

Who to Contact

To discuss the completed **Environmental** phase of this project, please contact:

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Right-of-Way Acquisition Procedure

We understand that when a transportation project proposes the acquisition of private property, you may have questions and concerns. To better educate and inform you about the right-of-way acquisition process and your rights, the Department has created real estate acquisition and relocation brochures. Copies of the brochures may also be found on our website: <http://www.dot.state.fl.us/rightofway/Documents.shtm>

Non-Discrimination Laws and Regulations Compliance

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the American with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact Christopher Speese, District Seven Public Involvement & Bicycle/Pedestrian Coordinator, at (813) 975-6405, (800) 226-7220, or email: christopher.speese@dot.state.fl.us.

En Español

Si usted tiene preguntas o comentarios o si simplemente desea mas informacion sobre este Proyecto, favor de ponerse en contacto con la senora Sandra Gonzalez, al teléfono (813) 975-6096 o correo electrónico sandra.gonzalez@dot.state.fl.us.



Project Development and Environment Study

I-275/SR 93 PD&E Study

From south of 54th Avenue South to north of 4th Street North, Pinellas County, Florida
WPI Segment # 424501-1, ETDM # 12556

February 2018



Study Approval Notification

The Florida Department of Transportation (FDOT) has concluded the Project Development and Environment (PD&E) study for I-275 (SR 93) from south of 54th Avenue South to north of 4th Street North in Pinellas County, Florida.

A PD&E study is a comprehensive evaluation of social, cultural, economic, and environmental effects associated with a proposed transportation improvement. As part of the study process, FDOT works in cooperation with federal and state agencies, as well as local governments. This coordination allows FDOT to better determine the comprehensive effects that the project will have on the natural and human environment. This analysis, along with public input, enables FDOT to determine the location and future design of the proposed improvements.

Based on the engineering and environmental effects evaluated as part of the PD&E study, as well as on public input, FDOT was able to select and request Federal Highway Administration (FHWA) approval for a "Preferred Build Alternative" recommendation, also known as location and design concept acceptance (LDCA). This acceptance is required in order to advance to subsequent design and construction phases.

Based on the study, FHWA was able to reach a decision on the type, location, and conceptual design of the operational and safety improvements and congestion management for the 16.3-mile-long corridor. FHWA approved the Type II Categorical Exclusion (Type II CE) for this project on July 15, 2016. The Type II CE contains the results of analyses of potential effects to the social, cultural, natural, and physical environment.

Public Involvement

A public hearing was held on September 29, 2015. The hearing provided an opportunity for residents, business owners, tenants, and other interested parties to review the study findings and submit comments concerning the project to the Department for review.

Existing Conditions

I-275 is a limited access urban interstate highway facility that runs in a north and south direction through Pinellas County. The posted speed limit is 65 miles per hour. Within the project limits, I-275 is a divided highway comprised of two travel lanes with one auxiliary lane in each direction from south of 54th Avenue South to I-375. From I-375 to north of 4th Street North, I-275 is a divided highway comprised of three travel lanes with one auxiliary lane in each direction. Due to a series of existing left-hand entrance and exit ramps, there are no continuous travel lanes on I-275 in the southbound direction and only one continuous travel lane in the northbound direction. In order to improve traffic flow on I-275, operational improvements are needed to increase the number of continuous lanes.

I-275 is a vital link in the local and regional transportation network and serves as a critical evacuation route. As a major north-south corridor through Pinellas County, I-275 links the Tampa Bay Region with the remainder of the state and the nation supporting commerce, trade, and tourism. Preserving the operational integrity and regional functionality of I-275 is critical to the mobility and economy of the Tampa Bay Region.

Planned Improvements

The Preferred Build Alternative will provide for capacity, operational and safety improvements along 16.3 miles of I-275 from south of 54th Avenue South to north of 4th Street North. In addition, the improvements will accommodate the multimodal transportation needs of the I-275 project corridor, specifically incorporation of a multimodal envelope in order to be consistent with the Locally Preferred Alternative (LPA) of the Pinellas Alternatives Analysis (AA).

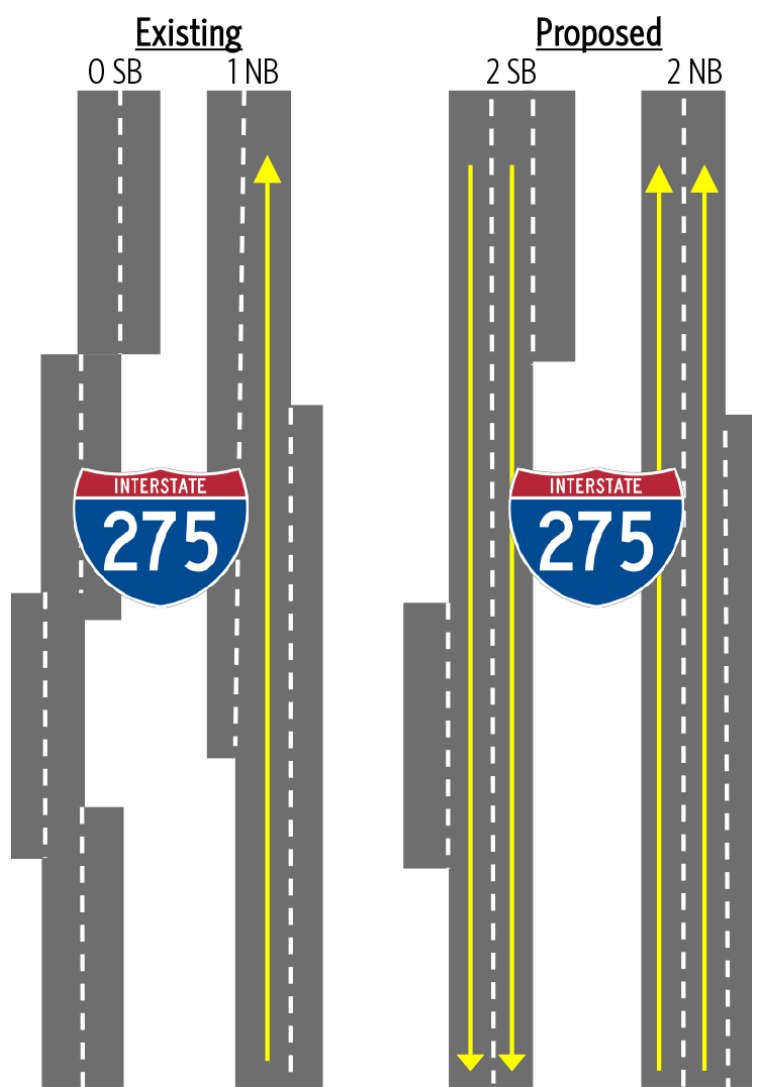
The Preferred Build Alternative consists of providing operational improvements to increase the number of continuous lanes on I-275 to two continuous lanes in each direction along 10.6 miles of the corridor, and to provide toll lanes for the remaining 5.7 miles of I-275. In order to describe the specific types of improvements proposed for the study corridor, I-275 is divided into three segments:

- Segment A (from south of 54th Avenue South to I-175)
- Segment B (from I-175 to south of Gandy Boulevard)
- Segment C (from south of Gandy Boulevard to north of 4th Street North)

Segments A and B

The Preferred Build Alternative consists of providing intermittent widening and restriping of existing lanes on I-275 to form two continuous lanes in each direction. The graphic below illustrates the existing and proposed number of continuous lanes on I-275. The proposed lane continuity improvements will enhance traffic operations and safety by minimizing the number of lane changes occurring on I-275.

Selected I-275 interchange modifications are also proposed within Segment A and Segment B.



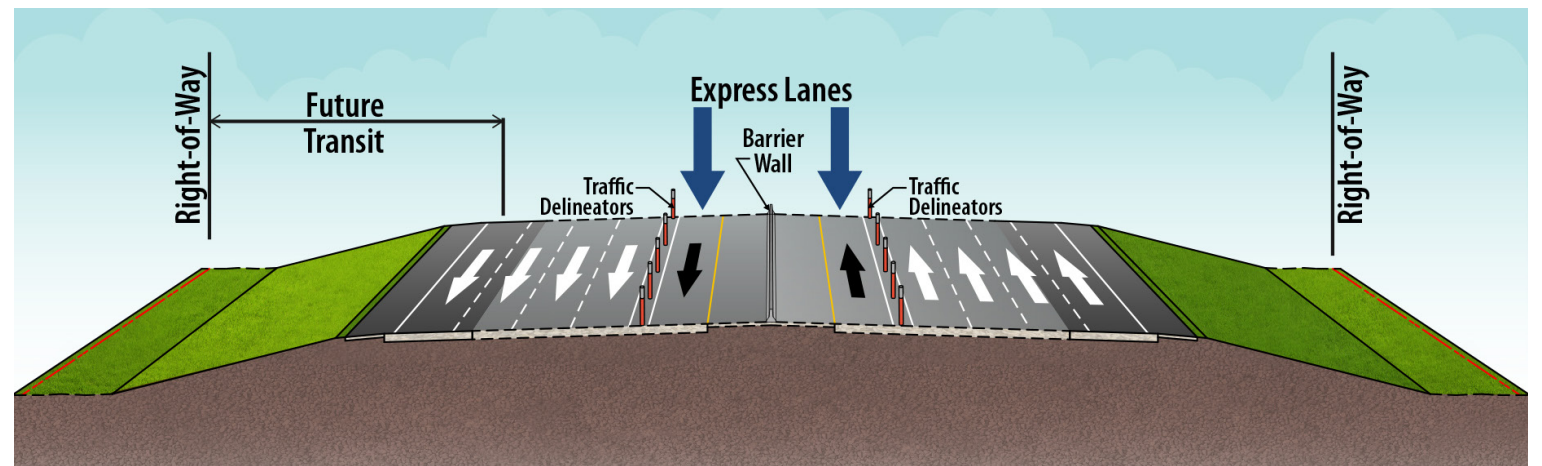
I-275 Lane Continuity Changes - Segment A and B

Segment C

The Preferred Build Alternative consists of the addition of tolled express lanes within Segment C. Selected I-275 interchange modifications are also proposed within Segment C.

I-275 (Segment C) is a component of the proposed Tampa Bay Next Plan, which consists of an integrated, multimodal regional transportation system for the Tampa Bay Region. As part of the Tampa Bay Next Plan, one tolled lane is to be added to I-275 in each direction from Gandy Boulevard to north of 4th Street North (see typical section graphic below). Access will be provided between the tolled and non-tolled lanes near Gandy Boulevard, at 118th Avenue North, and between 4th Street North and the Howard Frankland Bridge. The express lane typical section generally consists of eight non-tolled lanes (four in each direction) and two tolled lanes (one in each direction). A marked four-foot buffer containing traffic delineators (i.e., vertical PVC posts) separates the tolled and non-tolled lanes (see graphic below).

Subsequent to FHWA approval of the Type II CE, a Typical Section Design Change was proposed to repurpose the approved Type II CE express lane configuration within the portion of Segment C from south of 9th Street North to 1.0 mile south of the Howard Frankland Bridge. The repurposing of one of the two approved express lanes was needed to accommodate the provision of three general use through lanes, one auxiliary lane, and one express lane in each direction. The environmental review, consultation, and other actions required by applicable federal environmental laws for this



I-275 Mainline Preferred Build Alternative Typical Section - Segment C

project are being, or have been, carried out by the FDOT pursuant to Title 23 of the United States Code, Section 327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT. This Typical Section Design Change Re-evaluation was approved by FDOT on April 26, 2017.

The acceptance of the Type II CE and the Design Change Re-evaluation constituted approval for the Design-Build construction that is currently underway as part of the Gateway Expressway and I-275 Design Build Project (433880-1-52-01 and 424501-2-52-01) within Segment C from south of Gandy Boulevard to north of 4th Street North.

FDOT Adopted 5-Year Work Program (FY 2018-2022)

Project Phase	FDOT Fiscal Year	
	Lane Continuity Improvements (Segments A and B)	Express Lane Improvements (Segment C)
Design	FY 2023	Underway
Right-of-Way	Not currently funded (2)	N/A
Construction	Not currently funded	Underway

(1) The Segment C improvements were funded for Design-Build in 2017. Design and construction is underway under a single Design-Build contract.

(2) Mainline right-of-way (ROW) acquisition for Segment A, Segment B, and Segment C is not required per the I-275 PD&E Study findings. ROW acquisition related to stormwater management facilities and floodplain compensation sites has been identified in the I-275 PD&E Study for Segment A, Segment B, and Segment C.

For more information on this project go to:
<http://archived.fdotd7studies.com/i275/54th-to-4th>