

Technical Review Form: Designate SR 686/ 118th Ave Connector as a Planned SIS Highway Corridor
(a letter, email or fax with the same information is acceptable)

Background Information (see <http://www.dot.state.fl.us/planning/SIS/systemchanges/default.htm#sr686>)

Reviewer: Terry Kraft District(s): 7 District Coordinator(s): Waddah Farah; Peter Maass

Reviewer’s Phone: (850) 414-4801 Fax: (850) 414-4898 E-mail: terry.kraft@dot.state.fl.us

Date of Receipt: FIHS & SIS: 8/24/07 ; SIS Began 9/27/07 Date of Completion (maximum of 10 work days): 10/12/07

Are Data, including Date and Source, Accurate and Acceptable (check one -)? **Yes** **No** **Comments:**

The request would designate the proposed S.R. 686/118th Avenue Connector as a Planned SIS Highway Corridor, and remove portions of U.S. 19 and S.R. 694 as SIS Highway Corridors. The application includes ample information regarding each criterion that would need to be satisfied to designate the facility as a Planned SIS highway corridor.

Does the Facility Meet Appropriate Criteria and Thresholds (check one -)? **Yes** **No** **Comments:**

The proposed corridor, which will provide a major east-west connection between two SIS facilities (I-275 and U.S. 19), has been added as a proposed FIHS facility. Stage 1 of the corridor was completed and opened for traffic in January 2002. Two additional sections are programmed for construction in 2008 and 2009. Upon designation as a SIS highway corridor, FDOT District 7 intends to prioritize the unfunded stages in the SIS/FIHS 2035 Cost Feasible Plan and advance as many phases as possible into the SIS/FIHS ten-year plan. This project is a priority for Pinellas County and has been scheduled in the Cost Feasible Plan of the Pinellas County Metropolitan Planning Organization’s Long Range Transportation Plan.

Projections of AADT for all segments of the facility indicate that activity levels would well exceed the established AADT thresholds for SIS highway corridors. The request provided AADT forecasts for 2025, which significantly exceed the existing minimum size threshold for designation as a SIS corridor (9,000 AADT). The request did not provide AADT forecasts for three

years following opening of the facility for traffic, which is the time period typically used to make designation decisions, but the corridor would replace an existing SIS facility that currently meets that threshold.

The application states that the Federal Highway Administration (FHWA) has signed a Record of Decision (ROD) and granted Location and Design Concept Acceptance (LDCA) for all phases of construction along the length of the facility from US 19 to I-275. FDOT has received a letter of support from the City of St. Petersburg for the project, and the facility is included in the city's local comprehensive plan, as well as the comprehensive plans of Pinellas County and the City of Pinellas Park. The Pinellas County MPO supports the project as well.

If a SIS Facility, Does It Meet Community and Environmental Screening Criteria (complete following chart)?

Community and Environmental Screening Criteria (see the "Adopted Criteria and Thresholds" part of the Strategic Intermodal System Atlas)	Meets All Criteria Y/N/DK/NA ¹	Comments
<i>Community Livability - Character & Function</i>	Y	FDOT performed a high-level screening of community and environmental features and there does not appear to be any significant conflicts in the area surrounding the proposed corridor. The attachment maps show the location of community and environmental features surrounding the proposed corridor. A more detailed community and environment screening has occurred as part of project development and environmental studies.
<i>Community Livability - Land Use</i>	Y	
<i>Environmental Quality - Air Quality</i>	Y	
<i>Environmental Quality - Natural Resource Lands, Cultural and Historical Sites, Agricultural Areas</i>	Y	

¹ Yes, No, Don't Know, Not Applicable

Community and Environmental Screening Criteria (see the “Adopted Criteria and Thresholds” part of the Strategic Intermodal System Atlas)	Meets All Criteria Y/N/DK/NA ¹	Comments
		<p>some segments may fall below. Traffic volumes have not been modeled for the year of opening but it reasonable can be assumed that the majority of the corridor will meet the level of service standards at that time. As traffic grows over time, additional investments may be needed to ensure that level of service does not deteriorate.</p> <p>FDOT reviewed the comprehensive plans of the local jurisdictions. While the local jurisdictions have various development projects along this corridor, there is nothing in their comprehensive plans that would preclude this corridor from functioning as a SIS corridor.</p>

Is Public and Partner Review Needed (check one)? Yes No

Comments:

Accomplished as part of the NEPA process. FDOT has received a letter of support from the City of St. Petersburg for the project, and the facility is included in the city’s local comprehensive plan, as well as the comprehensive plans of Pinellas County and the City of Pinellas Park. The Pinellas County MPO supports the project as well.

Additional Information (provide any additional information relevant to the review of this request)

Recommendation to Secretary (completed after due date for all public and partner reviews):

* Approve request

Deny request (reason: _____

*This assumes that all criteria (activity, community and environmental, financial feasibility, and partner consensus) will continue to be met _____

**SIS & Emerging SIS
Hubs, Corridors & Connectors**



**October 10
2007**

**SR 686/118th Avenue
C&E Review - Community**

LEGEND

- SIS**
- Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Passenger Terminals (Planned)
 - Spaceport
 - Intermodal Freight - Rail Terminals
- Corridors**
- Highway
 - Highway (Planned)
 - Rail
 - Waterways
- Connectors**
- Road Connectors
 - Road Connectors (Planned)
 - Rail Connectors
 - Waterway Connectors
- Others**
- No significant Community and Environment features

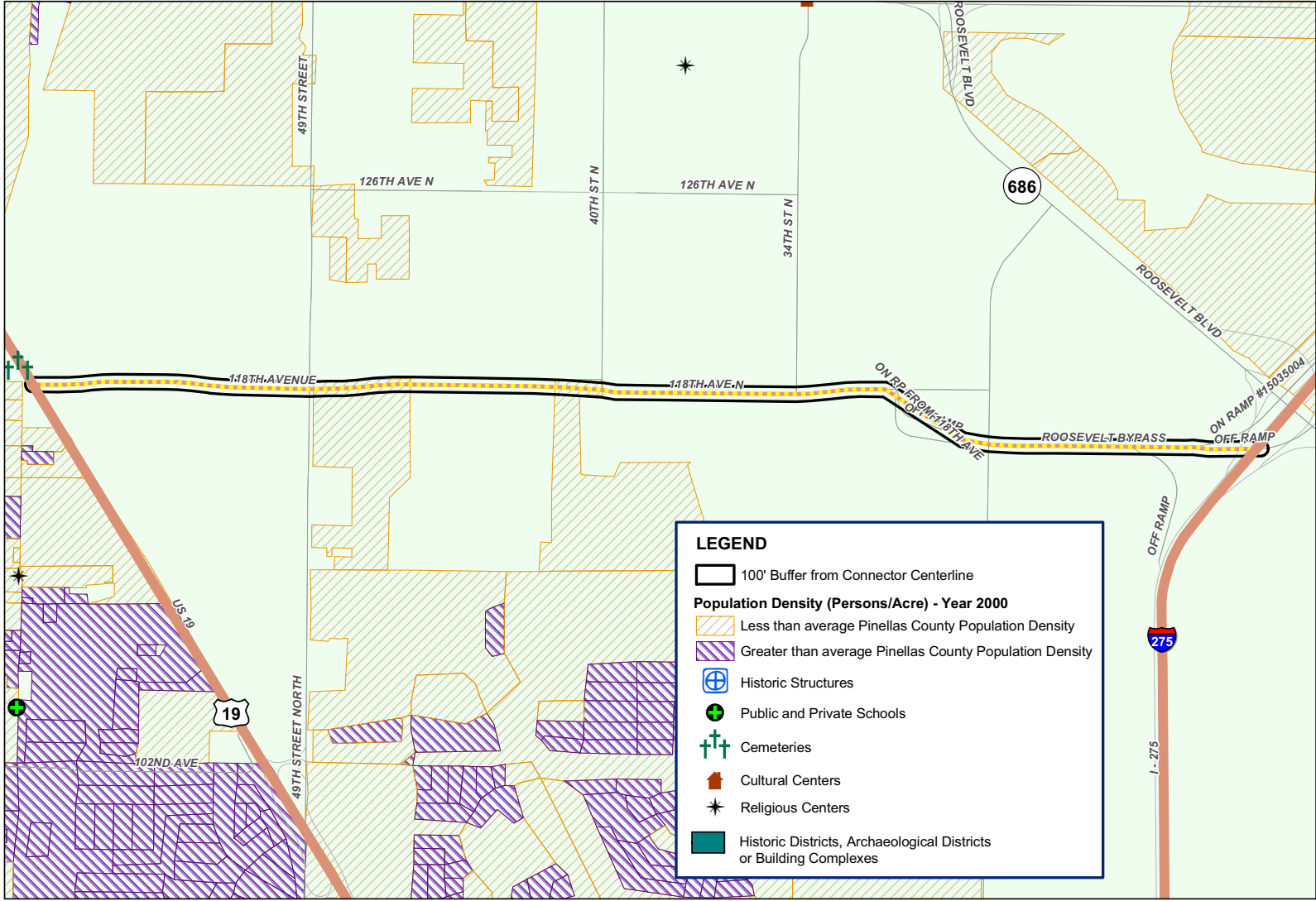
- Emerging SIS**
- Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Intermodal Freight - Rail Terminals
- Corridors**
- Highway
 - Rail
 - Waterways
- Connectors**
- Road Connectors
 - Road Connectors (Planned)
 - Rail Connectors
 - Waterway Connectors



NOTES



State of Florida
Department of Transportation
Office of Policy Planning



LEGEND

- 100' Buffer from Connector Centerline
- Population Density (Persons/Acre) - Year 2000**
- Less than average Pinellas County Population Density
- Greater than average Pinellas County Population Density
- Historic Structures
- Public and Private Schools
- Cemeteries
- Cultural Centers
- Religious Centers
- Historic Districts, Archaeological Districts or Building Complexes

S.R. 686/118th Avenue Planned SIS Highway Corridor

NOTE: Connector alignments as mapped are subject to additional minor adjustments pending final verification of roadway data.



S.R. 686/118th Avenue Planned SIS Highway Corridor

NOTE: Connector alignments as mapped are subject to additional minor adjustments pending final verification of roadway data

SIS & Emerging SIS
Hubs, Corridors & Connectors



October 10
2007

SR 686/118th Avenue
C&E Review - Environment

LEGEND

- SIS**
- Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Passenger Terminals (Planned)
 - Spaceport
 - Intermodal Freight - Rail Terminals
- Corridors**
- Highway
 - Highway (Planned)
 - Rail
 - Waterways
- Connectors**
- Road Connectors
 - Road Connectors (Planned)
 - Rail Connectors
 - Waterway Connectors
- Others**
- No significant Community and Environment features

Emerging SIS

- Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Intermodal Freight - Rail Terminals
- Corridors**
- Highway
 - Rail
 - Waterways
- Connectors**
- Road Connectors
 - Road Connectors (Planned)
 - Rail Connectors
 - Waterway Connectors



NOTES



State of Florida
Department of Transportation
Office of Policy Planning