, we will establish new grades at the edges to make sure that the roadway drains.
- To accommodate the new grades, curb and driveway aprons may need to be rebuilt.



Construction: Milling and Sub-base



- Expect 1 to 2 weeks for your street.
- Tree streets take longer and may have more dust.
- Door hangers will be placed in advance of construction.
 - Please do not park in the street during construction.
- Emergency vehicle access, mail delivery services, and trash pickup access will be maintained during construction.
- Some driveway aprons will need to be reconstructed.
 - You will be notified ahead of driveway closure.
 - You may not have access to your driveway for 1 to 3 days while the apron is being constructed or the concrete is curing.

Construction: Repaved Asphalt

1. Asphalt is manufactured in a plant, discharged into the dump truck, and transported to the project location. The mixture is typically heated to a temperature between 275 and 350 degrees Fahrenheit.

3. The truck gate is released, and the asphalt is discharged from the truck into the paver hopper. To avoid segregation of the mixture, the material should be allowed to "flood" the hopper and not "dribble" out of the truck.

5. The dump man uses hand signals to direct the truck driver's location and when and how much to raise and lower the truck bed.

8. The first roller is called the "breakdown roller" and provides the primary compaction (95 percent or more of specified density) of the mixture by applying weight – and sometimes vibration – to the mat.

10. Behind the rolling operation, quality control technicians from the contractor will typically perform density testing or obtain core samples from the roadway. Asphalt pavements are typically ready for traffic once the mixture has cooled below 150 degrees – usually in a few short hours.



2. The truck driver backs up just short of the paver – the driver should be careful not to bump the paver. Once the paver makes contact with the truck, the driver raises the bed. The truck driver applies the brakes gently, and the tractor unit on the paver pushes the truck forward.

4. The asphalt material flows from the hopper along the slat conveyors to the augers and eventually to the screed at the rear of the paver. A continuous, non-stop paving process ensures a quality product.

6. The free-floating (self-leveling) screed unit strikes off the material to create a smooth mat and provides initial compaction of the mixture. The screed also sets thickness, width and creates a smooth, uniform mat.

7. Paving crew members monitor the mixture for temperature and thickness and perform raking when necessary. Thin resurfacing may be accomplished in one pass, but thicker sections (for rehabilitation or new construction) may require multiple passes of the paver.

9. Most contractors will have two or three rollers on a project. The second roller is called the "intermediate roller" and provides the balance of the required density to the mixture. The final roller is called the "finish roller," and its purpose is to remove any remaining roller marks and provide smoothness to the pavement.

Construction: Tree Protection

- Right now, we do not know if trees will need to be removed.
- During construction, we have a Certified Arborist on board at all times.
- The construction methods change around trees.
- Asphalt is removed in a way that causes less potential damage to the tree roots
- Roots are excavated, evaluated and pruned by a certified arborist.
- After the arborist gives the all clear, asphalt is overlaid.
- In a recent project, using the CARE method, the City limited tree removal to 6 trees out of 240 conflicting trees.



What is Traffic Calming?

It's about how we measure the “level of service”, performance and purpose of our streets



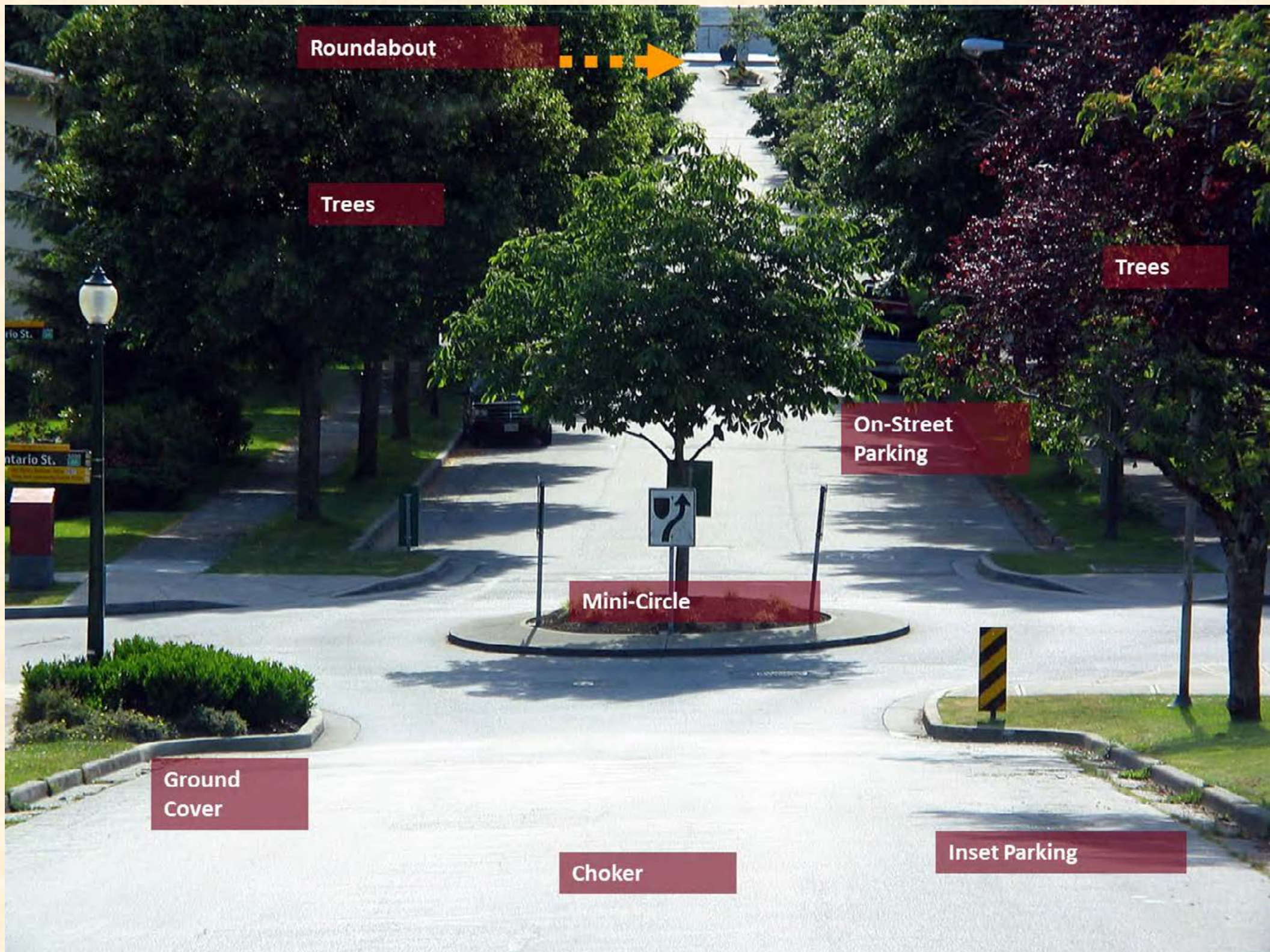
Cartoon: Ian Lockwood

What is Traffic Calming?

Re-allocating roadway space to cause cars to drive on the terms of the neighborhood



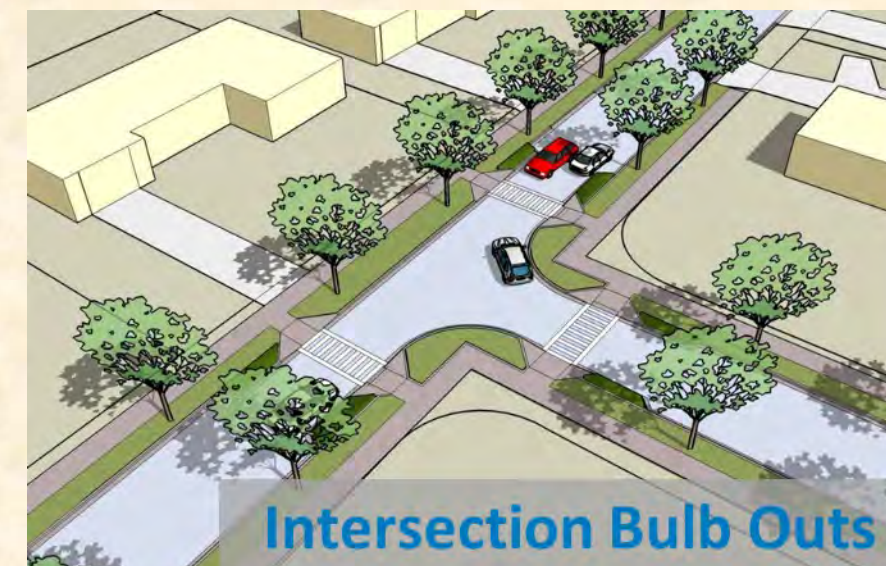
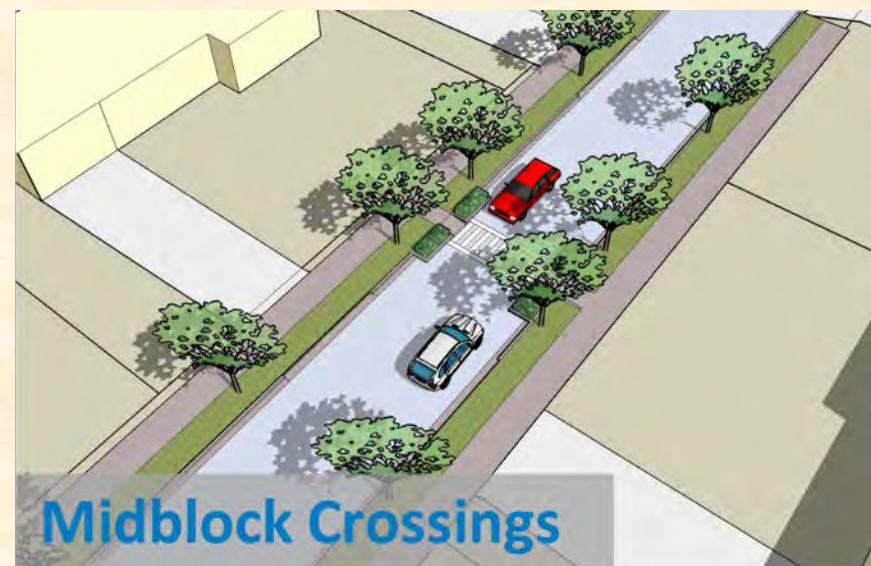
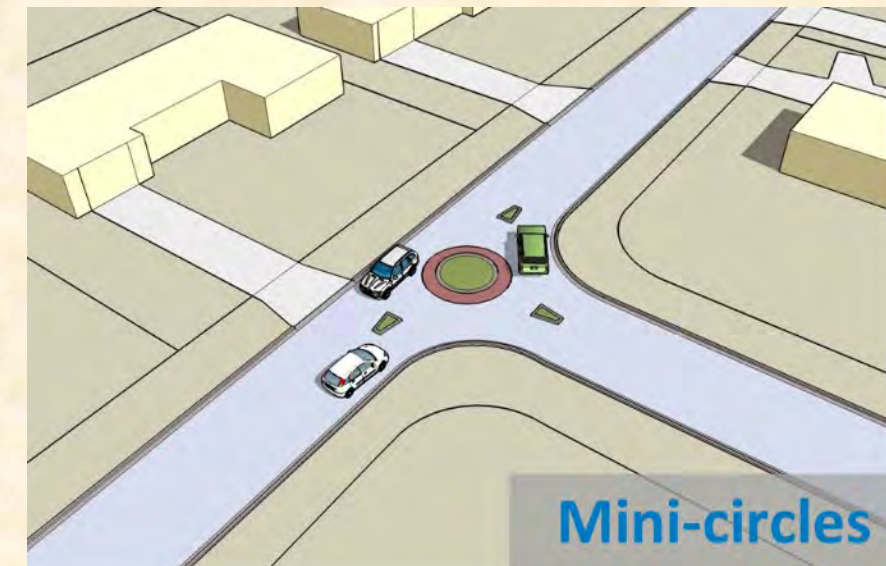
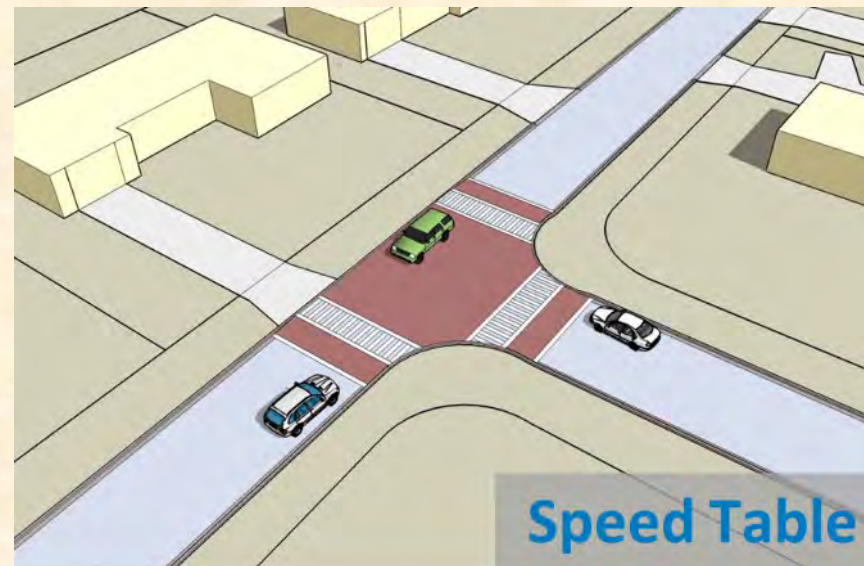
What is Traffic Calming?



Traffic Calming Tools

Focusing on Ridgewood Park

Median Splitter Islands
Speed / Ped Crossing Tables
Mini-Circles / Roundabouts
Chicanes + Neck Downs



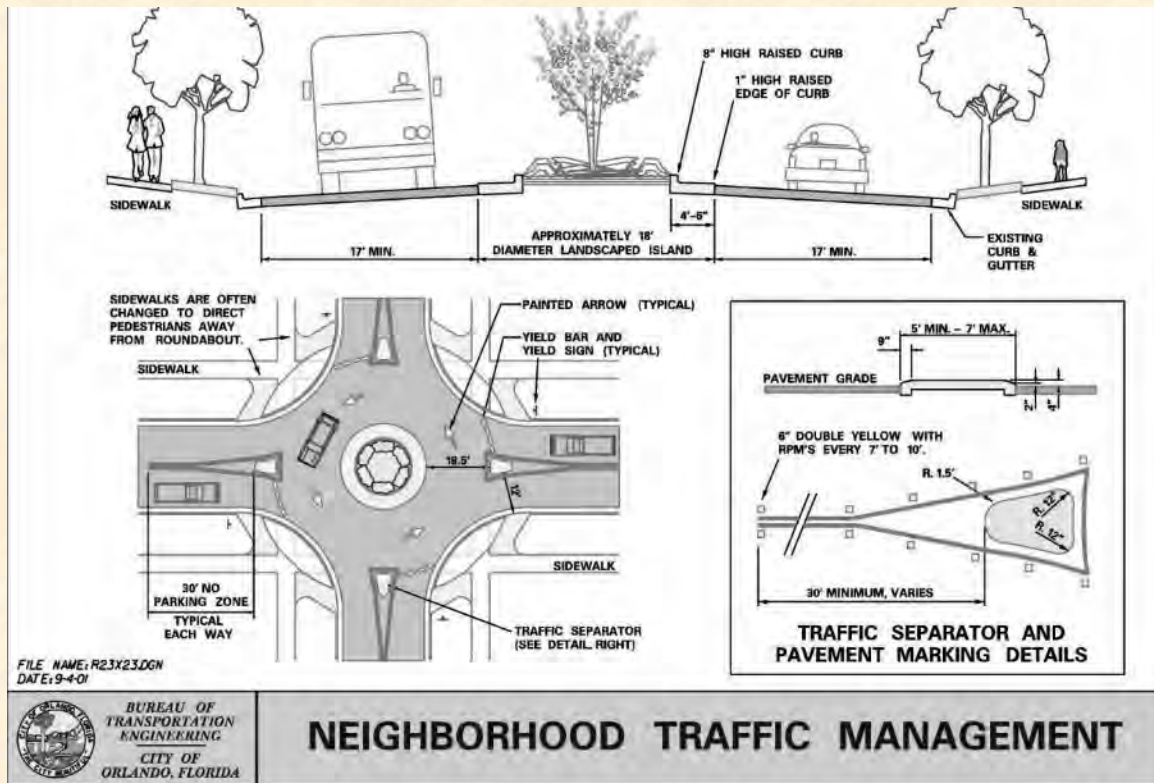
Tools: Mini-circles

Roundabouts and Mini-circles aren't the same thing!

Scale, turning radius, operating behavior and accommodated movements are all different



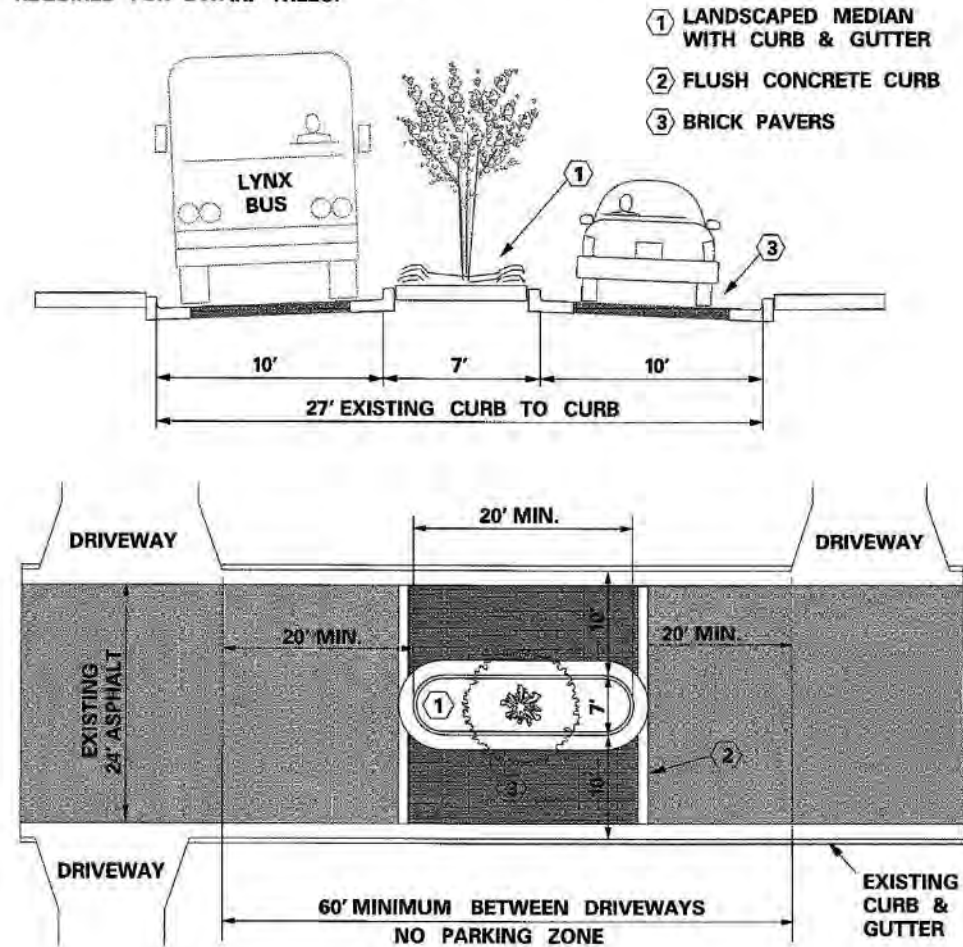
Tools: Neighborhood Mini-circles



Tools: Splitter Islands

LANDSCAPED MEDIAN

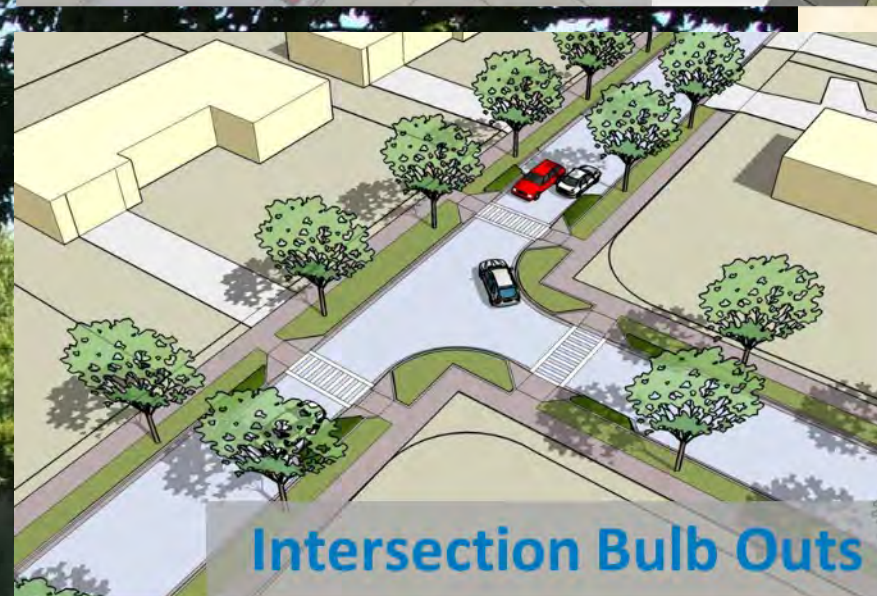
NOTE:
6' MINIMUM WIDTH PLANTING AREA
REQUIRED FOR DWARF TREES.



Tools: Splitter Islands



Tools: Chicanes & Bulbouts



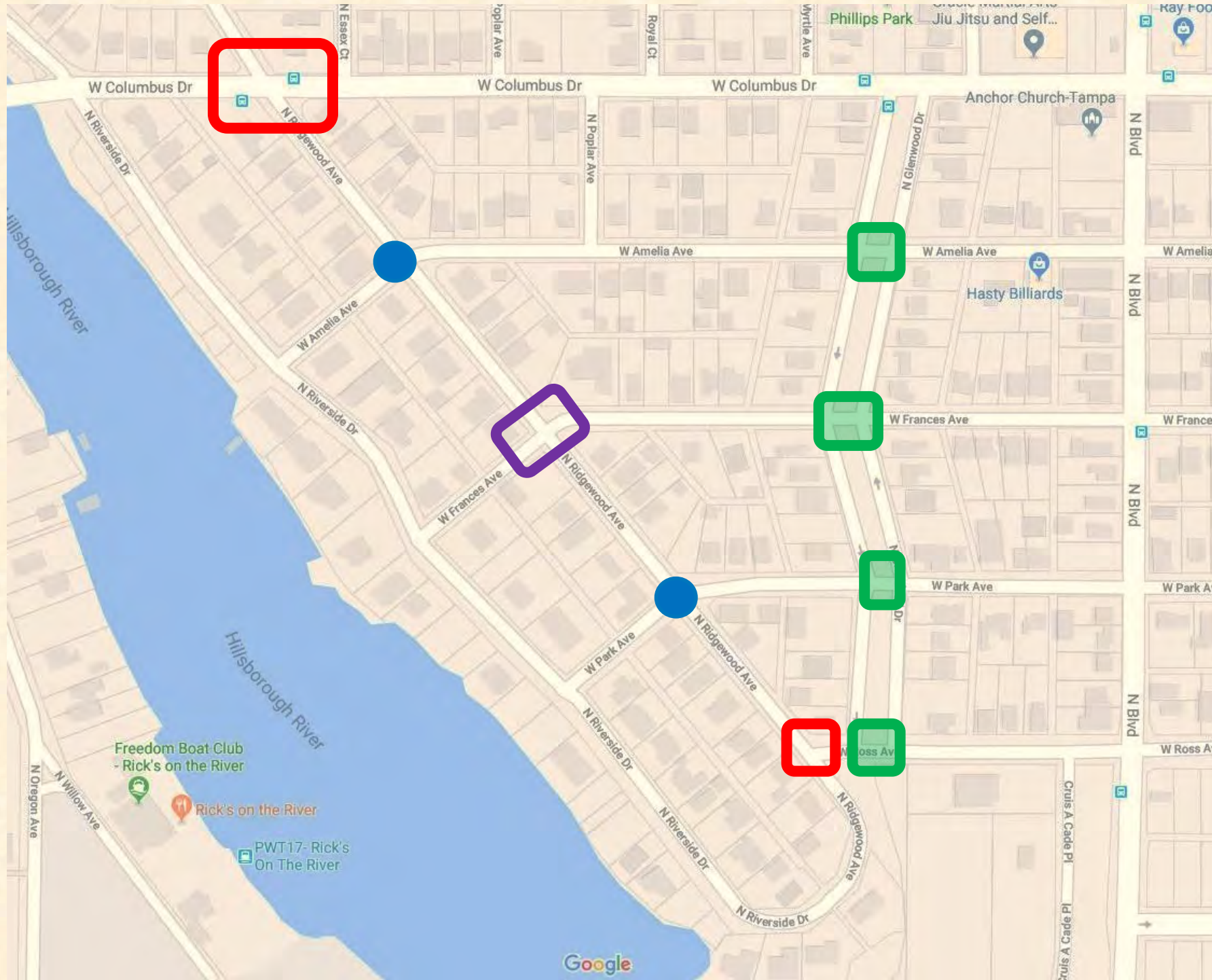
Tools: Chicanes



Tools: Chicanes



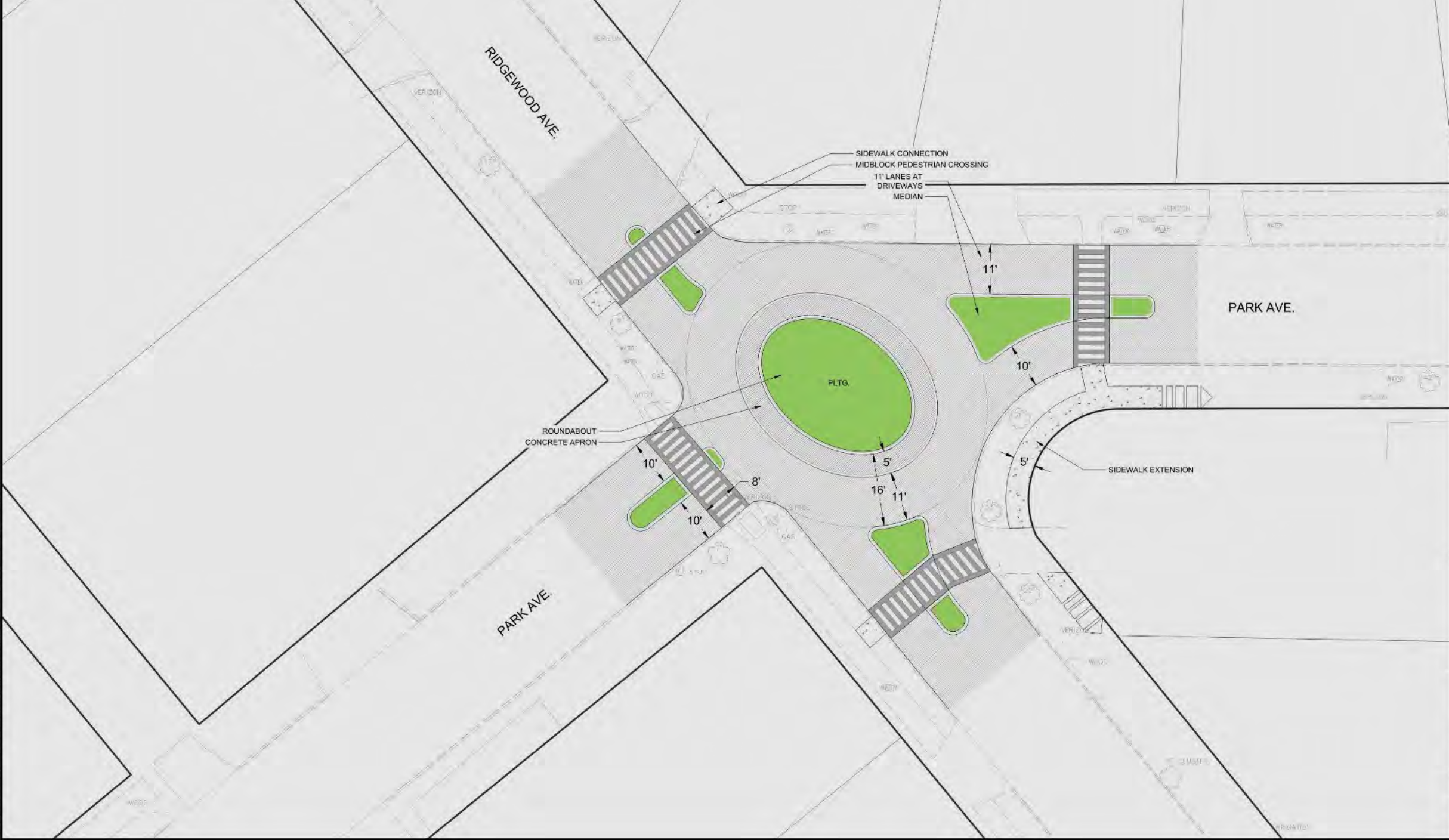
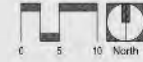
Looking at Ridgewood Park





Condition: Ridgewood Avenue Intersections

Mini-circles options

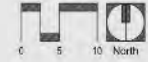


REVISIONS		DATE	BY	APP'D	DESCRIPTION
SCALE: AS NOTED					
DATE: XX-XX-XX					
DRAWN: RWS					
CHECKED: FMG					
APPROVED: RDF					
DEMOLITION & GRADING PLAN					
RIDGEWOOD PARK					
TAMPA, FLORIDA					
SEAL					
PROJECT NO. / DASH NO. A170022.01					
SHEET					
RIDGEWOOD AND PARK - OPTION 1					

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Condition: Ridgewood Avenue Intersections Bulb-outs Curb Extensions



SCALE:	AS NOTED
DATE:	XX-XX-XX
DRAWN:	RWS
CHECKED:	PMG
APPROVED:	RDF

DEMOLITION & GRADING PLAN
RIDGEWOOD PARK
TAMPA, FLORIDA

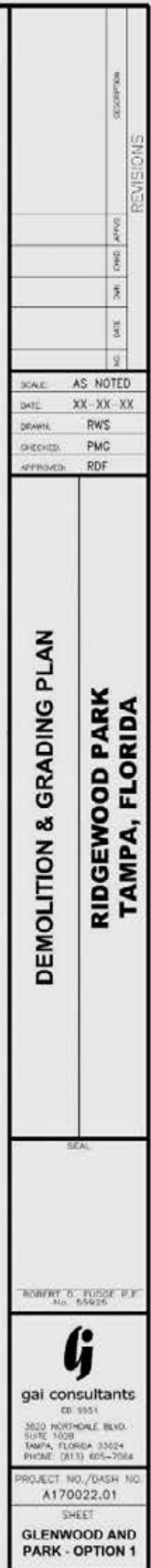
ROBERT D. FURZE, P.E.
INC. 58525

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INC. 9363
3870 NORTHDALE BLVD.
SUITE 102B
TAMPA, FLORIDA 33624
PHONE: (813) 805-7064

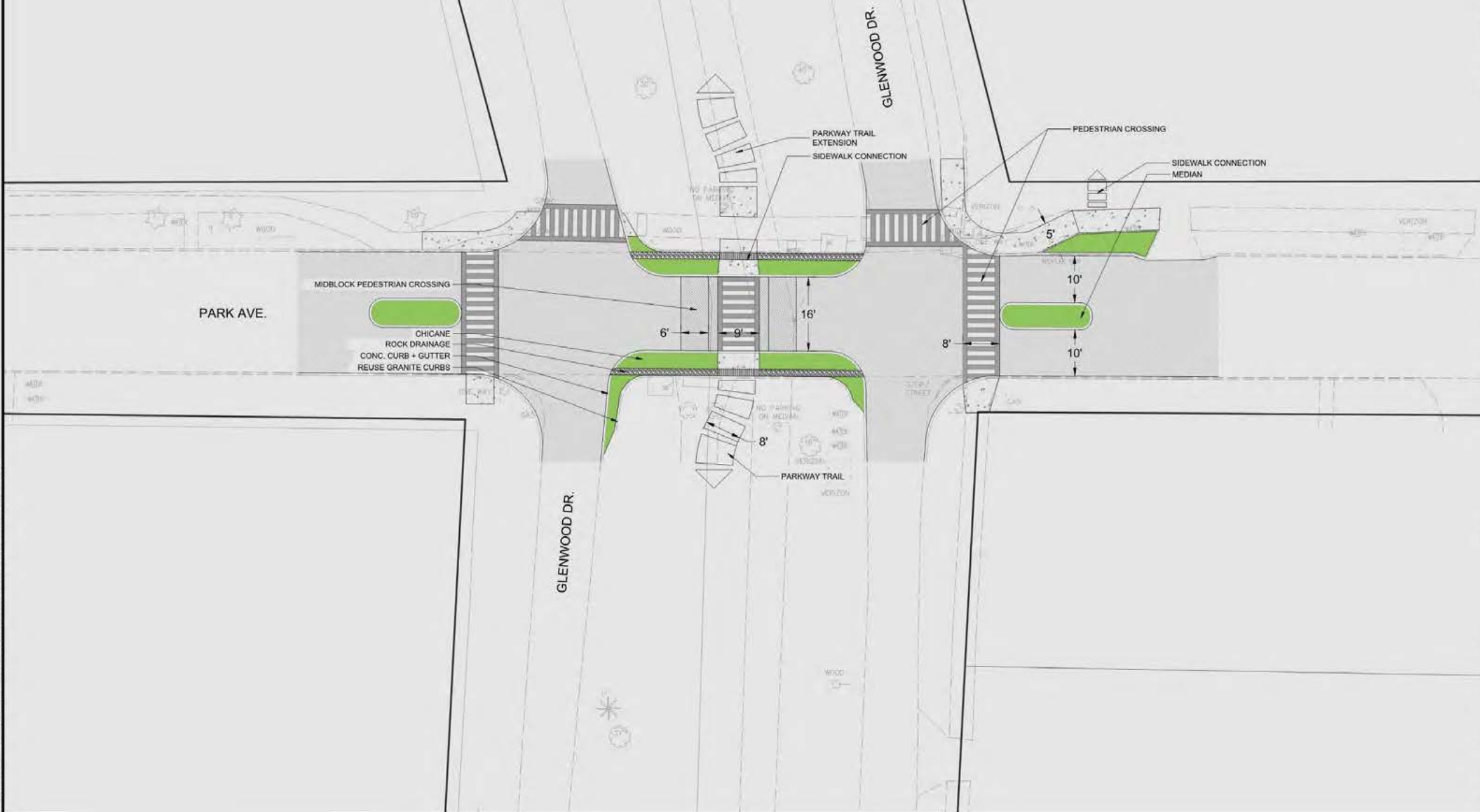
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A170022.01
SHEET
**RIDGEWOOD AND
PARK - OPTION 3**

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Condition: Glenwood Drive Parkway Speed Table, Bulb-outs and Splitter Islands



DEMOLITION & GRADING PLAN

**RIDGEWOOD PARK
TAMPA, FLORIDA**

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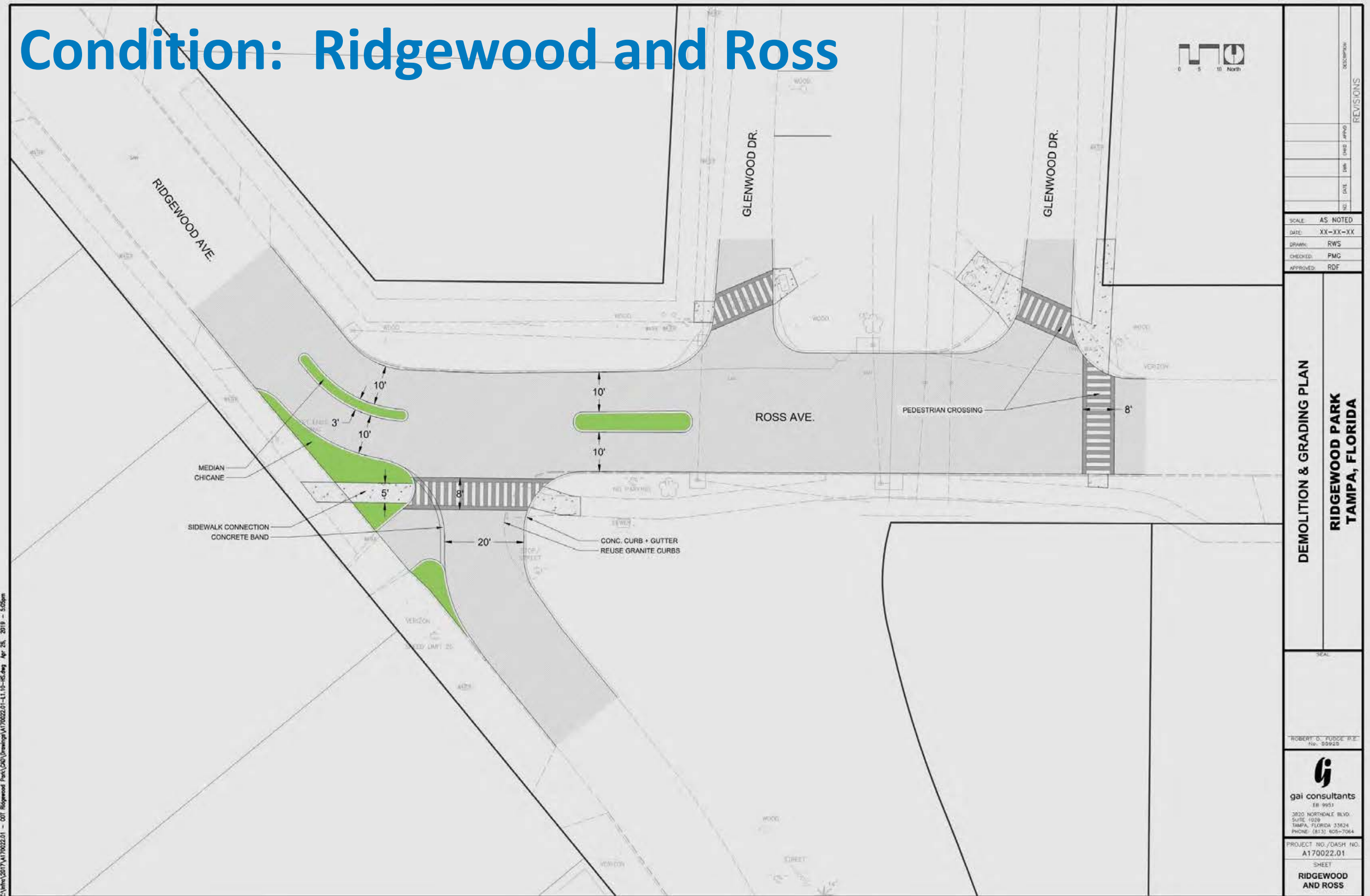
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A170022.01

SHEET
**GLENWOOD AND
PARK - OPTION 2**

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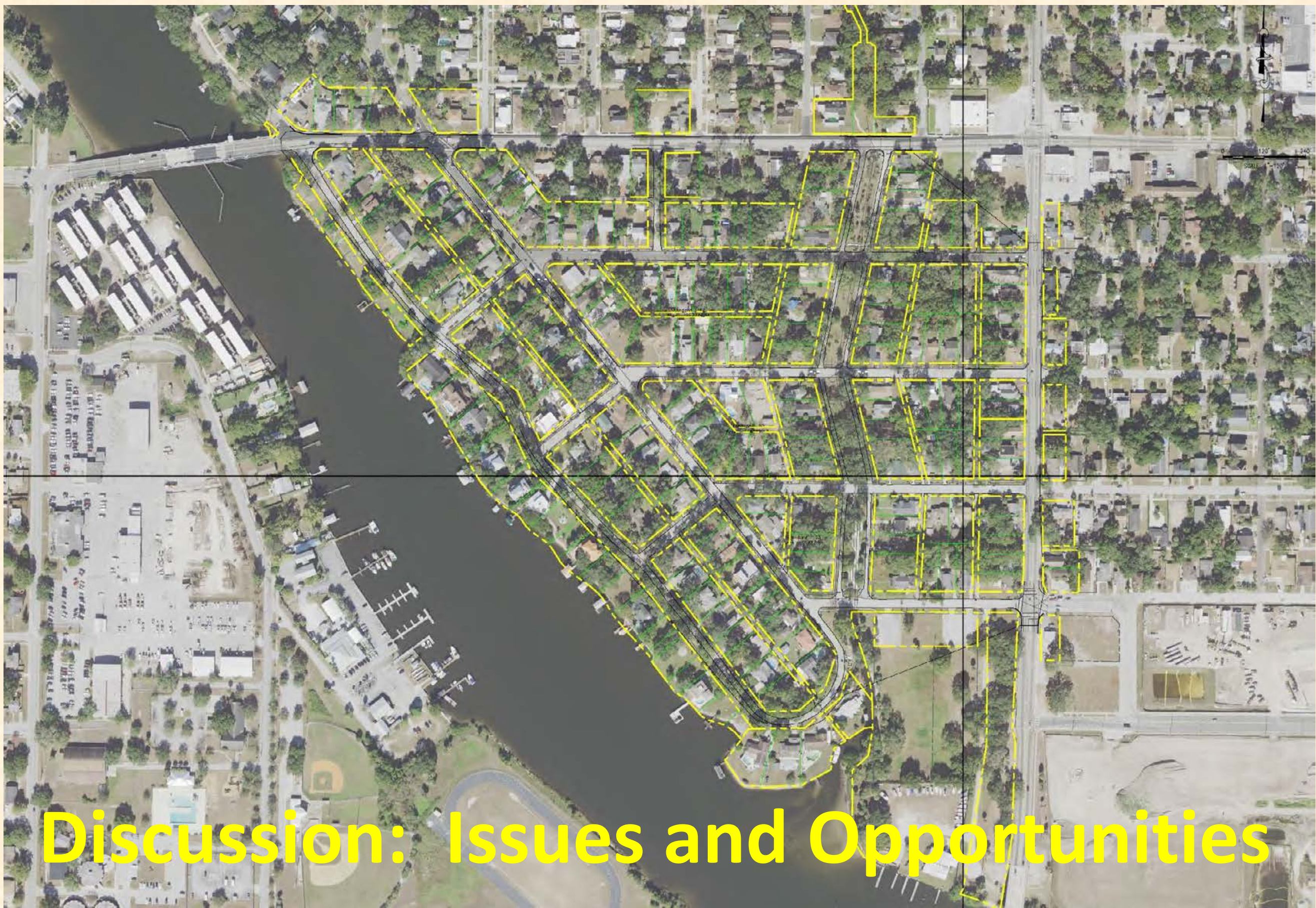
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Condition: Ridgewood and Ross



Condition: Ridgewood and Ross





Thank You!!!

Project Input Web Address

<https://wikimapping.com/ridgewoodpark.html>

FHWA Traffic Calming:

https://safety.fhwa.dot.gov/speedmgt/ePrimer_modules/module3pt2.cfm

City Project Manager – Jorge Uy, P.E.

Jorge.Uy@tampagov.net

P: (813) 274-1289

