



## More Rough Road Ahead, Then A Payoff

By RICH SHOPES The Tampa Tribune

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TAMPA - Gerry Cavallaro lives in Clearwater and works in Tampa, but instead of taking the Courtney Campbell Parkway, the shortest route home, he takes the Howard Frankland Bridge because traffic backs up on State Road 60 at the parkway's entrance.

A Florida Department of Transportation project manager, Cavallaro figures he isn't alone. His hopes and those of thousands of other commuters are pinned on the massive overhaul of the tangle of roads near Tampa International Airport. Work on the \$205 million project is planned through spring 2010.

The project's goal: boost capacity by increasing the number of roads, remove two traffic signals to keep traffic flowing and add lanes dedicated solely to getting cars to their destinations.

The traffic signal at S.R. 60 and the parkway will vanish, as will the light at the Grand Hyatt Tampa Bay. That should eliminate the bumper-to-bumper drudgery that forces drivers bound for north Pinellas County to take the Howard Frankland.

Also, look for dedicated lanes from Interstate 275 to the airport and to Spruce Street to get to International Plaza. The Cypress Street exit will disappear, sending drivers two blocks north to Spruce.

Separate lanes will divert cars north to the Veterans Expressway and the Courtney Campbell. Leaving the airport, drivers will see separate lanes to I-275, the Courtney Campbell and the Veterans.

"The fact that there is more direction and more dedicated lanes to get you into the proper lane will reduce the weaving," Cavallaro said.

**Reporter Rich Shopes can be reached at (813) 259-7633 or [rshopes@tampatrib.com](mailto:rshopes@tampatrib.com). Keyword: Airport, to hear reporter Rich Shopes interview John McShaffrey, public information officer for the Tampa Airport Interchanges Project. They discuss the status of the project and its effects on Bay area commuters.**

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