



**South Howard Flood Relief Project
Project Update – Parkland Estates Garden Club and
Bristol Avenue Residents**
Monday, Feb. 5, 2024

- Date:** Monday, Feb. 5, 2024
- Time:** 5:30 p.m.
- Location:** Home of Beth Ann and Dan Valavanis, 2508 Parkland Blvd.
- Attendees:** Jane Simon, President, Parkland Estates Civic Club
Karen Greene Vice President, Parkland Estates Civic Club
Brett Sillman, Project Manager, City of Tampa
Ben Allushuski, Engineer, City of Tampa
Adam Smith, Communications Director, City of Tampa
Elie Araj, Owners Representative for Tampa, Applied Sciences
John Zemina, Vice President, Kimmins
Christine Girardin, Valerin Group
Michelle Robinson, Dialogue Public Relations
And approximately 38 Parkland Estates/Bristol Avenue Residents

Jane Simon started the meeting by thanking the Garden Club for accommodating the project update and thanking residents for attending. She introduced Michelle Robinson, Dialogue Public Relations, who introduced the project team, and said that her role in the meeting would be to listen. Kevin Moran, Parkland Estates Civic Club, explained the need for the project due to local flooding and water inflow from other neighborhoods.

Jane Simon said that while Parkland Estates will benefit from the project, they will be more affected by construction than anyone and the devil is in the details. She then turned the meeting over to Brett Sillman, City of Tampa project manager, to get into the details.

Brett Sillman reiterated that Parkland Estates has a history of flooding with heavy rains and that this project will alleviate that problem. He also discussed project benefits beyond flood relief, including the enhanced streetscape on South Howard; upgraded water, wastewater, and stormwater infrastructure; undergrounding of TECO power lines; improved water quality discharges to Hillsborough Bay; repaved roads near the project area as part of an “early works” phase; and establishment of a stormwater spine for other neighborhoods to tie into in the future.

Brett then discussed the City's design criteria package that outlines requirements that the contractor must include in the scope that becomes part of the contract. Those items include robust public outreach from start to finish, phased construction, stringent staging locations, full-time vehicular access as much as possible and other accommodations when needed (e.g. golf carts), and robust maintenance of traffic plans.

Brett said that the design criteria package specifies that to the greatest extent practical, the design-build team shall construct the project in a manner that will minimize the disturbance and duration of access limitations to residences and businesses during construction. He said that the contractor expects that during the early part of construction, when utilities are being relocated, one lane will be open. During box culvert installation, the full road will be closed by phase – those closures will typically last 5-7 weeks per 300 feet **(Correction: After the meeting Kimmins corrected this information. The closures will typically last 5-7 weeks per 500-800 lineal feet, barring unforeseen conditions.)** The City is requiring that a phase be completed and opened to local traffic before construction starts on the next phase. Brett said that per the design criteria package, the contractor must maintain vehicular access, but when it cannot be maintained, the contractor will provide off-site parking and will use a golf cart to shuttle residents. John Zemina, Kimmins, said they will hire a security contractor to provide that service 24/7.

Brett Sillman talked about restoration and stated that disturbed areas must be restored to like or better condition, curb and gutter will be added where none exist, granite curb will be replaced with granite to the extent possible, and the Bristol median, if impacted, will be replaced and restored with shrubbery, and the well and artwork will be put back in place.

He discussed the early works projects and the schedule, noting that construction in Parkland Estates is at least three years away. John Zemina, Kimmins, said the size of water pipes is generally 6 to 8 inches in diameter. The box culverts are much larger at 10 feet wide by 5 feet tall.

John discussed the progressive design-build process. He explained that there would be numerous public meetings. He said once the design is done, then the contractor negotiates the Guaranteed Maximum Price (GMP), then starts construction. He said design is approximately 15 months and construction about 3 years. Parkland will be the last area they get to, so it will be about 3-3.5 years before Parkland Estates sees construction (other than Howard Avenue).

Elie Araj acknowledged that the project is difficult. He said on the good news side, the City has the funds to address long-term flooding issues. The numbers shown are planning estimates based on a preliminary design, and since the project is not yet designed, the input received can be considered. He said the team doesn't have all the answers yet, but they appreciate the

questions and the input so the team can work toward answers. He said the problem the project presents is more than an engineering issue, it is also a human issue with human and cultural considerations that we have to respect and protect, and it involves multiple neighborhoods.

Following is a summary of questions and comments received during and after the project team presentation:

There will be huge holes in front of our homes. How will you keep our homes from caving in?

The trenches will be in the roadway and will be stabilized with trench boxes for safety. The project team does not expect nearby homes to be affected by trench excavation.

Will our homes be damaged by the vibration? Will things fall off our shelves?

This type of construction occurs all the time without damage to nearby homes, and the contractor will take extensive measures to protect nearby properties. Vibration monitors will be put in place to make sure project-related vibration stays within acceptable thresholds. Additionally, the contractor will video each home and each driveway prior to construction to ensure the “after” condition matches the “before.”

Will medians in our neighborhood be restored?

Until we know the exact location of the box culvert, we can't answer for sure, but the plan is to restore any median that is disturbed, with one caveat: we can't put trees on top of the box culvert as it's not good construction practices. There may be a possibility of replanting with lower canopy type trees, like Crepe Myrtle, but it's too early to make those determinations.

Before you start anything, will you coordinate with other utilities that are in the area, including utilities that may have future plans to install things like fiber, so you don't get all this done and then they tear up the streets again?

Kimmins will do everything they can to avoid that, but there are some providers that come in after we're done. Kimmins field staff will reach out to all other utilities in the corridor as we sometimes need them to move out of the way. Utility coordination meetings are part of the design.

Are you widening Bristol? Is there a plan to get rid of the median on Bristol? Will the culvert go where the median is currently located on Bristol?

The City has no plans to remove the median or widen Bristol. Should the box culvert be installed down Bristol, the contractor will restore Bristol's median and the two lanes, just as it is now, with the exception of trees, which cannot be planted on the box culvert. The location of the box culvert will be determined during the design process.

Can you talk about the design process and how an existing box culvert on Bayshore affects Parkland Estates?

The City conducted route analyses to determine the most appropriate route for the stormwater conveyance system. During those analyses, we discovered that two very large box culverts had already been installed under the Selmon Expressway and under Bayshore, so it was apparent that previous City engineers felt this was a perfect location for a future spine. Stormwater mainly flows by gravity. Parkland Estates is the highest point with Bayshore being the lowest point and the stormwater will flow by gravity to Hillsborough Bay.

What was the process by which Bristol was selected for the route?

The City's arborist reviewed the JMT route analysis and recommended route. The City arborist recommended shifting the route to Bristol due to the probability that construction would impact grand trees on Lakeview, south of Bristol.

Has there been any engineering study done on Bristol? We couldn't find it on the RFP.

No, there has not been any engineering design work done on Bristol. That work will be done as part of the design process.

Could the route change? Can the route go down Swann or Morrison?

The South Howard portion of the route is set. The route to Parkland Estates, currently the Bristol segment, could change. Bristol was selected by an arborist's field review. Kimmins will work with its design engineer, AtkinsRéalis, to evaluate all routes and will keep residents apprised of this work.

Is there budget to study an alternative to Bristol?

Yes.

The Request for Qualifications (RFQ) has a segment of the route that was not included in the route analysis. Could you explain the design-build process?

The project is not a typical project where the project is partially designed and then put out to bid. In the design-build model, there is one team that is hired to do the engineering design work and the construction work. This is a progressive design-build (not low bid). This model is a much more collaborative process between the owner, engineering consultant, and contractor that is ideal for complex projects. The City selected Kimmins by qualifications; the City and Kimmins are negotiating the scope and fee of the design phase, which we hope will go to the City Council in late spring or early summer. Kimmins has selected AtkinsRéalis to do the engineering design work, which will include looking at options to go off South Howard and into Parkland Estates. Once the design is complete, Kimmins will submit to the City a Guaranteed Maximum Price to build the project.

Could the route affect the Guaranteed Maximum Price?

Yes.

Will box culvert installation affect trees in the right of way, between the curb and the sidewalk?

Typically, the connection points for box culverts connect are at intersections where storm culverts are installed. To the extent that the contractor is able, they can sometimes shift the box over to save a tree. But there are other constraints that affect this, and the City has to prioritize protecting the storm sewer from tree roots that can disrupt the system. The design team can provide more detail once the 30 percent drawings are done.

There seems to be a semantic issue that's affecting transparency. You're saying the project hasn't started, but we're here talking about it.

Some preliminary route analysis was done, but the project won't be designed until the design-build team has a signed contract and the city issues a "notice to proceed." That is when the full public outreach and design begins. A project of this complexity requires an extensive planning phase to form a picture of the project's requirements, objectives, and feasibility. In an effort to communicate ahead of the official start, the City began reaching out to stakeholders in October to introduce the project and the project team.

Why wouldn't you just go right down Parkland to Swann? That's the shortest simplest route to Howard. It wouldn't block the neighborhood. Is that due to some people being better connected to City government?

The traffic load on Swann is far more substantial with numerous utilities along Swann and Howard. This route would likely be far more costly and disruptive than others, but it will be evaluated during the design phase.

I'm curious about the budget. What is on the table that we can discuss and what is the process? Is the \$10 million from Resilient Florida available for mitigation? We don't want any dollars allocated until we know exactly where it's going.

The \$10 million from Resilient Florida is a state grant that has strings attached in that the State determines what those funds can be spent on. The funding agreement states the \$10 million can be used for a sea level rise study and stormwater system construction.

What are the next deadlines for us to think about?

The project team understands that the Parkland Estates neighborhood has a list of concerns that they would like to see addressed. The first step would be to submit that prioritized list to the project team, so the contractor can see what he can address. It's important to prioritize the list as the contractor may not be able to address everything.

How long will each area be impacted?

The City has developed a preliminary phasing plan that breaks up construction into sections. The contractor will be required to open one section or segment before starting work on another. During box culvert installation, the contractor estimates that work will take 5-7 weeks per 500-800 lineal feet, barring unforeseen conditions. The phasing plan is preliminary and subject to updates and improvements.

Will residents be displaced during construction? Will the contractor put residents in hotels?

No one will be displaced during construction, and the project team does not anticipate any long-term interruptions to residential utilities. The contractor's excavation and installation are about a 500-800-foot-long process. When the contractor blocks a driveway, resident access will be maintained in one of two ways: 1) by installing a temporary road to get a resident to their driveway or 2) by having the resident park in temporary parking, identified by the contractor, that is staffed 24/7 by a security company with a golf cart to take residents to and from their homes.

The contractor will put residents in hotels in the extraordinary circumstance of night work. If night work is required, the contractor will offer hotel accommodation to those homes that are immediately adjacent to the work zone.

Will residents be displaced during construction by all the activity?

No one will be displaced during construction. Once box culvert construction reaches Parkland Estates, residents will see that the excavation and installation process is spread out about 200 feet long. Once the contractor blocks a driveway, they can do one of two things: 1) install a temporary road to get a resident to their driveway or 2) have the resident park in temporary parking located by the contractor and a security company with a golf cart can pick up residents and take them to their homes, 24/7. The construction zone is fenced off every night for safety. The contractor tries to avoid Saturday work to give residents a reprieve from noise. The contractor will also work closely with residents to understand access needs. Once the box culvert and curbs are installed, the contractor will put down a drivable surface so residents can get access to their driveways as quick as possible.

If night work occurs, the contractor will go to the homes immediately adjacent to the construction zone to see if the residents would like to stay at a hotel during night work.

Kimmins has also replaced their vehicle back-up alarms from the annoying "beep beep" with less-intrusive "whooshing" alarms.

The 5-7 weeks will be tough, but Kimmins will work hard to make sure everyone has advance notice and access. Kimmins will be responsive to any resident's needs and concerns.

Will our homes have utilities during construction?

Yes. There should be no long-term interruptions in water or wastewater service, or other utilities, during construction. There may be short (15 minute) outages as services are rerouted, but those will be planned and notice provided. That being said, there can be unanticipated interruptions due to unmarked utilities, incorrectly marked utilities, and other unforeseen circumstances.

What's the timeline?

Kimmins will likely be under contract in late spring or early summer, and a few weeks after that, they will begin engineering design work. The full design will take approximately 1 to 1.5 years. Some early work, such as water line upgrading, milling and resurfacing of peripheral roads, could occur before then. Utility relocation work will occur first to clear the corridor for the box culvert, and a lot of utility relocation work will be done by horizontal direction drill to avoid impacts.

Jane Simon concluded the meeting at approximately 6:45 p.m.