

Who to Contact

The approved final PD&E study documents may be viewed on the Study's website provided below.

For more information about the study, please contact the FDOT Project Managers or Public Information Officer:

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Comuniquese Con Nosotros

Si usted tiene preguntas o comentarios, o si simplemente desea más información sobre este proyecto, por favor ponerse en contacto con el señor Manuel Flores al teléfono (813) 975-6279 o correo electrónico: manuel.flores@dot.state.fl.us.

Non Discrimination Laws & Regulations

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated May 26, 2022 and executed by the Federal Highway Administration and FDOT.

PROJECT WEBSITE

www.fdotd7studies.com/projects/gandy-4th-to-westshore/

Attn: US 92/SR 600/Gandy Blvd Study Team - Kirk Bogen, PE
Florida Department of Transportation - District Seven
11201 N. McKinley Drive, MS 7-500
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Gandy Boulevard From 4th Street to West Shore Boulevard Project Development & Environment Study

Florida Department of Transportation (FDOT) District Seven
Pinellas and Hillsborough Counties | WPI Seg. No.: 441250-1

STUDY APPROVAL NOTIFICATION

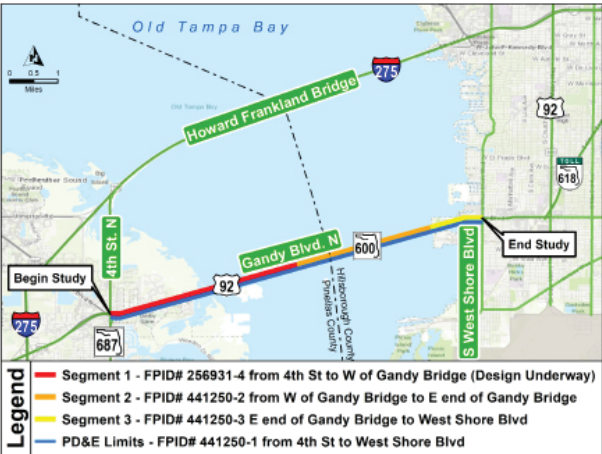
On May 16, 2025, the Florida Department of Transportation (FDOT), pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration (FHWA) and FDOT, approved the Gandy Boulevard PD&E Study from 4th Street to West Shore Boulevard in Pinellas and Hillsborough Counties, a distance of approximately 7 miles.

Public Hearing Results

A Public Hearing was held on February 28, 2023, in-person at the Pinellas Park Performing Arts Center, 4951 78th Ave. N., Pinellas Park, FL 33781, and included an option to attend online. A total of 82 attendees signed in at the in-person hearing, and 46 attendees signed in at the virtual portion of the hearing. 36 comments were received during the public comment period, which was open from February 7, 2023 to March 10, 2023.

Following the completion of this PD&E Study, the project was divided into three design segments. The design phase of Segment 1 is underway. The ROW and construction (CST) phases are not currently funded. Segments 2 and 3 are not currently funded in the Department's adopted five-year work program.

Project Location Map



Preferred Alternative

The Preferred Alternative includes improvements to reduce traffic congestion; and improve pedestrian and bicycle accommodations by adding grade separated travel lanes, at-grade frontage lanes, multi-use trails, and construction of stormwater management facilities. All typical sections accommodate a design speed of 55 mph for the controlled access lanes and 30 to 45 mph for the frontage lanes.

Typical Sections

Typical Section 1 (Segment 1) from 4th St. North to West of Brighton Bay Blvd. and East of San Martin Blvd. to East of San Fernando Dr. consists of an elevated controlled access roadway with two 12-foot travel lanes in each direction, varying width paved inside shoulders, 12-foot paved outside shoulders and a depressed median with guardrail. The typical section also includes a frontage road system for local traffic with two 11-foot travel lanes in each direction and a 12-foot shared-use path within 284 feet of total right-of-way (ROW).

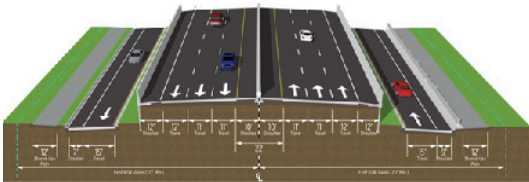


Typical Section 2 (Segment 1) from West of Brighton Bay Blvd. to San Martin Blvd. consists of an elevated viaduct with frontage roads on both sides. The viaduct consists of two 12-foot travel lanes in each direction separated by a concrete barrier wall with 6-foot inside shoulders and 12-foot outside shoulders. The bridge can be widened if additional lanes are needed in the future. The frontage roads consist of two 11-foot travel lanes with curb and gutter and a 12-foot shared-use path within 377.5 feet of ROW.

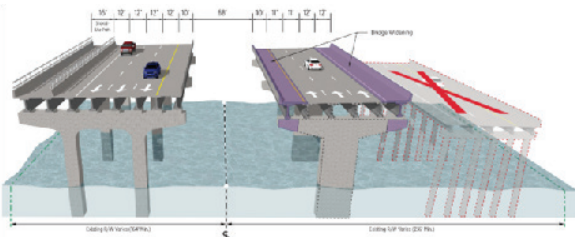


Typical Section 3 (Segment 1) from East of San Fernando Drive to the west end of the Gandy bridges includes three lanes in each direction. Typical Section 3 consists of an elevated controlled access roadway with two 11-foot inside travel lanes, one 12-foot outside travel lane, ten-foot inside shoulders, and 12-foot outside shoulders in each direction. One-lane frontage roads are proposed on the outside of the controlled access roadway in each direction with a 15-foot travel lane, varying outside shoulder widths, curb and gutter, and a 12-foot shared-use path (SUP). Typical Section 3 is proposed within the existing FDOT ROW.

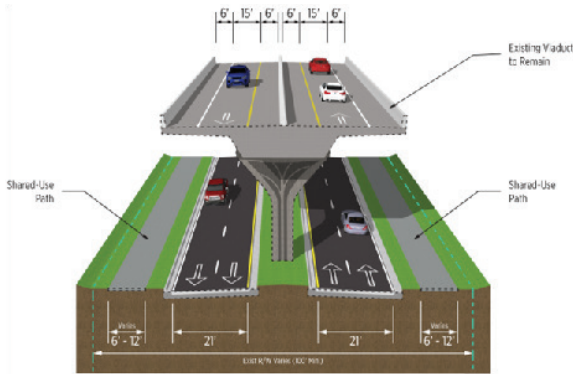
Typical Section 4 (Segment 2) across Old Tampa Bay includes three



travel lanes in each direction, and a shared-use path on the north side of the westbound bridge. As part of the Preferred Alternative, the existing eastbound bridge will be demolished. The existing westbound bridge will be widened to the north and south sides and placed into service as the eastbound bridge consisting of two 11-foot inside travel lanes, one 12-foot outside travel lane, a ten-foot inside shoulder, and a 12-foot outside shoulder. A new westbound bridge will be constructed on the north side of the widened bridge consisting of three 12-foot travel lanes, ten-foot inside shoulder, 12-foot outside shoulder, and a 12-foot shared-use path (SUP) with two-foot clear width on either side separated by a barrier wall. The proposed bridge improvements over Old Tampa Bay are within the existing FDOT ROW.



Typical Section 5 (Segment 3) from approximately 1,800 feet west of Bridge St. to West Shore Blvd. includes operational improvements at intersections and access management improvements. The proposed typical section will match the existing roadway which includes the Selmon Expressway viaduct within the median.



Proposed Right-of-Way

Additional right-of-way (ROW) will need to be acquired. To better educate and inform you about the ROW acquisition process and your rights, FDOT created real estate acquisition and relocation informational brochures. These brochures and other educational materials are available on our website: www.fdot.gov/rightofway/documents.shtm or call (813) 975-6495 for information.

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, FDOT created real estate acquisition and relocation informational brochures. These brochures and other educational materials are available on our website: www.fdot.gov/rightofway/documents.shtm or call (813) 975-6495 for information.

FDOT Adopted Five Year Work Program
Fiscal Years 2024-25 to 2028/29

Phase	Fiscal Year(s)
PD&E	Complete
Design (Segment 1)	2025
ROW	Not Funded
Construction	Not Funded