DRAFT UTILITY ASSESSMENT REPORT

Florida Department of Transportation

District Seven

US 92/SR 600/Gandy Boulevard

Limits of Project: 4th Street to West Shore Boulevard

Pinellas and Hillsborough Counties, Florida

Work Program Item Segment Number: 441250-1

ETDM Number: 14335

Date: February 2023

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.

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Utility Assessment Report

US 92/SR 600/Gandy Boulevard
from 4th Street to Westshore Boulevard
Project Development and Environment Study

Pinellas & Hillsborough Counties, Florida

Work Program Item Segment No.: 441250-1

Federal Aid Project No.: N/A
ETDM #14335

Prepared for:

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Florida Department of Transportation
District Seven

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February 2023

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1.0 Introduction

1.1 Project Description

The Florida Department of Transportation (FDOT), District Seven, is conducting a Project Development and Environment (PD&E) study to evaluate improvements to US 92/SR 600/Gandy Boulevard including roadway widening, bridge widening and/or replacement, new stormwater management facilities, and pedestrian and bicycle accommodations. The limits of the study are from US 92/SR 687/4th Street North in St. Petersburg (Pinellas County) to CR 587/South West Shore Boulevard in Tampa (Hillsborough County), a distance of approximately 7.0 miles. The project study area and project limits are shown in **Figure 1-1**. The existing Gandy Boulevard is a four-lane roadway with sidewalks and segments of multi-use trails. The project is located in Sections 7 and 8 of Township 30 South, Range 18 East, and Sections 15, 16, 17, 18, and 19 of Township 30 South, Range 17 East. Proposed improvements include a 4-lane to 6-lane controlled access elevated roadway, frontage roads and multi-use trails. The results of the study will aid FDOT District Seven and the FDOT Office of Environmental Management (OEM) in deciding the location and design concept for the proposed improvements.

The project was evaluated through FDOT's Efficient Transportation Decision Making (ETDM) process as project #14335. An ETDM *Programming Screen Summary Report* containing comments from the Environmental Technical Advisory Team (ETAT) was published on November 8, 2018. The ETAT evaluated the project's effects on various natural, physical, and social resources.

1.2 Project Purpose and Need

The purpose of this project is to reduce traffic congestion and improve pedestrian and bicycle accommodations on Gandy Boulevard.

This project is needed to address current and future traffic demand by improving roadway capacity and to address pedestrian and bicycle accommodations with potential connectivity over Old Tampa Bay. According to Forward Pinellas (Metropolitan Planning Organization) Active Transportation Plan, construction of bike lanes and a trail from 4th Street to west of San Martin Boulevard is planned. The Duke Energy/Pinellas Loop Trail from 28th Street to San Martin Boulevard and the San Martin Boulevard Trail from Macoma Drive (at Patica Road NE) to Gandy Boulevard are also planned.

Roadway Capacity: The US 92/SR 600/Gandy Boulevard PD&E study segment was divided into three segments for the purposes of roadway capacity and pedestrian analysis. The segment from 4th Street to the west end of the Gandy Bridge operates at a deficient level of service (LOS) in both the existing year 2020 and design year 2050. The segment from the east end of the Gandy bridges to West Shore Boulevard is forecasted to have a deficient LOS in the design year 2050.

Roadway Deficiencies: On the western side of the Gandy Bridge, a sidewalk is present on the south side of the roadway from the vicinity of 99th Avenue North to approximately 0.25 miles east

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of San Fernando Drive. On the north side of the roadway a sidewalk is present from Oak Street to Brighton Bay Boulevard. At Brighton Bay Boulevard, a multi-use trail begins and terminates in the vicinity of the west end of Gandy bridges over Old Tampa Bay. On the eastern side of the Gandy Bridge, sidewalks are present on both sides of the roadway from the vicinity of Gandy Park South to West Shore Boulevard. There are no pedestrian or bicycle accommodations located on the Gandy Bridge. This project will address the need for bicycle and pedestrian improvements along the US 92/SR 600/Gandy Boulevard corridor.

1.3 Existing Facility and Project Segments

Gandy Boulevard is part of FDOT's Strategic Intermodal System (SIS) and a designated hurricane evacuation route. FDOT's functional classification for Gandy Boulevard is an urban principal arterial-other roadway.

The project was divided into three segments for the purpose of evaluating future traffic capacity needs and differences in existing roadway typical sections as shown in **Figure 1-1**.

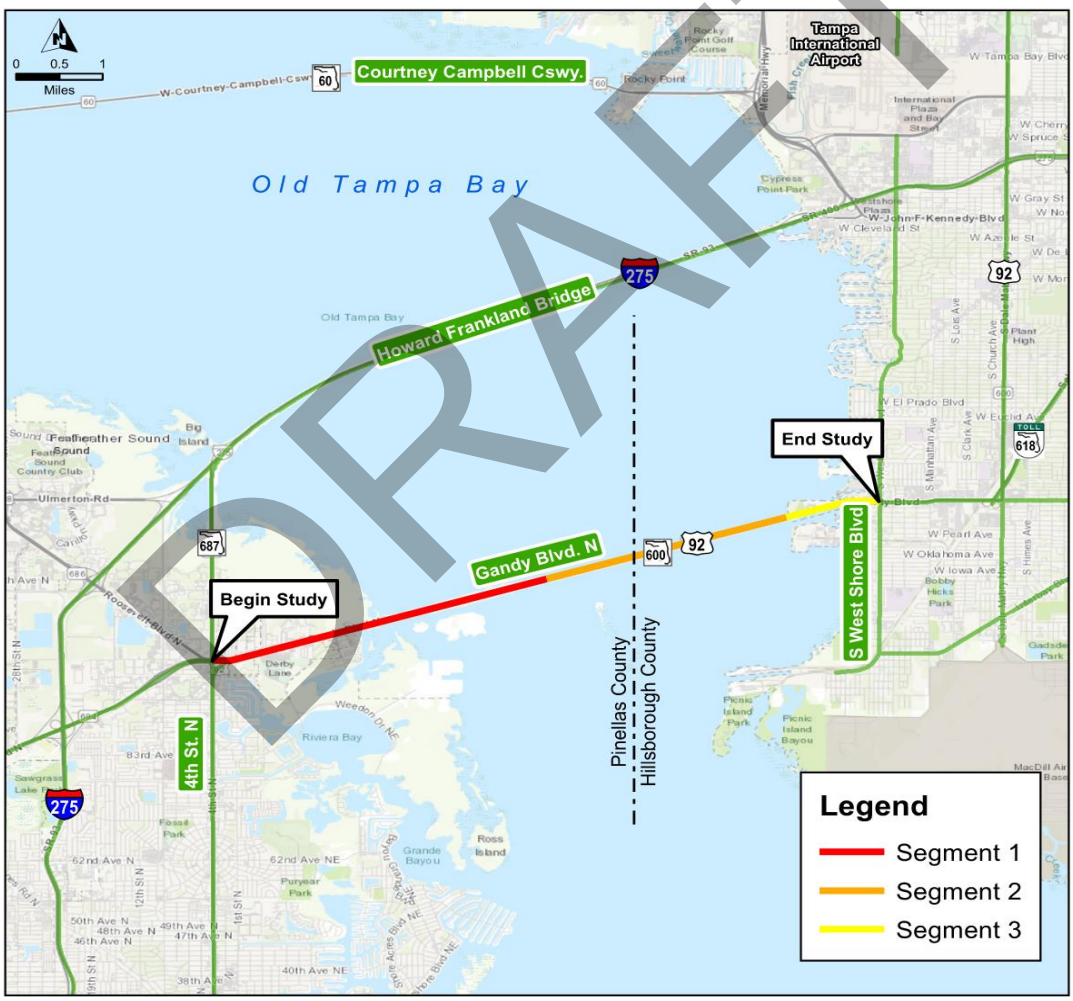

Figure 1-1: Project Location Map

Segment 1

Segment 1 (Pinellas Segment) begins at the western project limit at 4th Street and extends 3.5 miles to the west end of the Gandy bridges over Old Tampa Bay in Pinellas County. Within Segment 1, the existing facility consists of a four-lane divided roadway with a varying median width (40 feet minimum), four 12-foot travel lanes, paved outside shoulders (four-foot minimum) designated for bicycle use on the south side, intermittent sidewalk segments, a 12-foot multi-use trail on the north side, and open ditches along the outside. The existing right-of-way (ROW) width varies in Segment 1 with a minimum width of 172 feet as shown in **Figure 1-2**. There are numerous side street and driveway connections to the residential and business land uses between 4th Street and San Fernando Drive.

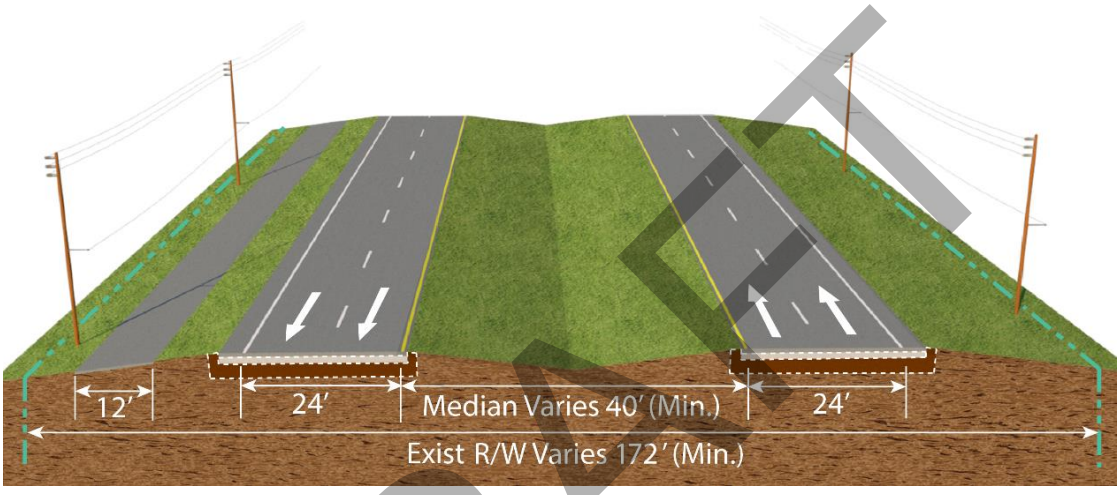

Figure 1-2: Existing Roadway Typical Section – Segment 1 – 4th St. to west end of Gandy bridges

Segment 2

Segment 2 (Bay Segment) includes the Gandy bridges over Old Tampa Bay. The existing eastbound bridge (#100300), constructed in 1975, and existing westbound bridge (#100585), constructed in 1996, extend approximately 2.5 miles. Both the existing eastbound and westbound bridges consist of two 12-foot travel lanes, a six-foot inside shoulder, and a ten-foot outside shoulder as shown in **Figure 1-3**. The westbound bridge was designed to accommodate an additional travel lane by widening on both sides of the bridge. Currently, neither the eastbound or westbound bridge provides pedestrian or bicycle accommodations.

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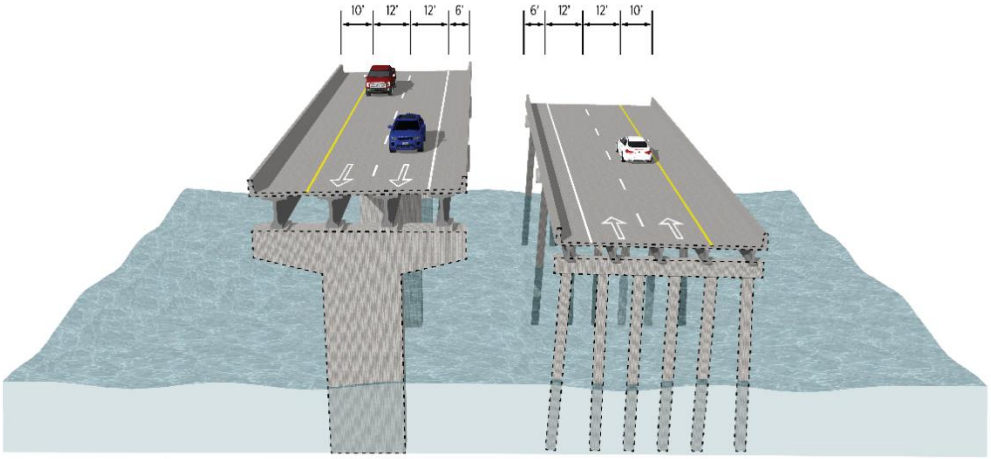

Figure 1-3: Existing Bridges Typical Section – Segment 2 – Gandy bridges

Segment 3

Segment 3 (Hillsborough Segment) begins at the east end of the Gandy bridges over Old Tampa Bay and extends approximately one mile to West Shore Boulevard in Hillsborough County. Within Segment 3, the existing Gandy Boulevard consists of a four-lane divided roadway. The typical section consists of two 11-foot travel lanes, urban curb and gutter, and a 6 to 12-foot sidewalk/multi-use trail on the north and south side. There is a varying median width due to the inside two elevated travel lanes which serve as the Selmon Expressway (SR 618) viaduct operated and maintained by the Tampa Hillsborough Expressway Authority. The existing ROW width varies in Segment 3 with a minimum width of 100 feet as shown in **Figure 1-4**.

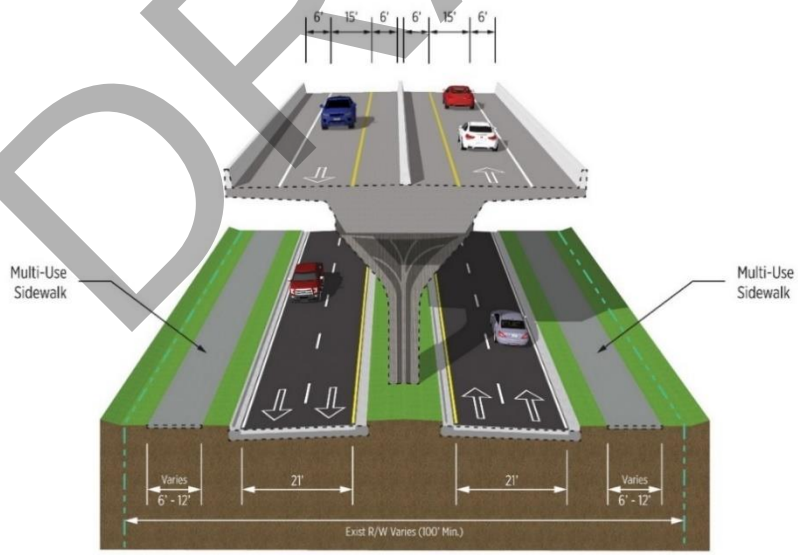

Figure 1-4: Existing Roadway Typical Section (Curb and Gutter) – Segment 3 – east end of Gandy bridges to West Shore Blvd.

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1.4 Proposed Action

The proposed action is to reduce traffic congestion and improve pedestrian and bicycle accommodations by reconstructing Gandy Boulevard to provide an elevated controlled access roadway mainline separated from local traffic with frontage roads and multi-use trails on both sides of the corridor for pedestrians and bicyclists. The proposed action will also widen the existing westbound Gandy bridge to accommodate a third travel lane and construct a new bridge to provide a wider structure for three travel lanes and a multi-use trail.

1.5 Build Alternative

1.5.1 Segment 1

Typical Section 1

The Build Alternative for Segment 1 (Pinellas Segment) includes three typical sections. Typical Section 1 is proposed from 4th Street to Brighton Bay Boulevard and from east of San Martin Boulevard to approximately 3,000 feet east of San Fernando Drive. Typical Section 1 consists of an elevated controlled access facility with two 12-foot travel lanes in each direction, varying inside shoulder widths (four feet to eight feet paved), ten-foot paved outside shoulders, and a 46-foot depressed median separated by guardrail. The local traffic will be accommodated along eastbound and westbound one-way frontage roads consisting of two 11-foot travel lanes with curb and gutter. Twelve-foot multi-use trails are proposed along the outside of the frontage roads on both sides of the corridor as shown in **Figure 1-5**. Typical Section 1 will require ROW acquisition to the south side of Gandy Boulevard approaching Brighton Bay Boulevard which varies from zero to 119 feet. The alignment shifts from the south to the north through the San Martin Boulevard intersection heading east where the ROW acquisition varies from zero to 80 feet.

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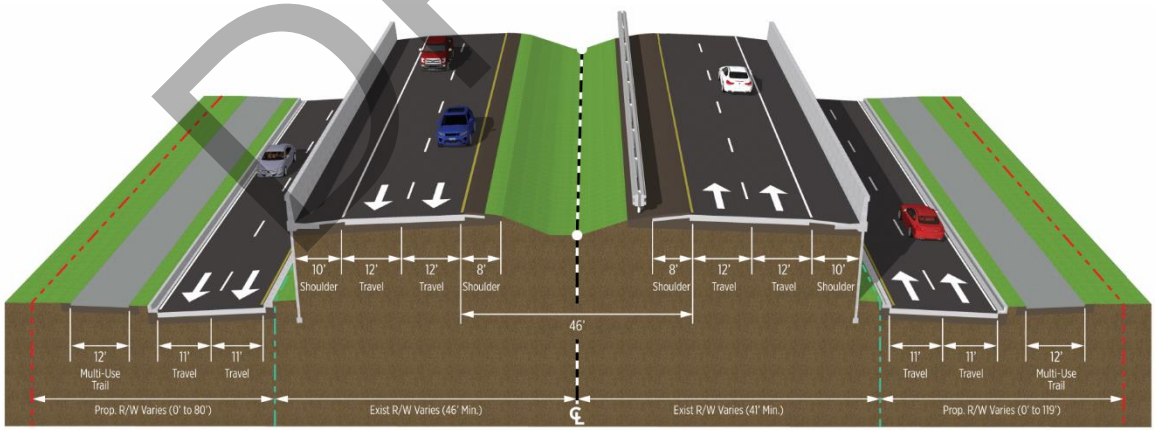

Figure 1-5: Segment 1 – Typical Section 1 from 4th Street to Brighton Bay Blvd.; San Martin Blvd. to East of San Fernando Dr.

Typical Section 2

Typical Section 2 is proposed from west of Brighton Bay Boulevard to San Martin Boulevard and consists of a centered 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 six-foot inside shoulders and ten-foot outside shoulders. The bridge concept could be widened to the outside if additional lanes are needed in the future. The eastbound and westbound frontage roads consist of two 11-foot travel lanes with curb and gutter. Twelve-foot multi-use trails are proposed along the outside of the frontage roads on both sides of the corridor as shown in **Figure 1-6**. Typical Section 2 will require ROW acquisition along the south side of Gandy Boulevard which varies from zero to 119 feet and along the north side of Gandy Boulevard varying from zero to 80 feet.

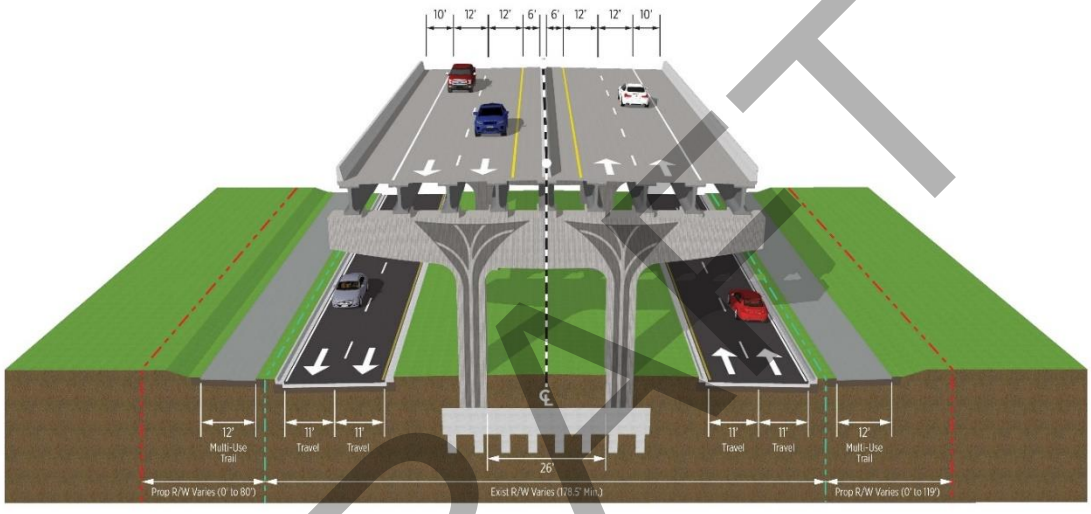

Figure 1-6: Segment 1 – Typical Section 2 from Brighton Bay Blvd. to San Martin Blvd.

Typical Section 3

Typical Section 3 is proposed from East of San Fernando Drive to the west end of the Gandy bridges. An additional travel lane in either direction is developed from the direct connect access ramps from the local frontage roads creating a six-lane typical section throughout the causeway which continues east over the Gandy bridges. Typical Section 3 consists of an elevated controlled access roadway with three 12-foot travel lanes in each direction, ten-foot paved inside shoulders, and ten-foot paved outside shoulders with barrier wall in each direction. The median transitions from 46 feet to 22 feet with opposing travel lanes separated by median barrier wall. 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 (seven feet to nine feet paved), curb and gutter, and a 12-foot multi-use trail. One of the frontage roads will provide access to multi-use trail parking. Typical Section 3 is proposed within the existing FDOT ROW as shown in **Figure 1-7**.

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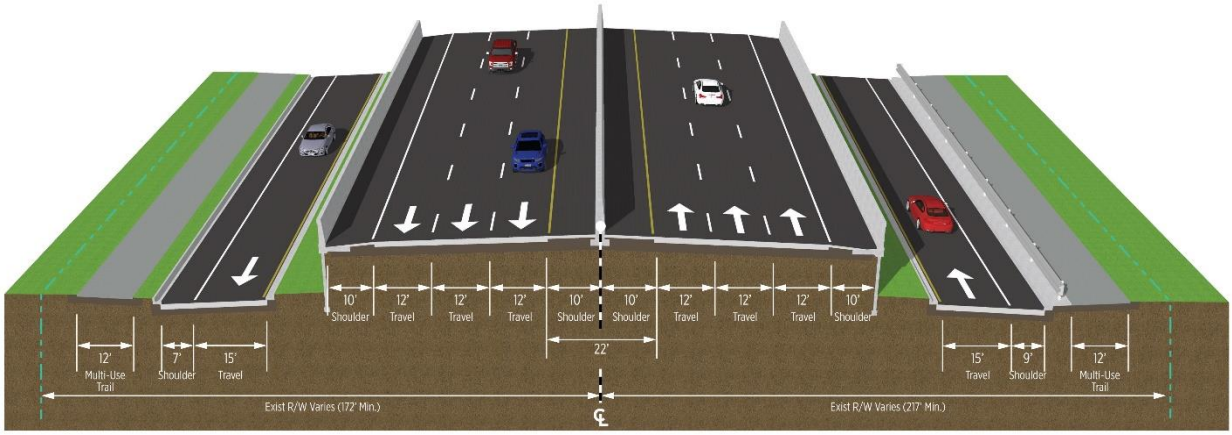

Figure 1-7: Segment 1 – Typical Section 3 from East of San Fernando Dr. to west end of Gandy bridges

1.5.2 Segment 2

Typical Section 4

The Build Alternative for Segment 2 (Bay Segment) includes Typical Section 4 with three eastbound travel lanes, three westbound travel lanes, and a multi-use trail on the north side of the westbound bridge. As part of the Build Alternative, the existing eastbound bridge (#100300) will be demolished. The existing westbound bridge (#100585) will be widened to both the north and south sides and placed into service as the eastbound bridge. The widened bridge (#100585) will consist of three 12-foot travel lanes and ten-foot inside and outside shoulders. A new westbound bridge will be constructed on the north side of the widened bridge. The new westbound bridge will consist of three 12-foot travel lanes, ten-foot inside and outside shoulders, and a 16-foot multi-use trail separated by barrier wall as shown in **Figure 1-8**. The typical section includes an 88-foot median with approximately 65 feet of separation between the two bridges for constructability. The proposed bridge improvements over Old Tampa Bay are within the existing FDOT ROW.

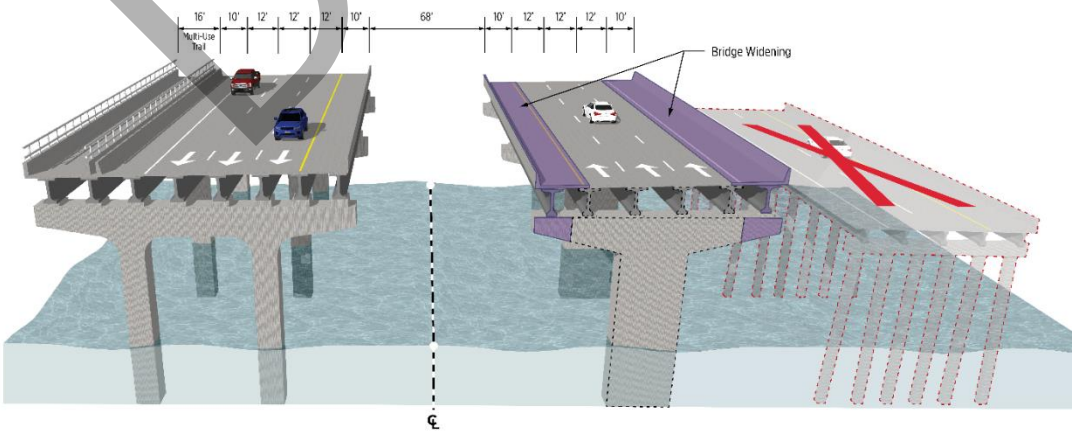

Figure 1-8: Segment 2 – Typical Section 4 Bridges over Old Tampa Bay

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1.5.3 Segment 3

Typical Section 5

The Build Alternative for Segment 3 (Hillsborough Segment) provides a four-lane and six-lane divided typical section. Typical Section 5 is a transitional typical section proposed between the east end of the Gandy bridges to approximately 1,800 feet west of Bridge Street where the Selmon Expressway two-lane elevated viaduct begins in the median. Typical Section 5 consists of three 12-foot travel lanes in each direction, ten-foot paved inside shoulders bordered with guardrail and barrier wall, and ten-foot paved outside shoulders with barrier wall. The inside travel lanes function as the general use lanes across the Gandy bridges and become auxiliary lanes to serve as the entrance and exit lanes for the Selmon Expressway viaduct in the median. A 12-foot wide multi-use trail is proposed on both sides of the roadway as shown in **Figure 1-9**.

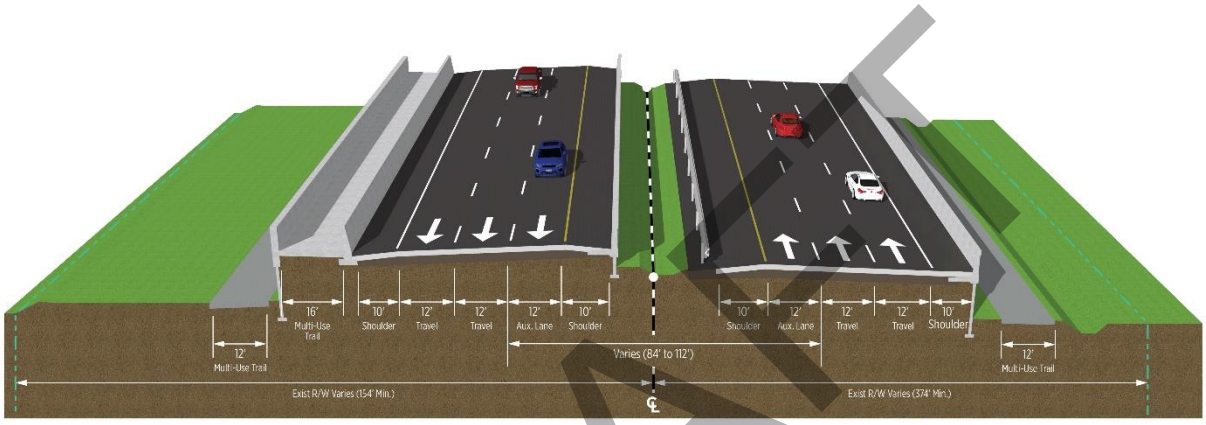

Figure 1-9: Segment 3 – Typical Section 5 from east end of the Gandy bridges to approximately 1,800 feet west of Bridge Street

Typical Section 6

Typical Section 6 is proposed from approximately 1,800 feet west of Bridge Street to West Shore Boulevard. The proposed improvements within the limits of Typical Section 6 are limited to intersection and access management improvements, and auxiliary lane development to connect the proposed relocated Gandy Boat Ramp turnout approximately 800 feet west of Bridge Street. The proposed typical section will match the existing roadway with a four-lane divided roadway, one 10-foot travel lane and one 11-foot travel lane in each direction. Typical Section 6 will accommodate the existing Selmon Expressway two-lane viaduct within the median with intermittent bridge piers. (**Figure 1-10**). The Segment 3 improvements are proposed within the existing FDOT ROW.

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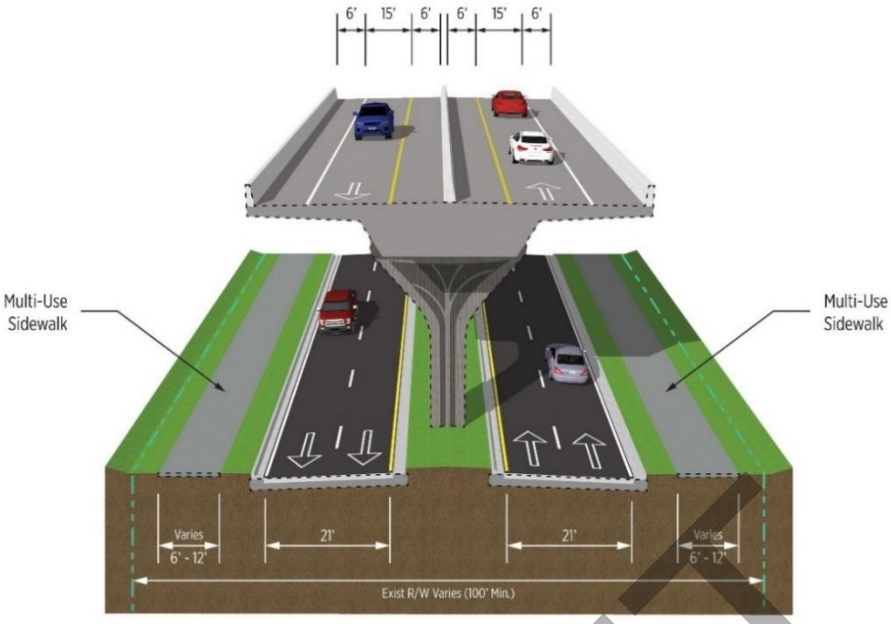

Figure 1-10: Segment 3 – Typical Section 6 from 1,800 feet west of Bridge Street to West Shore Blvd.

1.6 Proposed Pond Sites

There are four proposed drainage basins associated with the Build Alternative. In Basin 1, there is one proposed stormwater management facility (SMF), which is an expansion of an existing FDOT SMF at Gandy Boulevard and 4th Street. In Basin 2, there are two offsite wet detention SMF alternatives, both located on the south side of Gandy Boulevard, and one (Pond 2B) is recommended for this study. Basins 3 are 4 are proposed to utilize nutrient removal credits that were created by the Old Tampa Bay Water Quality Improvement Project, and therefore do not have proposed SMFs. In total, two SMFs are recommended for this study.

1.7 Purpose of Report

The purpose of this report is to provide an inventory of the existing and any proposed utilities in the project corridor. The assessment will also evaluate the impacts of the project on the utilities.

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1.0 Utility Assessment

2.1 Corridor Utilities

To evaluate potential surface and subsurface utility conflicts associated with the proposed alternatives, a list of utility owners within the project corridor was developed. The list is composed of those utility owners known to operate, or with plans to operate, utilities within the project corridor. The utility owners include:

AT&T

CenturyLink

Charter Communications (Spectrum)

City of Tampa Sewer

City of Tampa Water

City of St. Petersburg

Duke Energy

Fiberlight

Florida Gas Transmission

Frontier Communications

WOW! (Knology)

MCI

Tampa Airport Pipeline

Tamps Electric Company

TECO Peoples Gas

ZAYO

Each utility owner was contacted to verify ownership or operation of any utilities, existing or proposed, within the study corridor. The owners were provided with aerial photography depicting the project corridor and were asked to indicate their existing and proposed utilities. Project base maps showing the type and location of the utilities are contained in Appendix A.

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2.2 Utility Locations

2.2.1 AT&T

AT&T owns a transmission line throughout the corridor. The four-inch conduit is located in the north right of way of Gandy Boulevard in Pinellas County and is attached to the north side of the southern bridge crossing the bay.

The AT&T facilities in Hillsborough County are on the south side of Gandy Boulevard. The facilities were relocated as needed for the Selmon West Extension and should not be impacted by the proposed improvements.

The facilities attached to the bridge will need to be relocated when the new bridge is constructed.

2.2.2 CenturyLink (Lumen)

CenturyLink owns telecommunications lines throughout the corridor, leasing space for three one-inch conduits in the common telecommunications facility. The facility runs in the median of Gandy Boulevard in Pinellas County and is attached to the north side of the southern bridge crossing the bay.

The CenturyLink facilities in Hillsborough County are on the south side of Gandy Boulevard. The facilities were relocated as needed for the Selmon West Extension and should not be impacted by the proposed improvements.

The facilities attached to the bridge will need to be relocated when the new bridge is constructed.

2.2.3 Charter Communications (Spectrum)

Charter Communications owns fiber throughout the corridor. Their four-inch conduit crossing the bay is attached to the north side of the southern bridge crossing the bay.

The Charter facilities in Hillsborough County are on the south side of Gandy Boulevard. The facilities were relocated as needed for the Selmon West Extension and should not be impacted by the proposed improvements.

The facilities attached to the bridge will need to be relocated when the new bridge is constructed.

2.2.4 City of Tampa Sewer

The City of Tampa Sewer Department has wastewater collection facilities throughout the Hillsborough County portion of the project corridor. The facilities were relocated as needed for the Selmon West Extension and should not be impacted by the proposed improvements.

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2.2.5 City of Tampa Water

The City of Tampa Water Department has water distribution facilities throughout the Hillsborough County portion of the project corridor. The facilities were relocated as needed for the Selmon West Extension and should not be impacted by the proposed improvements.

2.2.6 City of St. Petersburg

The City of St. Petersburg provides water, wastewater and reclaimed water facilities throughout the Pinellas County portion of the project corridor. The facilities were relocated as needed for the Gandy/4th street realignment.

The City will determine the extent of relocations during the design phase. The water and wastewater facilities will be impacted by the fill sections.

2.2.7 Duke Energy

Duke Energy has buried and overhead distribution lines throughout the Pinellas County portion of the project corridor. There are no Duke Energy Transmission facilities in the right of way.

Duke Energy will determine the extent of relocations when the right of way requirements are finalized.

2.2.8 Fiberlight

Fiberlight owns a transmission line throughout the corridor. The four-inch conduit is located in the north right of way of Gandy Boulevard in Pinellas County and is attached to the north side of the southern bridge crossing the bay.

The Fiberlight facilities in Hillsborough County are on the south side of Gandy Boulevard. The facilities were relocated as needed for the Selmon West Extension and should not be impacted by the proposed improvements.

The facilities attached to the bridge will need to be relocated when the new bridge is constructed.

2.2.9 Florida Gas Transmission

Florida Gas Transmission has a four and one-half inch gas line in an easement in the Pinellas County causeway area. The line approaches the corridor from the Duke Energy Bartow Plant south of Gandy Boulevard and exits the right of way at the East Kayak Launch. There is a subaqueous crossing of Tampa Bay and the pipeline does not reenter the project corridor.

Impacts to the pipeline cannot be avoided due to the narrow right of way and proximity of the gas line to the existing roadway. This will require relocation in accordance with the Global Settlement Agreement between FDOT and Florida Gas Transmission. The critical issue will be to find a "suitable replacement permit location" per the agreement. Florida Gas Transmission will require

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a 30.4 foot of unencumbered space for the pipeline and 25 feet of temporary workspace to perform the relocation. The close proximity to the bay at this location will be an impediment to acquiring an acceptable location.

Florida Gas Transmission relocated gas lines during previous phases of the Gandy corridor work and has accepted a lump sum payment to relocate. This may be an option for this project. Coordination with Florida Gas Transmission is on-going.

2.2.10 Frontier Communications

Frontier owns fiber throughout the corridor. Their four-inch conduit crossing the bay is attached to the north side of the southern bridge crossing the bay.

The Frontier facilities in Hillsborough County are on the south side of Gandy Boulevard. The facilities were relocated as needed for the Selmon West Extension and should not be impacted by the proposed improvements.

The facilities attached to the bridge will need to be relocated when the new bridge is constructed.

2.2.11 WOW! (Knology)

WOW! provides fiber service to commercial and resident customers throughout the Pinellas County portion of the corridor.

WOW! will determine the extent of relocations during the design phase.

2.2.12 MCI

MCI owns a transmission line throughout the corridor. The four-inch conduit is located in the north right of way of Gandy Boulevard in Pinellas County and is attached to the north side of the southern bridge crossing the bay.

The MCI facilities in Hillsborough County are on the south side of Gandy Boulevard. The facilities were relocated as needed for the Selmon West Extension and should not be impacted by the proposed improvements.

The facilities attached to the bridge will need to be relocated when the new bridge is constructed.

2.2.13 Tampa Airport Pipeline

Tampa Airport Pipeline has a 6-inch steel jet fuel line in the Westshore Boulevard right of way in Hillsborough County. The pipeline was relocated for the Selmon West Extension and will not be impacted by the proposed improvements.

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2.2.14 Tampa Electric Company

Tampa Electric Company has buried and overhead distribution lines throughout the Hillsborough County portion of the project corridor. Many of the facilities were relocated for the Selmon West Extension. Improvements to the north frontage road may impact Tampa Electric facilities.

2.2.15 TECO Peoples Gas

TECO Peoples Gas provides gas distribution to commercial and resident customers from 4th Street to Mangrove Cay Lane in Pinellas County. Their facilities were relocated as needed for the Gandy/4th street realignment.

TECO Peoples Gas provides gas distribution to commercial and resident customers from in the Hillsborough County section of the corridor. Their facilities were relocated as needed for the Selmon West Extension.

TECO will determine the extent of relocations during the design phase.

2.2.16 ZAYO

The Zayo conduit is located in the 4th Street corridor and will not be impacted by the proposed improvements.

2.3 Relocation Costs

Utility owners within the project corridor were provided with the concept plans and requested to provide estimates of probable relocation costs. Most owners were not able to provide costs until right of way limits and design were further defined. These estimates in **Table 4-1** are ballpark estimates based on project experience**.** Utility coordination during the project design phase will evaluate avoidance measures for these impacts.

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Table 4-1 Utility Relocation Costs

Utility Owner	Size of Buried Facility	Relocation Cost for Alternative
AT&T	4 “	$1,000,000
CenturyLink	3 x 1.25”	$1,000,000
Spectrum Sunshine State	4”	$1,000,000
City of Tampa Sewer	4” – 8”	$20,000
City of Tampa Water	6” – 16”	$10,000
City of St. Petersburg	Water 2” - 24” Wastewater 6” – 8” Non-potable 4” – 8”	$500,000
Duke Energy	N/A	$700,000
Fiberlight	4”	$1,000,000
Florida Gas Transmission	4.5”	$3,000,000
Frontier Communications	4”	$1,000,000
WOW! (Knology)	2”	$200,000
MCI	2 x 1.25”	$1,000,000
Tampa Airport Pipeline	6”	$0
Tamps Electric Company	2”	$100,000
TECO Peoples Gas	2” – 4”	$500,000
ZAYO	3 x 1.25”	$0
TOTAL		$11,030,000

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Appendix A

Utility Exhibits

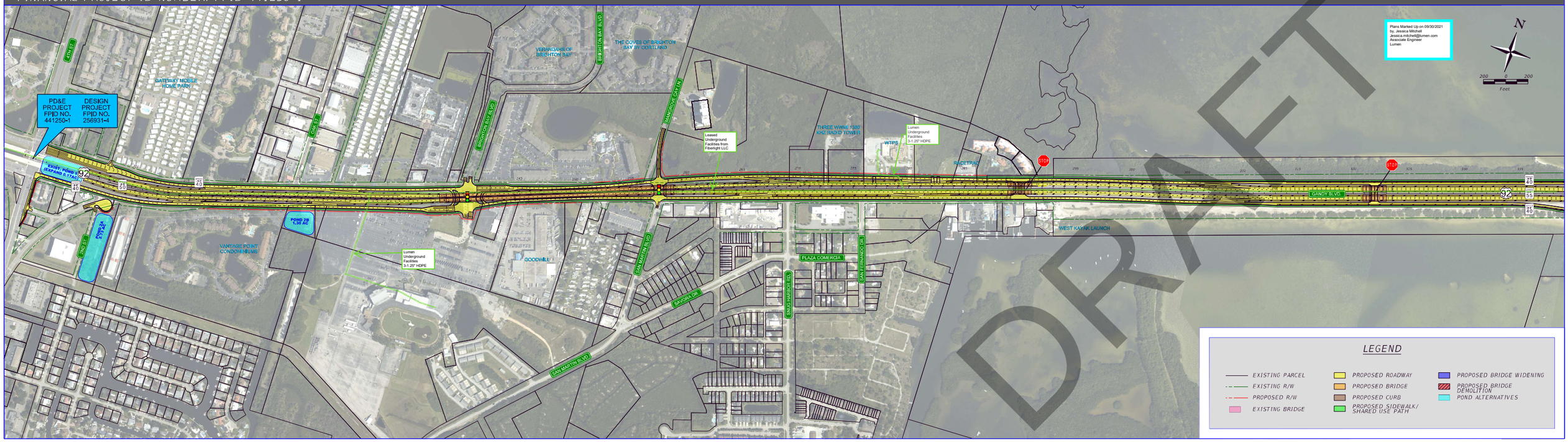
PROJECT DEVELOPMENT & ENVIRONMENTAL STUDY

US 92 / SR 600 / GANDY BLVD. FROM 4TH ST. TO WEST SHORE BLVD.

FDOT DISTRICT 7

PINELLAS WEST / CAUSEWAY SEGMENT
ALTERNATIVE 3 - HYBRID

FINANCIAL PROJECT ID NUMBER: FPID 441250-1



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PROJECT DEVELOPMENT & ENVIRONMENTAL STUDY

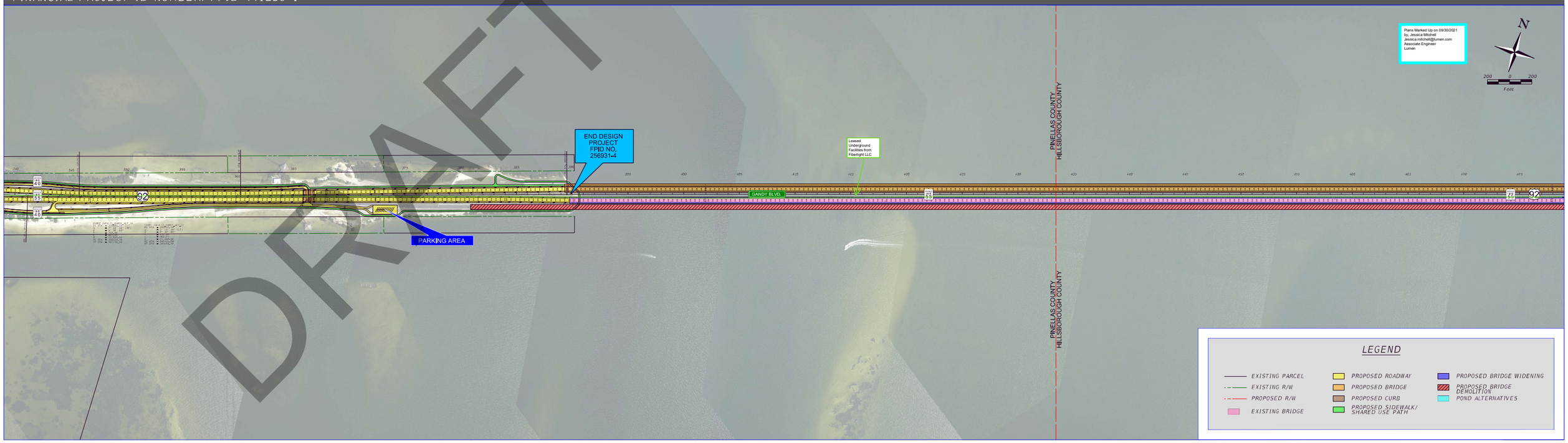
US 92 / SR 600 / GANDY BLVD. FROM 4TH ST. TO WEST SHORE BLVD.

FDOT DISTRICT 7

PINELLAS CAUSEWAY / GANDY BRIDGE SEGMENT
ALTERNATIVE 3 - HYBRID

FINANCIAL PROJECT ID NUMBER: FPID 441250-1

DRAFT



PROJECT DEVELOPMENT & ENVIRONMENTAL STUDY

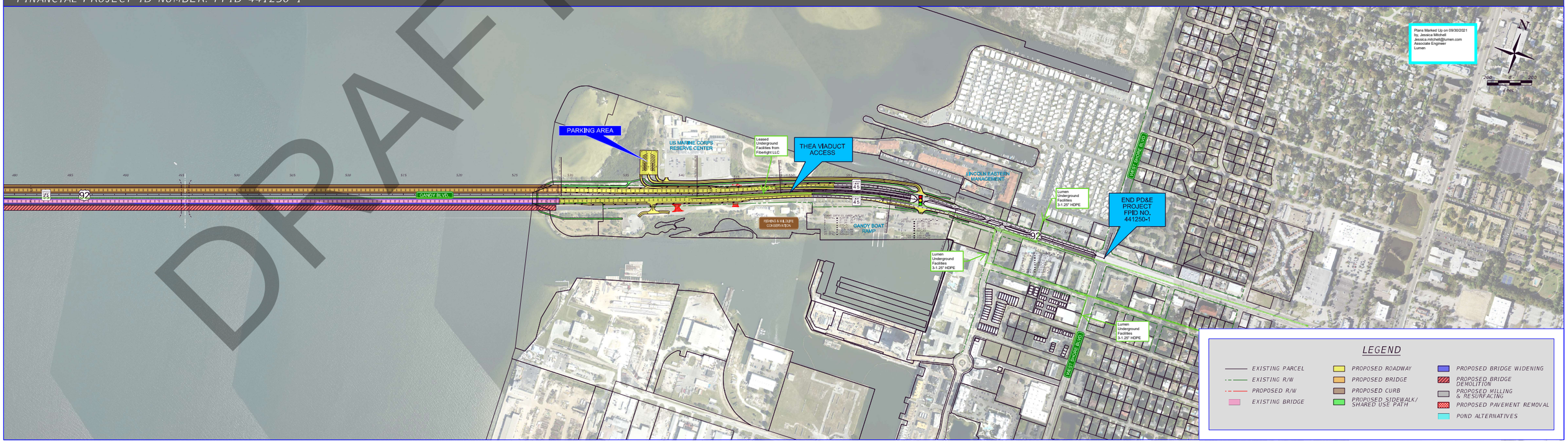
US 92 / SR 600 / GANDY BLVD. FROM 4TH ST. TO WEST SHORE BLVD.

FDOT DISTRICT 7

GANDY BRIDGE / HILLSBOROUGH SEGMENT
ALTERNATIVE 3 - HYBRID

FINANCIAL PROJECT ID NUMBER: FPID 441250-1

DRAFT



N

1 inch = 100 feet

Legend

- Hydrant Assembly
- Hydrant Assembly (Private)
- Single Hydrant
- Potable Pumps
- Potable Meters
- Butterfly
- Gate

WATER MAP

ENGINEERING & CAPITAL IMPROVEMENTS DEPARTMENT
CITY OF ST PETERSBURG, FLORIDA

st.petersburg
www.stpete.org

SECTION 16 *TOWNSHIP* 30 *RANGE* 17

NOTE: PARCEL BASE FROM PINELLAS COUNTY PROPERTY APPRAISERS OFFICE. REFER TO PINELLAS COUNTY OWNERSHIP MAP FOR PLATTED INFORMATION. SEE ORIGINAL PLATS FOR NOTES CODICILS AND COMPLETE DIMENSIONS.

DATE PRINTED: 8/7/2017

B-56

Tampa

GANDY BLVD NE

GANDY BLVD NE

B56-29
103.00 RIM
98.89 W
98.94 E

B56-28
142 DIST
98.23 S

100 DIST
99.34 W

12033

0

FD-03-33-07

B56-27
103.00 RIM
97.62 N

8"

B56-35
..... TOP
..... S

92-51-01-N

B56-30
80 DIST
..... N-S

B56-26
70 DIST
97.00 N

B56-15
307.5 DIST
104.35 RIM
98.80
5.58 DEPTH

299

215

13050

116

C

B56-25
310 DIST
102.57 RIM
96.57 W
96.62 E 8"
96.62 NE 8"
6.00 DEPTH

100 DIST
104.4 TOP
100.50

8"

17

126

215

B56-10
315 DIST
103.85 RIM
97.36
6.58 DEPTH

13030

C-56
B-56

254

137

B56-5
309 DIST
103.46 RIM
93.13
7.42 DEPTH

9621-7

13000

12030

12022

10"

C56-20
302.3 DIST
101.6 RIM
94.83

86133-111
9624

Tampa

B-56
B-54

C-54
B-54

DRAFT

N

1 inch = 100 feet

Legend

- Sewer Manholes
- Sewer Manholes (Private)
- C Sewer Clean Outs
- LS Sewer Lift Stations
- AR Sewer Air Vacuum Release

SANITARY SEWER MAP

ENGINEERING & CAPITAL IMPROVEMENTS DEPARTMENT
CITY OF ST PETERSBURG, FLORIDA

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B-56

SANITARY SEWER MAP

ENGINEERING & CAPITAL IMPROVEMENTS DEPARTMENT
CITY OF ST PETERSBURG, FLORIDA

N
1 inch = 100 feet

Legend

- Sewer Manholes
- Sewer Manholes (Private)
- C Sewer Clean Outs
- LS Sewer Lift Stations
- AR Sewer Air Vacuum Release

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SECTION 17 *TOWNSHIP* 30 *RANGE* 17

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C-54

DRAFT

N

1 inch = 100 feet

Legend

- Hydrant Assembly
- Hydrant Assembly (Private)
- Single Hydrant
- Potable Pumps
- Potable Meters
- Butterfly
- Gate

WATER MAP

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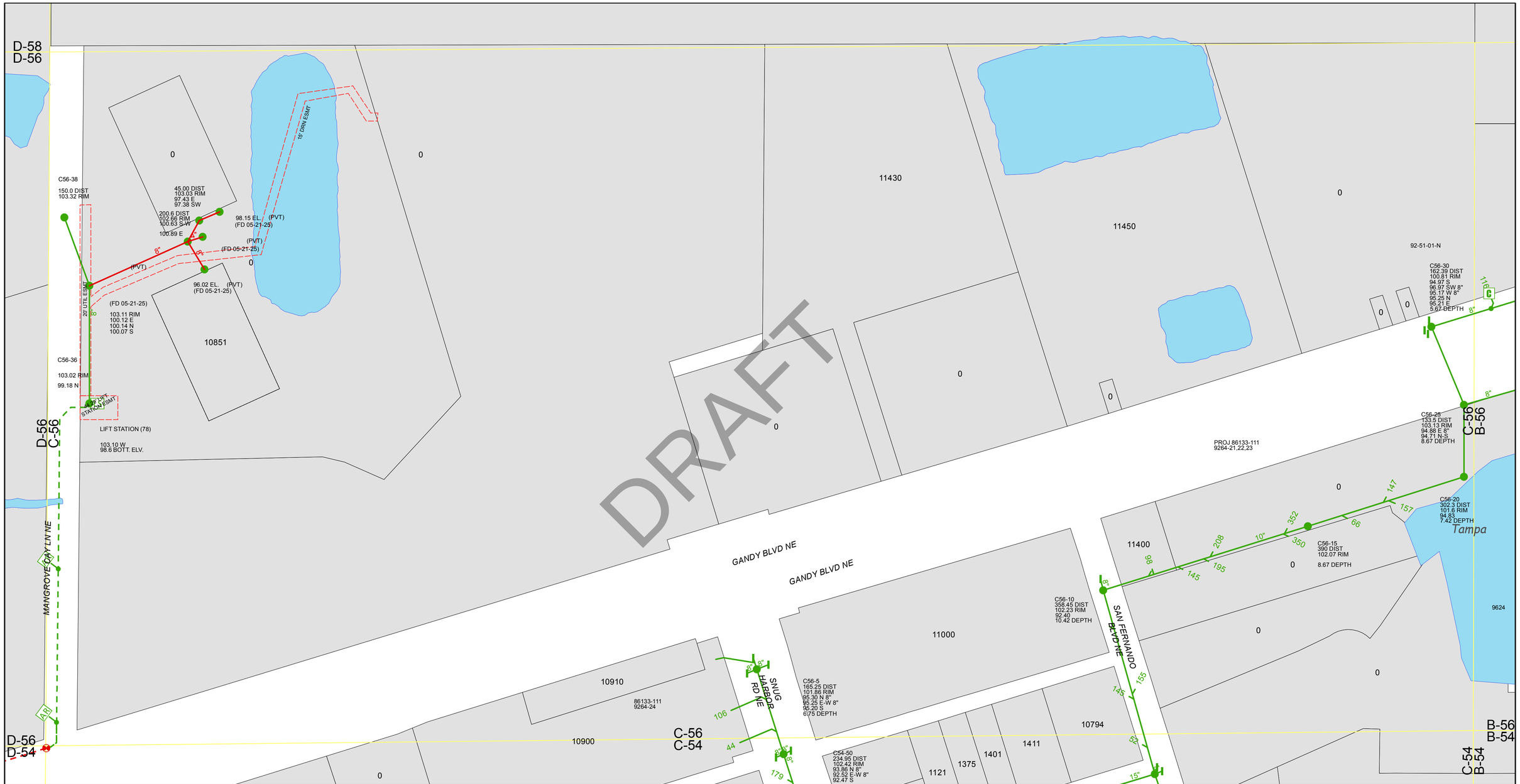
C-54



N

1 inch = 100 feet

Legend

- Sewer Manholes
- Sewer Manholes (Private)
- Sewer Clean Outs
- LS Sewer Lift Stations
- ARV Sewer Air Vacuum Release

SANITARY SEWER MAP

ENGINEERING & CAPITAL IMPROVEMENTS DEPARTMENT

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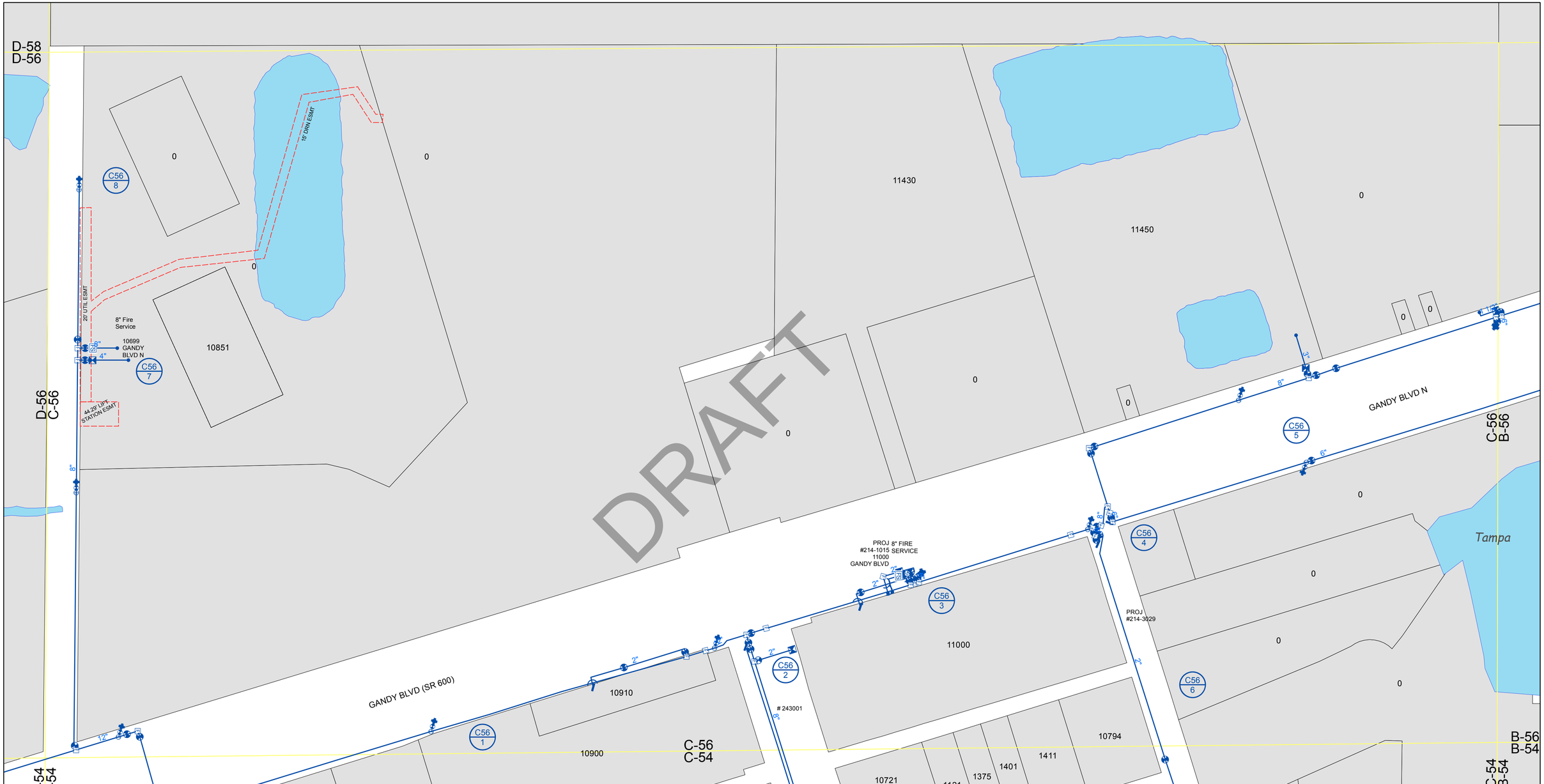

N

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Legend

- Hydrant Assembly
- Hydrant Assembly (Private)
- Single Hydrant
- Potable Pumps
- Potable Meters
- Butterfly
- Gate

WATER MAP

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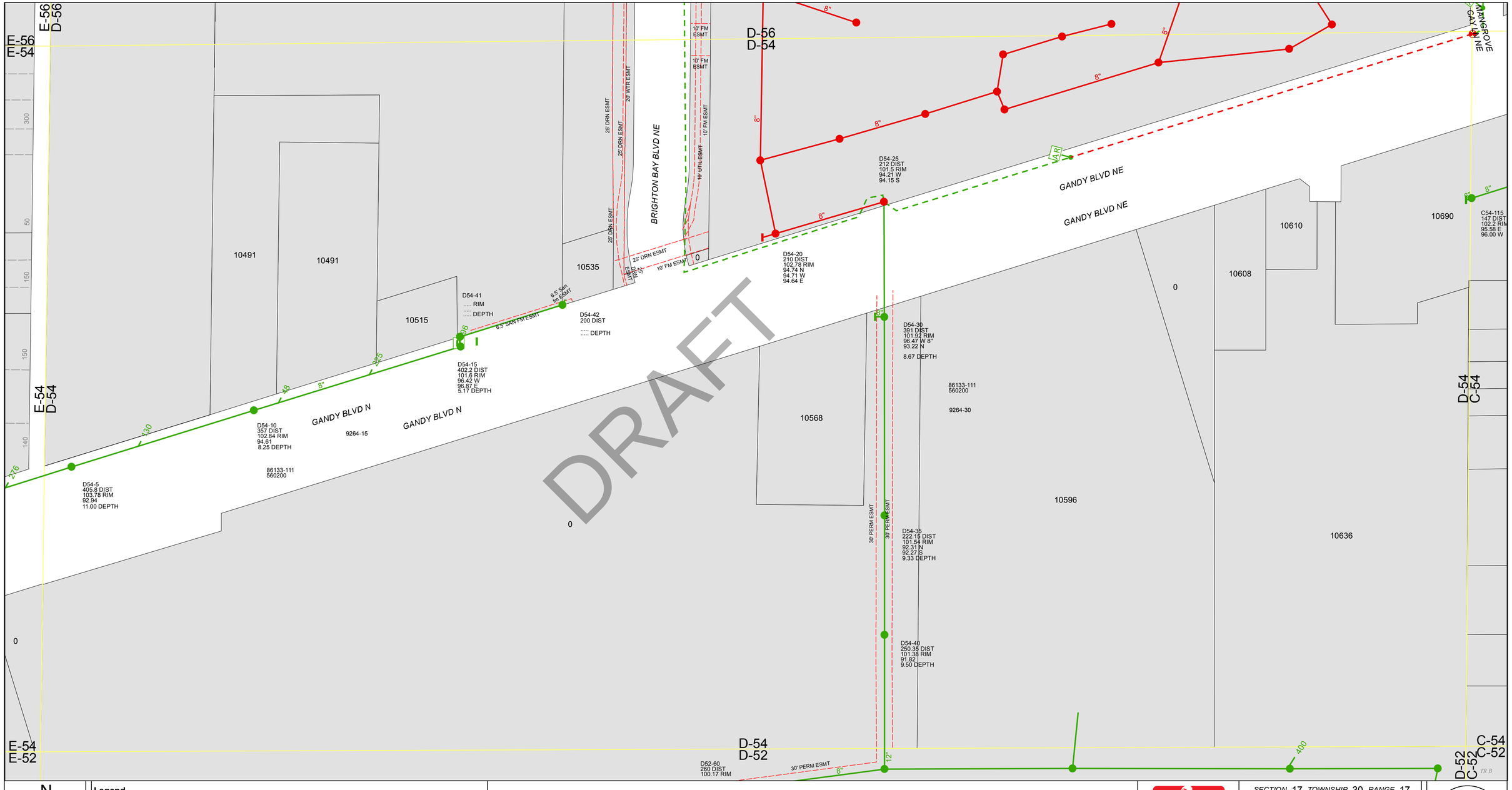
C-56



N

1 inch = 100 feet

Legend

- Sewer Manholes
- Sewer Manholes (Private)
- C Sewer Clean Outs
- LS Sewer Lift Stations
- AR Sewer Air Vacuum Release

SANITARY SEWER MAP

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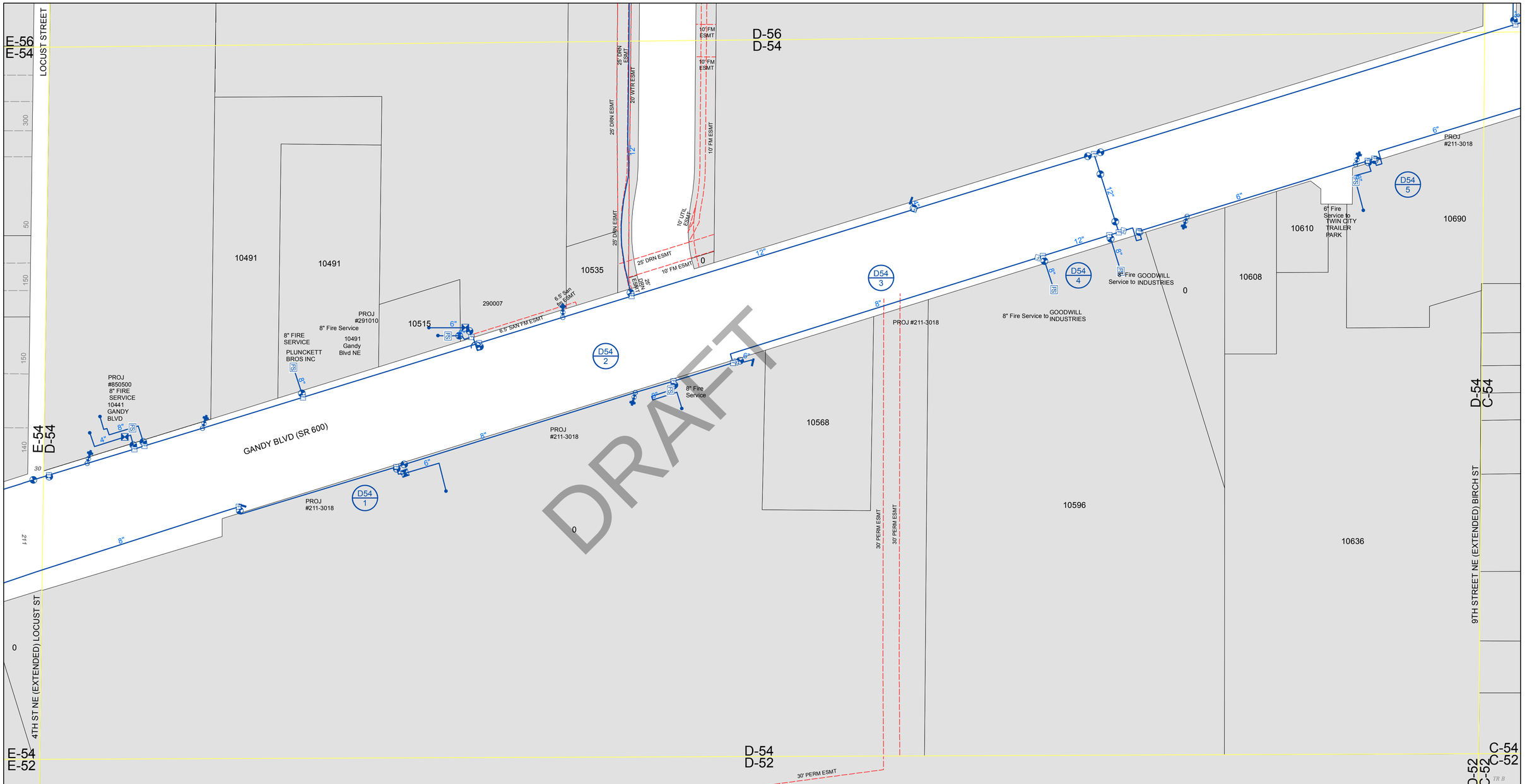
D-54



N

1 inch = 100 feet

Legend

- Hydrant Assembly
- Hydrant Assembly (Private)
- Single Hydrant
- Potable Pumps
- Potable Meters
- Butterfly
- Gate

WATER MAP

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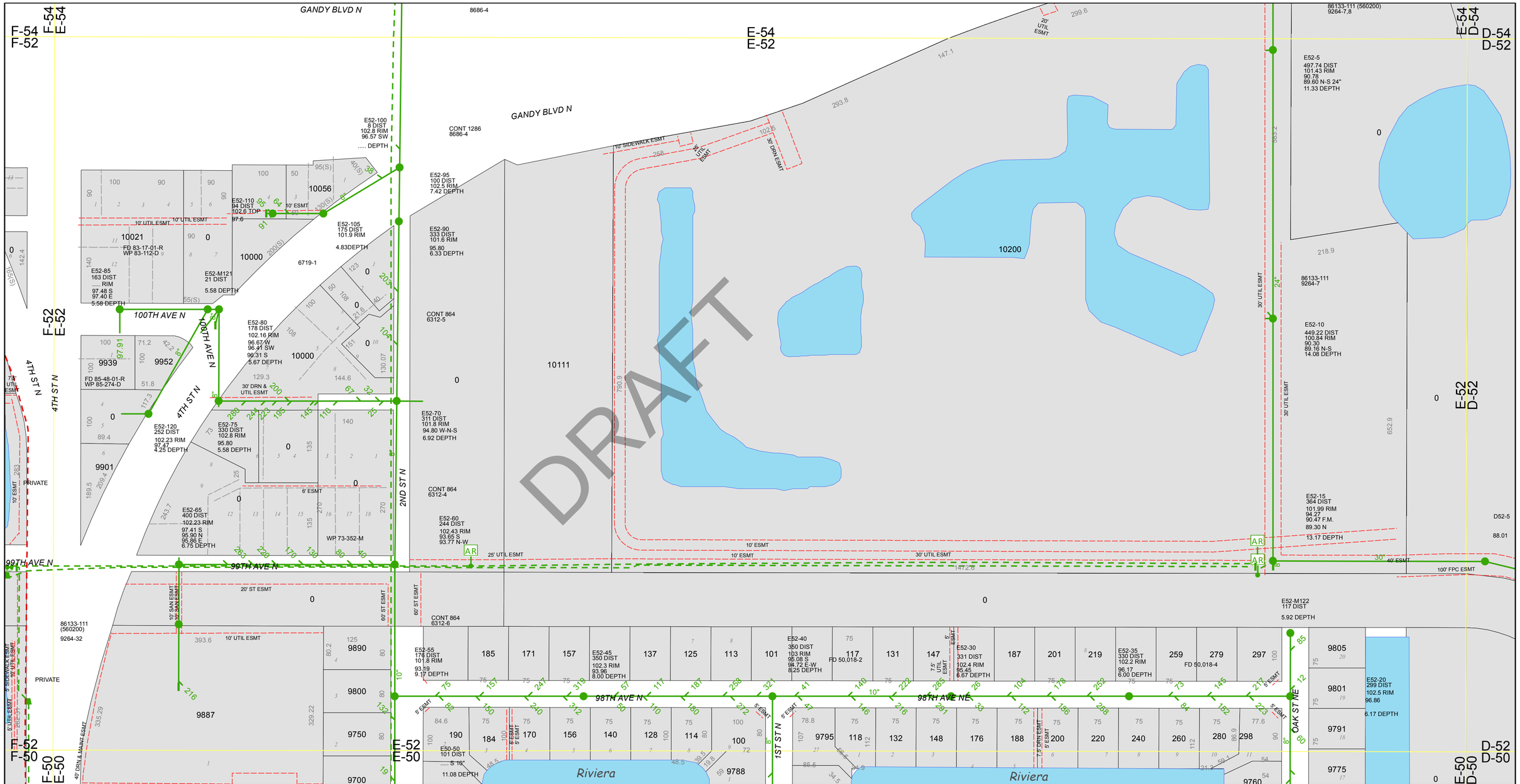
D-54



N

1 inch = 100 feet

Legend

- Sewer Manholes
- Sewer Manholes (Private)
- C — Sewer Clean Outs
- LS — Sewer Lift Stations
- AR — Sewer Air Vacuum Release

SANITARY SEWER MAP

ENGINEERING & CAPITAL IMPROVEMENTS DEPARTMENT
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SECTION 19 *TOWNSHIP* 30 *RANGE* 17

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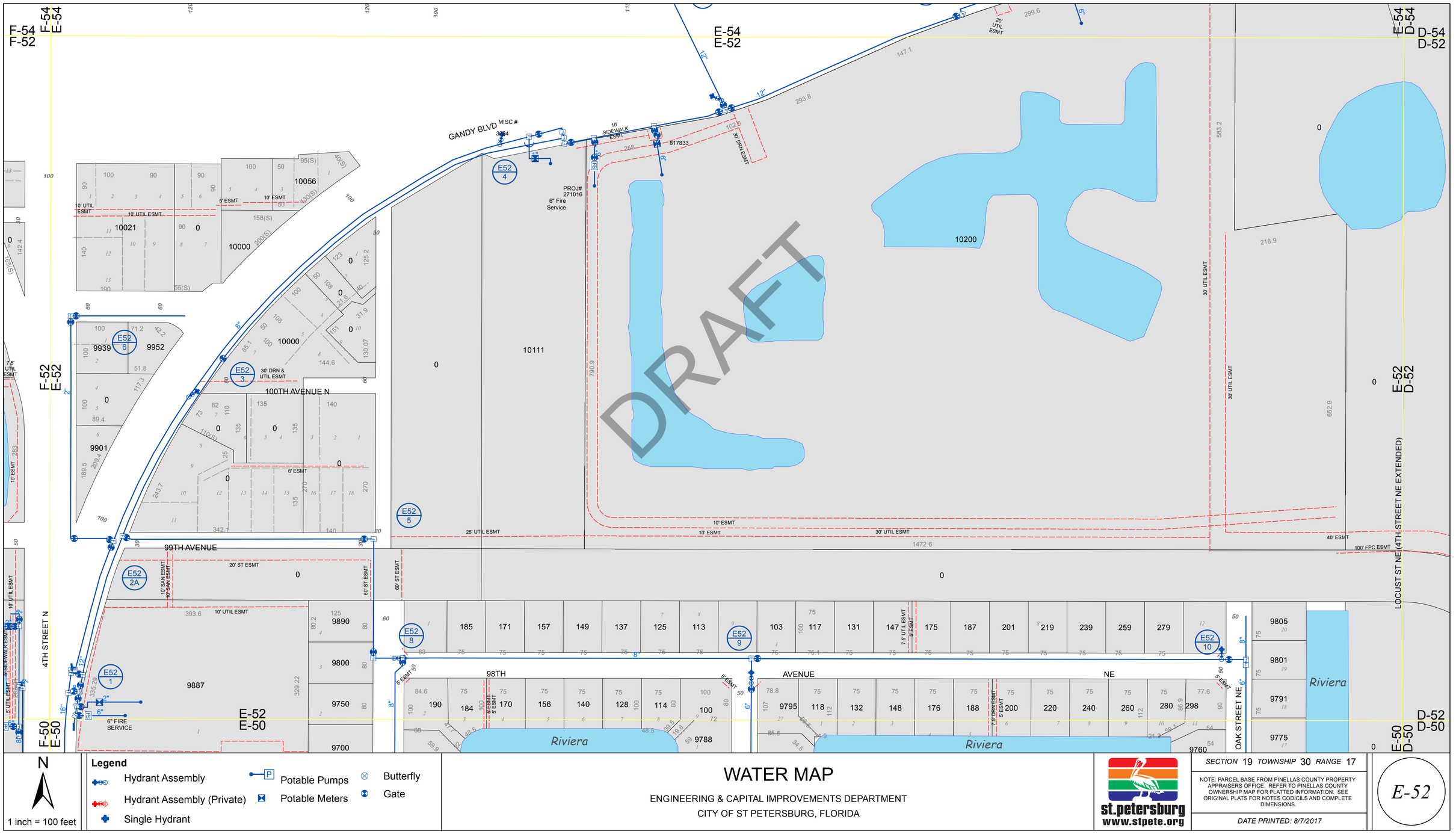
E-52



N

1 inch = 100 feet

Legend

- Hydrant Assembly
- Hydrant Assembly (Private)
- Single Hydrant
- Potable Pumps
- Potable Meters
- Butterfly Gate

WATER MAP

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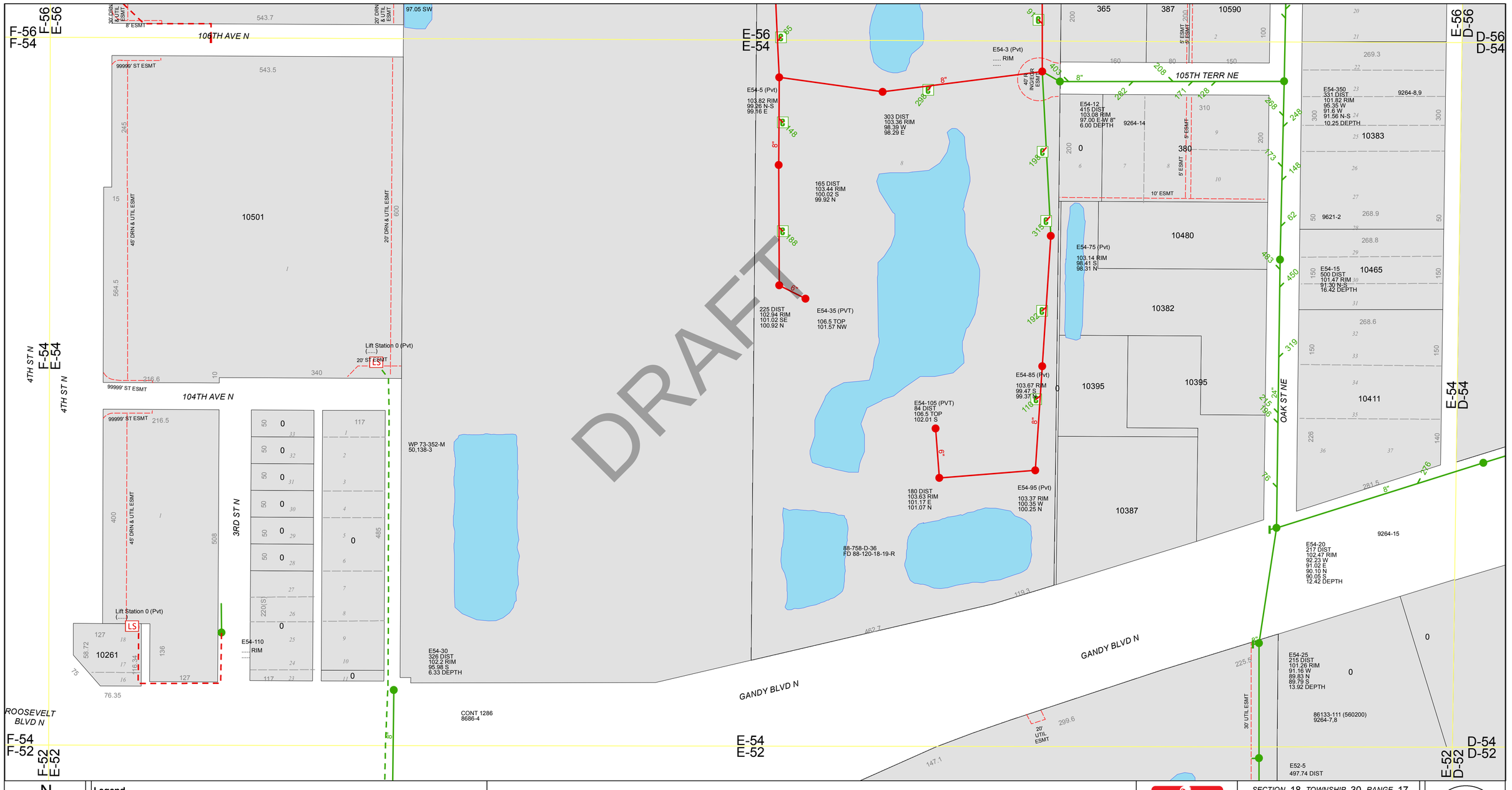
E-52



N

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Legend

- Sewer Manholes
- Sewer Manholes (Private)
- C Sewer Clean Outs
- LS Sewer Lift Stations
- AR Sewer Air Vacuum Release

SANITARY SEWER MAP

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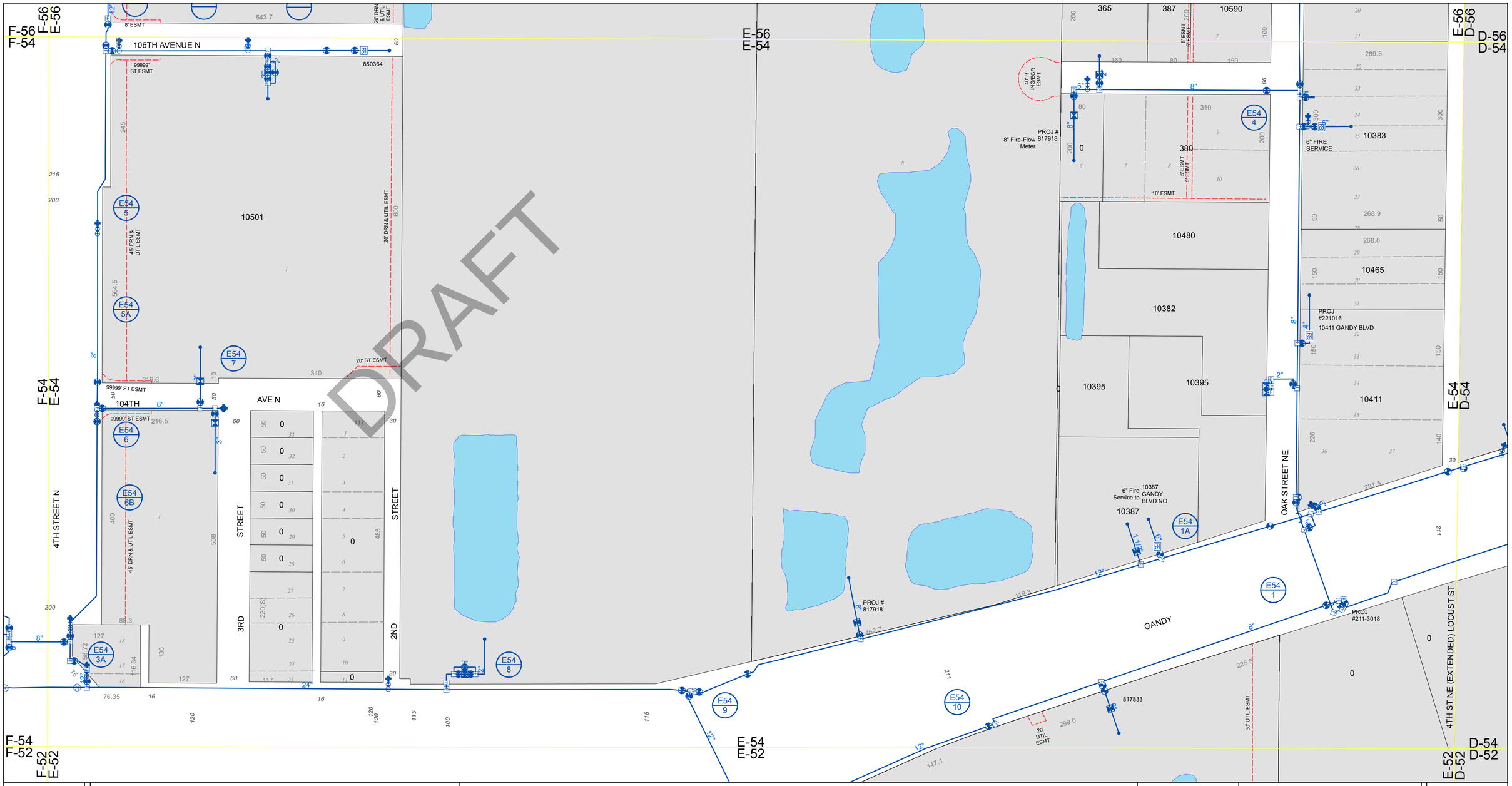
E-54



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Legend

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WATER MAP

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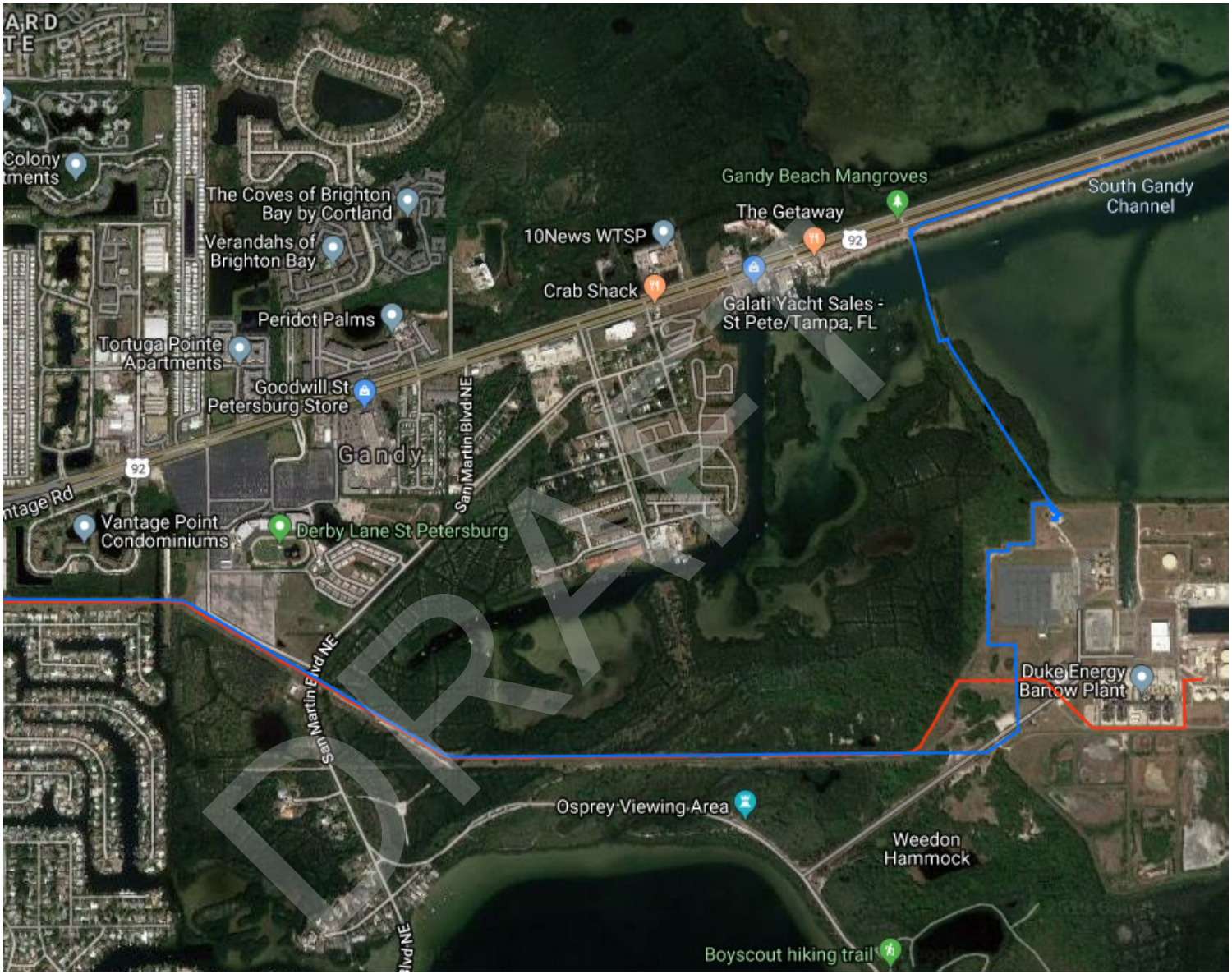
E-54

Pipeline and Hazardous Materials Safety Administration

NATIONAL PIPELINE MAPPING SYSTEM

FOR OFFICIAL USE ONLY



Legend

- Gas Transmission Pipelines
- Hazardous Liquid Pipelines

200 m
1000 ft

Pipelines depicted on this map represent gas transmission and hazardous liquid lines only. Gas gathering and gas distribution systems are not represented.

This map should never be used as a substitute for contacting a one-call center prior to excavation activities. Please call 811 before any digging occurs.

Questions regarding this map or its contents can be directed to npms@dot.gov.

Projection: Geographic

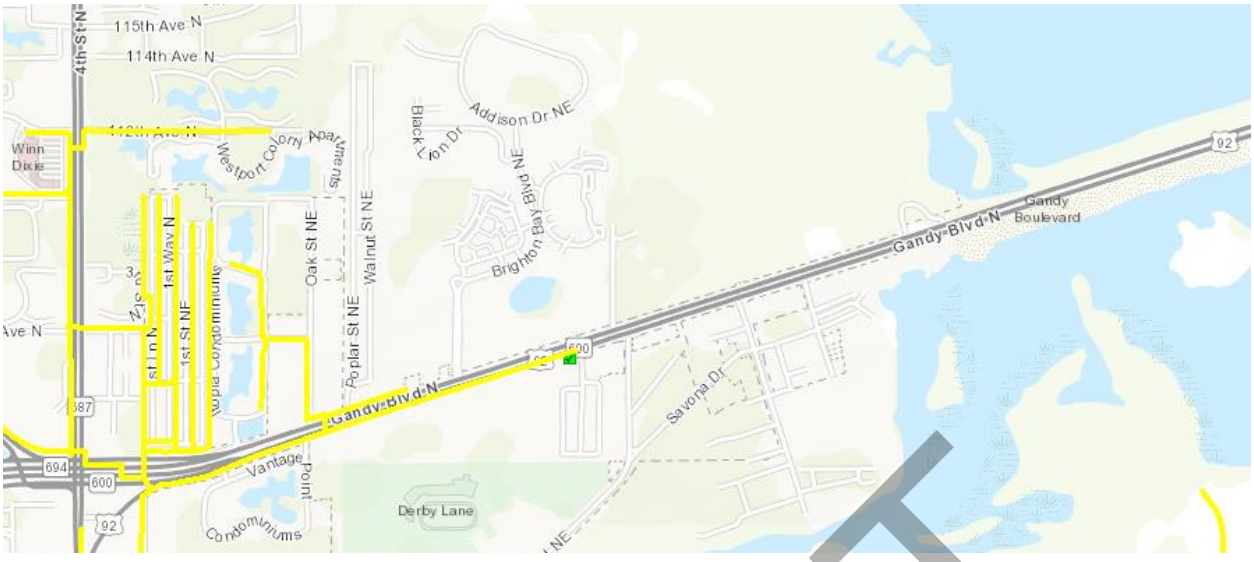
Datum: NAD83

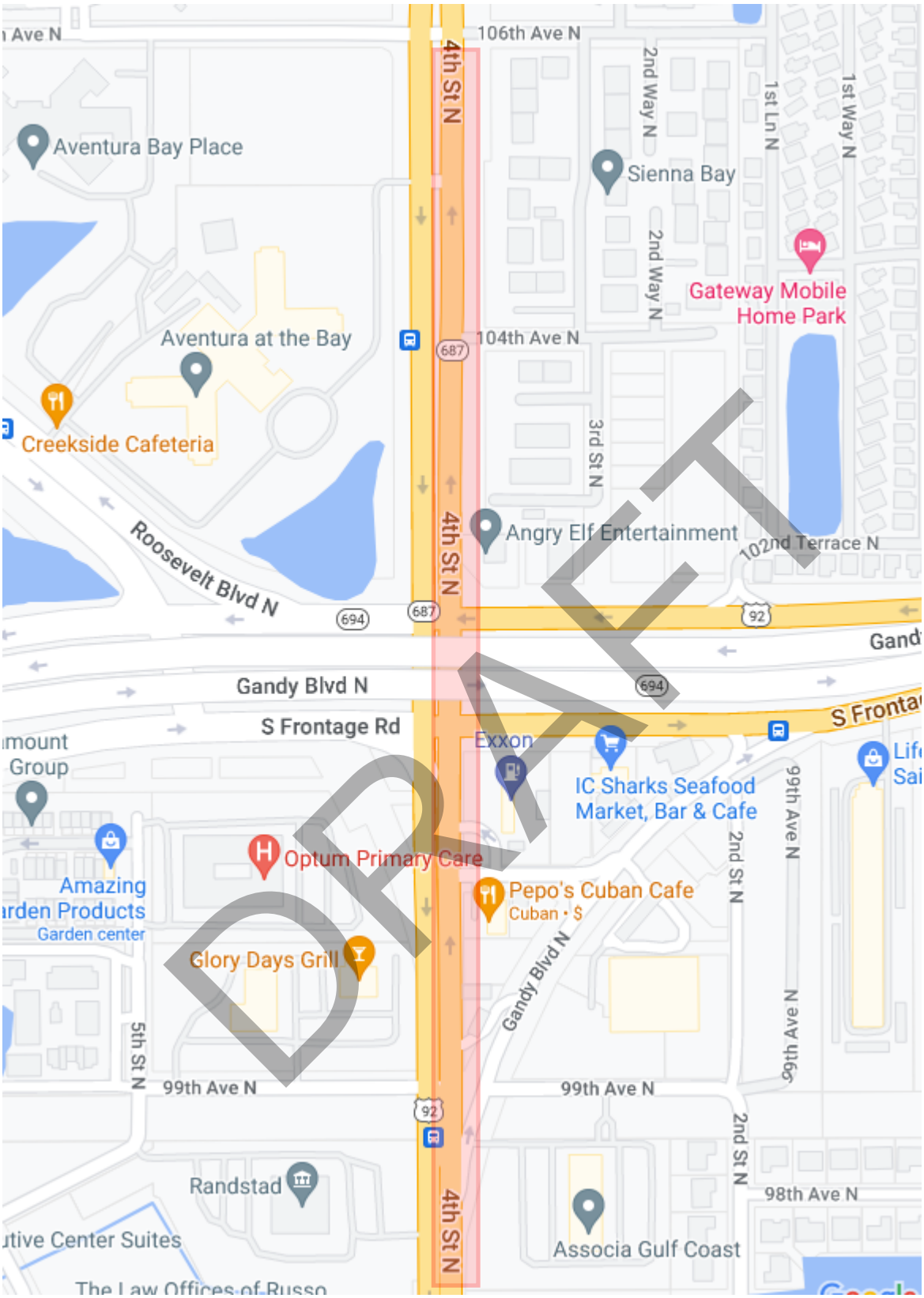
Map produced by the PIMMA application at www.npms.phmsa.dot.gov

Date Printed: May 15, 2019

811 Know what's below. Call before you dig.

TECO Peoples Gas



DRAFT

ZAYO location per Sunshine 811