



Map 5-6: 2040 Cost Feasible Roadway Projects

Table 5-8
2040 Roadway Projects: State Roads

Map Number	Project Name and Limits	Improvement Type	Committed	Project Phase and Cost (YOE)	Timeframe
25	SR 694 (Gandy Blvd) from US 19 (SR 55) to E of I-275 (SR 93)	6D to 6D +E	PE: Committed ROW: Committed	CST: \$25,740,000 (OA)	2020-2025
26	US 19 (SR 55) from Northside Dr to N of CR 95 (Curlew Rd Interchange)	6D + 2Aux to 6P	PE: Committed ROW: n/a	CST: \$223,532 (SIS)	2020-2025
27	SR 686 (Roosevelt Blvd) Stage 3 of 6, W of I-275 Interchange to SR 686 (Roosevelt Blvd) W of 9th St	NA to 4P	PE: Committed ROW: n/a	CST: \$142,315,045 (TMA/OA)	2020-2025
28	US 19 (SR 55) from N of CR 95 to N of Nebraska Ave (Tampa & Nebraska Interchange)	6D + 2Aux to 6P	PE: Committed ROW: n/a	CST: \$202,400,000 (SIS)	2031-2040
29	US 19 (SR 55) from N of Nebraska Ave to S of Timberlane Rd (Alderman Interchange)	6D + 2Aux to 6P	PE: Committed	CST: \$125,942,593 (OA) CST: \$112,455,830 (TMA/OA)	2026-2030 2031-2040
30	US 19 (SR 55) from S of Timberlane Rd to S of Lake Street (Klosterman Interchange)	6D + 2Aux to 6P	ROW: n/a	PE: \$15,741,000 (SIS) \$207,677,400 (TMA/OA)	2026-2030 2031-2040
31	I-275 Express Lanes from 118th St to 4th St/W end of Howard Frankland Bridge	6/8F to 6/8F + 2Aux	PE: Committed ROW: n/a	CST \$80,705,938 (SIS)	2020-2025
32	US 19 (SR 55) from S of Lake Street to Pinellas Trail (Tarpon Interchange)	6D + 2Aux to 6P	ROW: N/A	PE: \$12,641,000 (SIS) CST: \$169,042,700 (OA)	2026-2030 2031-2040
33	SR 694 (Gandy Blvd) from E end of 4th St North to West end of Gandy Bridge (Brighton Bay Interchange)	4D to 4P	PE: Committed	CST: \$57,750,000 (TMA) CST: \$24,625,000 (OA)	2026-2030 2031-2040
34	SR 686 at 49th St	N/A to 2 lane bridge	PE: Committed ROW: Committed	CST: \$64,888,000 (SIS)	2026-2030
35 (un-mapped)	I-275 study, from 54th Ave S to N of 4th St N	Study		Study: \$13,992,000 (SIS)	2026-2030

Note: Scope for all I-275 projects may be adjusted as a result of the PD&E currently underway .

¹Includes the widening of the Howard Frankland Bridge northbound structure to accommodate a dedicated transit facility. Phasing of auxiliary lanes dependent upon the modification of the SR 60/I-275 Interchange, and may come before the transit improvements on the structure.

PE = Preliminary Engineering, ROW = Right of Way Acquisition, CST = Construction

'P' = Access controlled by ramps from frontage roads with interchanges at some intersections

'U' = Undivided; 'D' = Divided; 'P' = Partially Controlled Access; 'F' = Freeway; 'AUX' = Auxiliary Lanes; 'O' = One Way;

'E' = Enhancements. Enhancements may include any or all of the following: adding sidewalks; adding bike lanes; the provision of turning lanes at intersections; frontage roads; bringing the existing facility to urban section standards by providing the required lane widths, set-backs, drainage, curb and gutter

Table 5-8 (Continued)
2040 Roadway Projects: State Roads

Map Number	Project Name and Limits	Improvement Type	Committed	Project Phase and Cost (YOE)	Timeframe
N/A	US 19 (SR 55) from Pinellas Trail to Pasco County Line	6D + 2Aux to 6P	ROW: Committed	PE: \$10,317,239 (TMA) CST: \$52,660,000	2020-2025 Unfunded (PDC)
N/A	Howard Frankland Bridge from 4th St to Pinellas County Line ¹	2Aux + Transit Option	PE: Committed ROW: Committed	CST: \$567,875,878	Unfunded (PDC)
N/A	I-275 Ramp NB I-275 to Westbound Ulmerton	NA to 2F	PE: Committed	ROW: \$53,590,996 CST: \$53,590,996	Unfunded (PDC)
N/A	I-275 at 31st St Interchange	2F (modify interchange)		PE: \$17,811,000	Unfunded (PDC)
N/A	Tyrone Boulevard Overpass Removal/Trail Overpass Construction	4D at Grade + Trail Overpass		PE: \$18,934,080	Unfunded (PDC)

TOTAL (funded) Cost: \$1,422,517,683

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