A. District: □1 □2 □3 □4 □5 □6 □7 □TPK □C.O.

B. Nomination Category: (Select only one category)

☐ Outstanding Major Project  ☒ Outstanding PD&E/Planning Project
☐ Outstanding Design-Build or CM at Risk Project  ☐ Outstanding Environmental Project
☐ Outstanding Roadway Project  ☐ Outstanding Special Project
☐ Outstanding Bridge Project

C. General Description of Project:

Project Name: Gateway Expressway

FDOT FM#:433880-1 & 424501-2  Project Description (150 characters): PD&E Reevaluation for the Gateway Expressway and TBNext Section 2 in Pinellas County, Florida

Project Narrative (500 char.): Transportation Development coordinated multiple PD&E study reevaluations and RFP development to deliver Gateway Expressway & TBNext Section 2 as a single design-build project. Three separate PD&E studies required reevaluation. Significant stakeholder and agency coordination was required to gain approval for the project which provides direct connections between US 19, St. Pete/Clearwater Intl. Airport, Bayside Bridge and I-275 plus add express lanes along I-275 as first section of TBNExst program.

D. Project Team: (Fill in all that apply; add major contributing sub consultants as needed)

1. Complete this section for Major Projects, Minor Projects or Special Projects only
   (50 characters max for firm names and 30 characters for person names)

   a. Design Consultants:

   Prime Consultant: Lochner  Consultant Project Mgr.: Jason Dahlvik  Email Address: jdahlvik@hwlochner.com
b. CEI Consultants:

Prime: 
Sr. Project Engr.: 

Subconsultant: 
Technical Lead: 

Subconsultant: 
Technical Lead: 

c. FDOT Design Project Mgr.: Eyra Cash

d. FDOT Construction Project Engr./Admin.: Melissa Chin

2. Complete this section for Design-Build, CM at-Risk or P3 Projects only
(Include all that apply. 75 characters max for each item)

a. Concessionaire:

b. Prime Contractor:

c. Design Consultants:

Prime Consultant: 
Consultant Project Mgr.: 

Subconsultant: 
Discipline: 
Technical Lead: 

Subconsultant: 
Discipline: 
Technical Lead: 

d. FDOT Design Project Manager:

e. FDOT Program Mgmnt Consultant: Technical Lead:

f. FDOT CEI Consultants:

Prime: 
Sr. Project Engr.: 

Subconsultant: 
Technical Lead:
E. **Project Completion Date:** 5/25/2017

F. **Detailed Project Information** *(Address all applicable award criteria):*(750 characters max for each item)

1. **Complexity of Project:** Delivery of the $540m Gateway Expressway and TBNext Section 2 required re-evaluation of 3 separate PD&E studies to combine them into one project and incorporate a tolling element. The project was originally envisioned as six separate design projects without tolls, but in order to accelerate construction and build the project 20 years sooner than originally planned, the tolling element was added to the project and it was combined into one Design-Build project. This change required the PD&E re-evaluations plus extensive stakeholder coordination, especially with Pinellas County since they were contributing over $60 million in local funds, plus FTE, utility owners, and St Pete-Clearwater Intl. Airport due to R/W acquisition and FAA permits.

2. **Scheduling Challenges:** The acceleration of the project to design-build placed many challenges upon the project team. When first announced by Governor Scott in 2014, the project only included the two studies that made up the Gateway Expressway. In 2016, it was decided to add the I-275 TBNext section 2 project to the Gateway Expressway. This required changes to both projects and additional coordination for the PD&E re-evaluations. Finally all re-evaluations were approved and the project was advertised in July 2016, but the PD&E work was not over yet. In November 2016, to was decided add additional lanes at the north end of I-275 which required yet another re-evaluation, which needed to be completed before project letting in May 2017, it was signed 4/26/17.

3. **Innovative Technical Concepts:** The project features a combination of static tolling along Gateway Expressway and variable priced tolled express lanes along I-275. This combination of technologies and methodologies allowed the project to show the necessary revenue to provide for operating and maintenance while still accomplishing the goals of improved traffic operations, improved safety, and decreased congestion. Additionally, since static tolled expressways allow trucks, but variable tolled express lanes prohibit trucks, a master signing plan had to be developed to convey this message. These tolling technologies had to be effectively sold to the local stakeholders, securing the required local support and funding which was necessary for FHWA and FDOT OEM approval.

4. **Cost savings:** Throughout the re-evaluation & RFP development process, R/W acquisition costs as well as environmental remediation costs were considered as the concepts were refined. For example, at the interchange where the north/south leg of the Gateway expressway diverged from the east/west section, the original concept had the curving fly-over ramps to the outside and the tangent east-west roadway to the center. By flipping these ramps and bringing the curved flyover ramps to the center and the tangent ramps to the outside, the acquisition of a costly and contaminated auto salvage yard was avoided. Also,
the design fronting the St. Pete-Clearwater Intl. Airport was refined to avoid costly parking spots and preserve the area for airport development.

5. Public Involvement/Support: To achieve public and local government support, a 3D fly-through video was produced showing the existing roadway and the proposed improvements. This 7 minute video has been used at numerous city and county commission, local agency, and small group meetings. The video was a major fixture at the public hearing for the re-evaluation and has been placed on YouTube where it has received over 47,000 views. Multiple public officials have credited the video with helping them understand the project and educating their constituents - garnering the required local support for the project.

6. Minimization of Negative Impacts: A major stakeholder for the project is the St. Pete-Clearwater Intl. Airport. Gateway Expressway bisects nearly 1 mile of airport property and separates their remote parking lot from the main terminal. R/W acquisition that impacted current and future airport parking was required to accommodate the new roadway and to provide the necessary storm-water ponds. Also, the roadway itself was within the RPZ and glideslopes of 2 of the airports 3 runways. Through extensive coordination we were able to revise the design to minimize impacts to parking and find opportunities to partner with the airport to have the Gateway project reconstruct the airport main entrance and several ponds, optimizing the pond areas and improving the overall circulation.

7. Partnering: FDOT partnered with numerous stakeholders to complete this project. Pinellas County is a large stakeholder and contributed over $60M to the construction cost. Other major stakeholders include St. Pete-Clearwater Intl. Airport, FHWA, Florida Turnpike Enterprise, City of Pinellas Park, City of Largo, City of St. Petersburg, Pinellas County Solid Waste, Permitting Agencies, Pinellas Suncoast Transit Authority, Florida Gas Transmission, Duke Energy, and numerous neighborhoods.

8. Functionality of Project: The Gateway Expressway will provide enhanced mobility to the highway network in mid Pinellas County for the efficient movement of goods and people. The project will reduce congestion and decrease travel times by an average 9 to 13 minutes, allowing commuters to bypass as many as 10 signalized intersections. The elimination of conflict points at signalized intersections will enhance safety and since the 118th Ave section of the project is on a viaduct bridge, there are no impacts to existing movements or operations along the at-grade arterial below.

9. Aesthetics: Community and stakeholder requests were incorporated into the project's aesthetic requirements. The colors and patterns of the noise walls, MSE walls and bridge elements were coordinated with local agencies. The City of St. Pete also received an enhanced aesthetic treatment to be consistent with other MSE walls and bridges within city limits. High visibility flyover bridges were set at aesthetic level II requiring closed box girders. As part of the redesigned entrance to the airport, the barrier wall along the airport access road will receive a custom "wave" design. Landscape opportunity plans are included for installation of a "Bold Landscaping" plan.
10. Environmental Impacts/Benefits: As part of the re-evaluations and RFP development, the team refined the previously concepts to avoid impacting a known contamination site along the north side of 118th Avenue North. Refinements were also made along I-275, and additional design variations and exceptions were obtained to allow the existing I-275 bridge over the Big Island Gap to remain in place. By keeping this existing bridge, wetland and seagrass impacts were avoided.

11. Sustainability: The project will replace existing high pressure sodium (HPS) lighting with LED lights. The project also obtained several design variations and exceptions along I-275 to allow existing bridges that crossed over I-275 to remain in place rather than remove and replace the structures that still had significant service life remaining.

12. Cost Overruns and Time Extensions: There were no cost overruns or schedule extensions on the PD&E and planning portion of this project.

13. Technical/Engineering Challenges Overcome: The I-275 PD&E study included a "Starter" initial project to construct single express lanes followed by a "Master" plan to widen I-275 adding an additional express lane in each direction. The Starter project implemented the single express lanes by restriping existing auxiliary lanes along I-275. After LDCA approval for the study and after advertisement of the Design-Build project, FDOT made a public commitment to retain all existing general use and auxiliary lanes when new express lanes were added. The RFP concept was quickly modified to widen I-275 and maintain the existing auxiliary lanes within the master plan footprint. Close coordination was required to fast-track the design change re-evaluation approval without delaying the letting.

14. Safety Improvements: Due to the addition of capacity to the system and flyover ramps to remove major movements from signalized intersections, the overall safety and mobility for all users and modes of transportation is improved. At the micro level, incident management pull-off areas were included throughout the project in coordination with Law enforcement and first responders to enhance the safety of the project. Multiple ITS devices are included with dual redundant fiber trunk lines connected to cameras and DMS signs. New LED lighting is provided for the entire project. A HAWK pedestrian signal is being added at one pedestrian crossing location to improve pedestrian safety.

G. Photo/Drawing Bearing Project Name Required
   (Submit Photo with Other Supporting Documentation)

H. Other Supporting Documentation Included (Check all that apply):
   (Note: Supporting documentation, excluding photographs and district endorsement must be formatted and submitted as a single, 8½x11 PDF document not to exceed five (5) pages in length.)

   ☒ Photos  ☒ Drawings  ☐ News Articles  ☐ Commendations
District Contact: Kirk Bogen, PE  Office: D7 PLEMO  E-mail address: Kirk.Bogen@dot.state.fl.us  Phone: 813-975-6448

J. District Endorsement of Nomination:
(District Secretary, Turnpike Enterprise Secretary, or Asst. Secretary)

Project Description: PD&E - Gateway Expressway and TBNext Section 2

Endorsed by:  Title:
David Gwynn, PE  District Secretary

Signature:  Date: 3/19/18

(Submit PDF of endorsement signature with Supporting Documentation)

Nomination Fee: $299 (Please submit on or before March 20, 2018)

☒ Pay Online at the ACEC-FL Online Store
☐ Pay by Check, Check #__________________

Company Name on Check______________________________________

Mail To:  American Council of Engineering Companies of Florida (ACEC-FL)
P.O. Box 750
Tallahassee, FL 32302-0750
Attn: 2018 ACEC-FL Outstanding Project Awards (OPA) Program

*Please include the specific project name on the check to ensure payment is assigned to the appropriate nomination application.
Gateway Expressway Flyover Ramps at US 19
Gateway Expressway Interchange at St. Pete-Clearwater Intl. Airport