



Pasco

Hillsborough

Pinellas

Tampa

Howard Frankland Bridge Replacement Study

St Petersburg

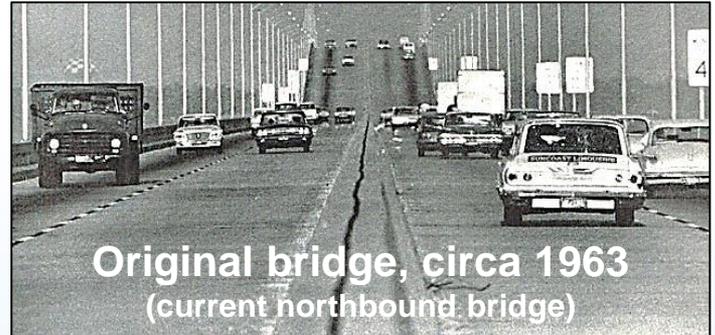
Manatee



Need for Improvements

Northbound Bridge Structure:

- Nearing its service life > 50 years old
- Left shoulder width is below current standard
- Elevation is too low
- Replacement more cost effective than repairs
- I-275 provides a vital system link for regional & local transportation now and in the future





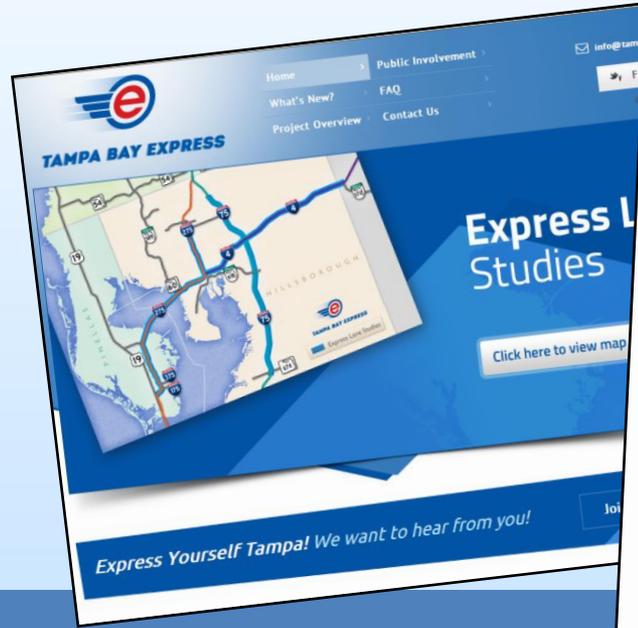
Future Needs

Future Premium Transit

- Determine Mode
 - Rail/Premium Bus
- Refine/Determine Station Locations
 - Gateway and Westshore areas
- Determine Final Connection Route
 - Bridge crossing and station connections

Express Lanes

- Network Feasibility
- For HF Bridge project – Influences beyond Bridge



Overview

The Florida Department of Transportation (FDOT) is conducting a series of studies for the development of express lanes as a part of the interstate system in the Tampa Bay area. A Managed (Express) Lanes Master Plan is being developed that includes portions of the following facilities:

- I-275 - Pinellas and Hillsborough Counties;
- I-75 - Hillsborough County; and
- I-4 - Hillsborough and Polk Counties.

The purpose of this Plan is to evaluate managed lanes in specific areas of the interstate system in Hillsborough and Pinellas counties, with the objective of improving mobility, relieving congestion and providing additional travel options. Constrained right-of-way, coupled with the development intensity along the corridors, present challenges for accommodating future interstate traffic growth.

What Are Express Lanes?

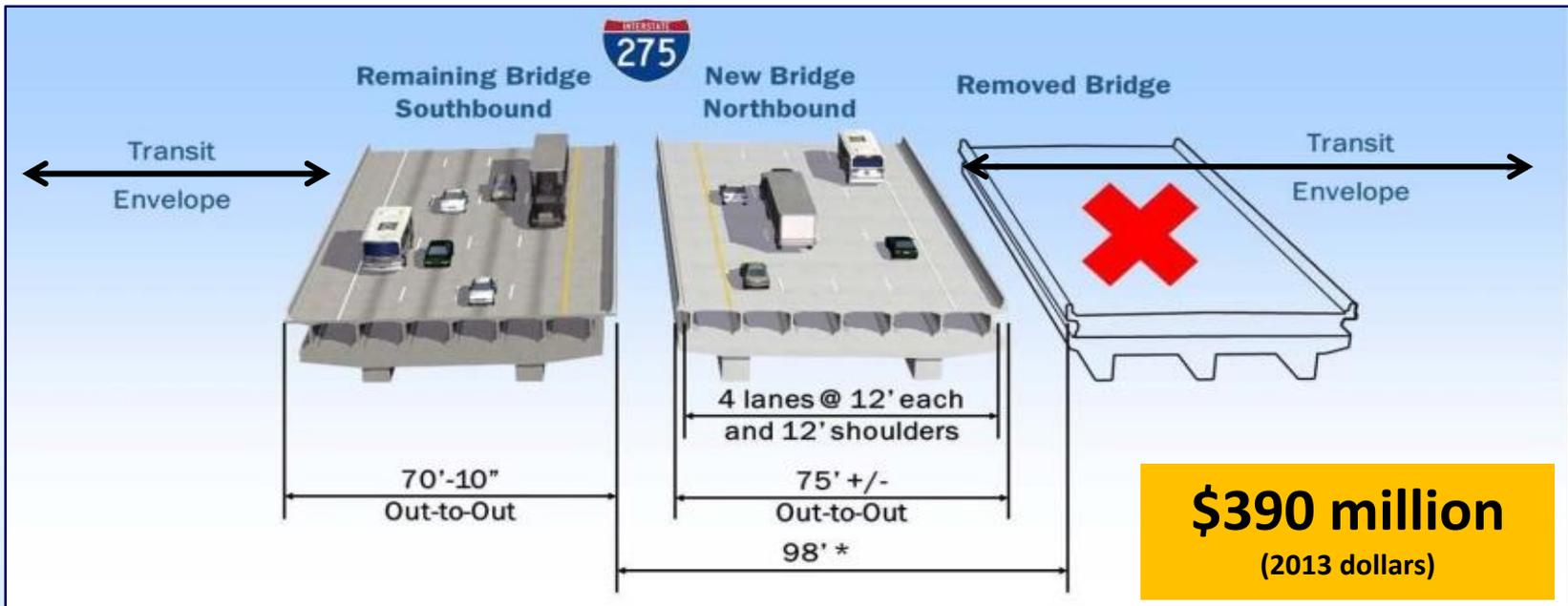
Tampa continues to face mounting congestion that results in XX (Matt Click to provide!) hours wasted in traffic each year, costing residents XXX annually. In the future congestion will get worse. For Tampa to continue to grow its economy and improve its quality of life, reliable transportation options need to be available to our citizens. Fortunately, the Florida Department of Transportation is exploring an option to help improve the transportation system in the Tampa Bay area, by building a network of Express Lanes.

Express Lanes are new lanes added to existing routes. They are a separate facility and only the new added lanes are tolled. The toll amount you pay goes up and down depending on traffic conditions at the time. This use them when you want to and don't have to use them at all. When you need to get somewhere on time; with less stress. Construction of Express Lanes will not reduce the number of general use lanes on the interstate system.

Cities in Florida and across the country are successfully operating Express Lanes and are building more. Miami has been operating Express Lanes for almost five years and customers often exceed 50 miles per hour during rush hour. Fort Lauderdale and Orlando are currently building Express Lanes in their communities and they are already open in San Diego, Houston, Dallas, Atlanta, Los Angeles and Washington D.C. Because express lanes are added only in areas where high congestion causes extreme traffic delays, construction cost can be more economical than widening an entire roadway. This new transportation option will give people a choice in Tampa Bay like they do in Miami and elsewhere. We strongly encourage you to look around our website at www.tampabayexpress.com, read through our Frequently Asked Questions and review the project information and videos from other Express Lanes projects around the state and country.

Recommended Build Alternative

Bridge Typical Section



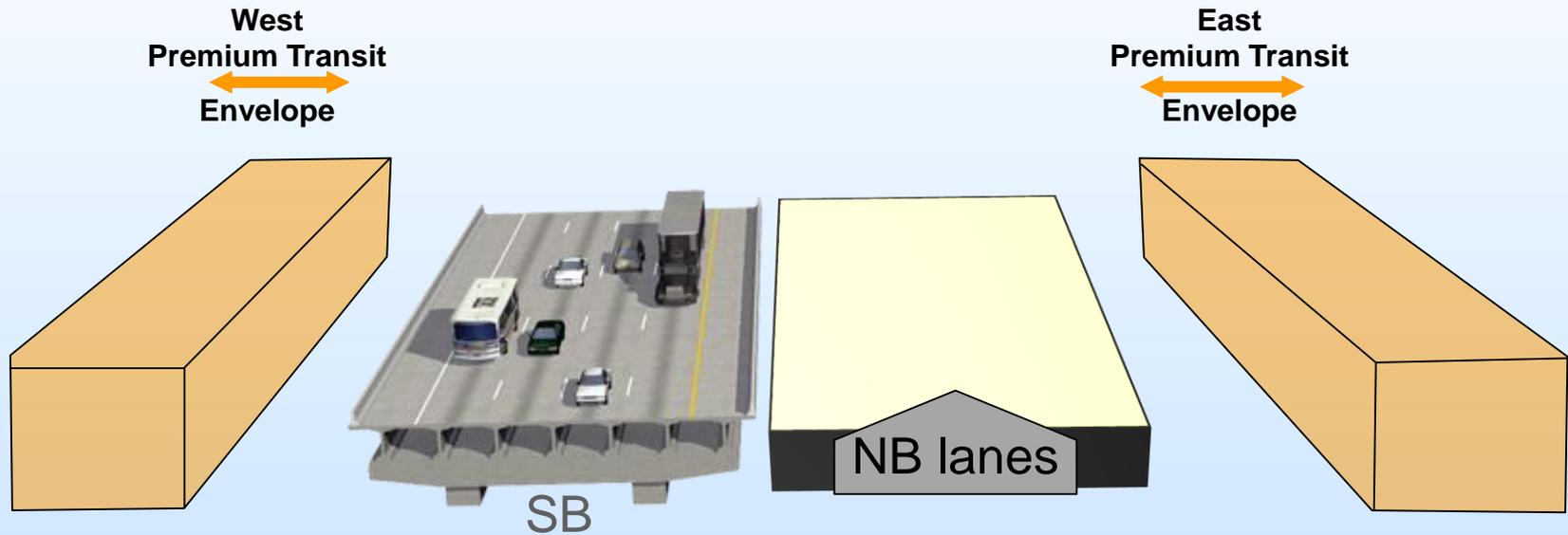
Approach to the Bridge





New Transit Exclusive Guideway

Replace NB Bridge - \$390M
+ Exclusive Guideway - \$990-1,005M
Approx. Total - \$1.4 billion
 (2013 dollars)



Integrated Rail and Express



“3 1 R 1 3” Transit/Express Option

Replace NB Bridge - \$390M

Future Bridge Widening and Rail* - \$1.065B

Approx. Total (2013 dollars) - \$1.455 billion

(* includes \$25 million to enhance northbound bridge replacement structure for future rail)

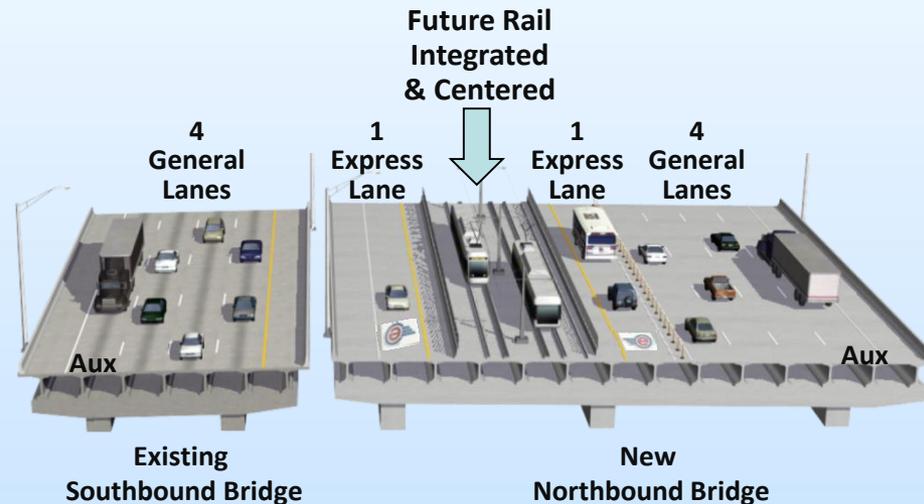
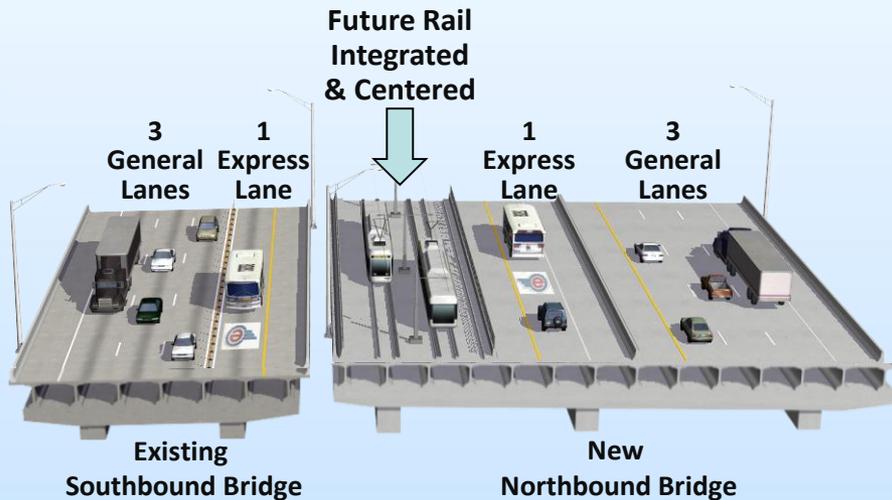
“4 1 R 1 4” Transit/Express Option

Replace NB Bridge - \$390M

Future Bridge Widening and Rail* - \$1.170B

Approx. Total (2013 dollars) - \$1.570 billion

(* includes \$25 million to enhance northbound bridge replacement structure for future rail)

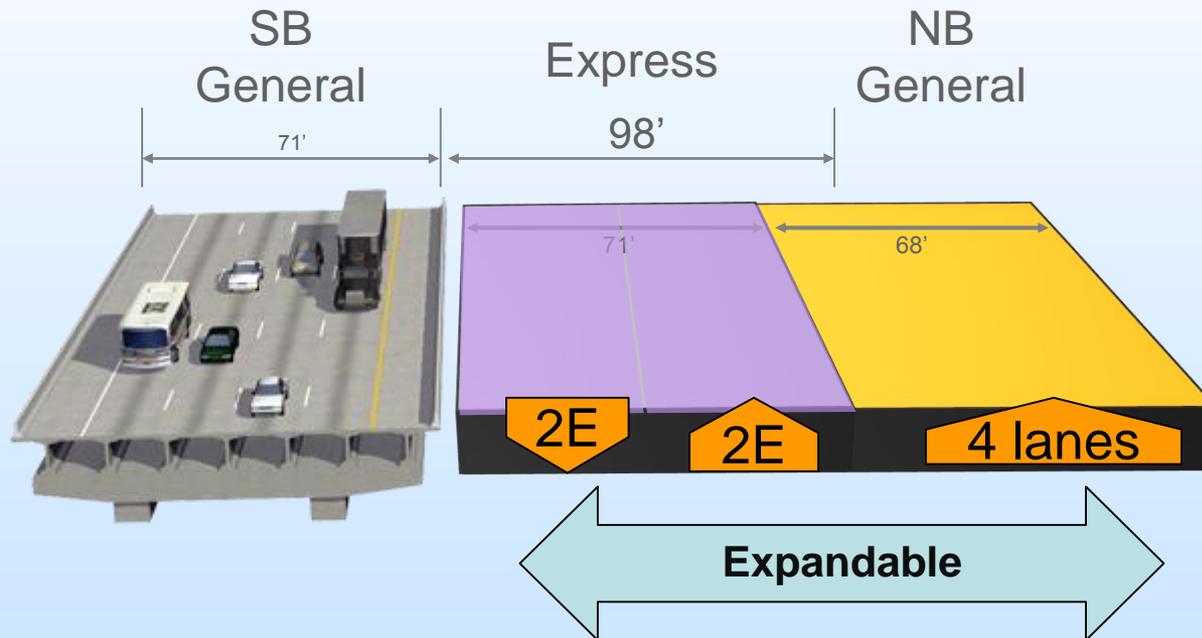


Wider Bridge/Road for 2 Express Lanes



Replace NB Bridge - \$390M
+ 4 Express Lanes - \$320M

Approx. Total ~ \$710 million
(2013 dollars)





Public Hearing Summary

PUBLIC HEARING

Session 1 – Tuesday, October 8, 2013 - held at PSTA

- 66 attendees including:
 - 6 elected officials
 - 9 agencies/community groups
 - Local residents and interested parties
- Comments
 - 7 written comments
 - 16 verbal statements during formal portion

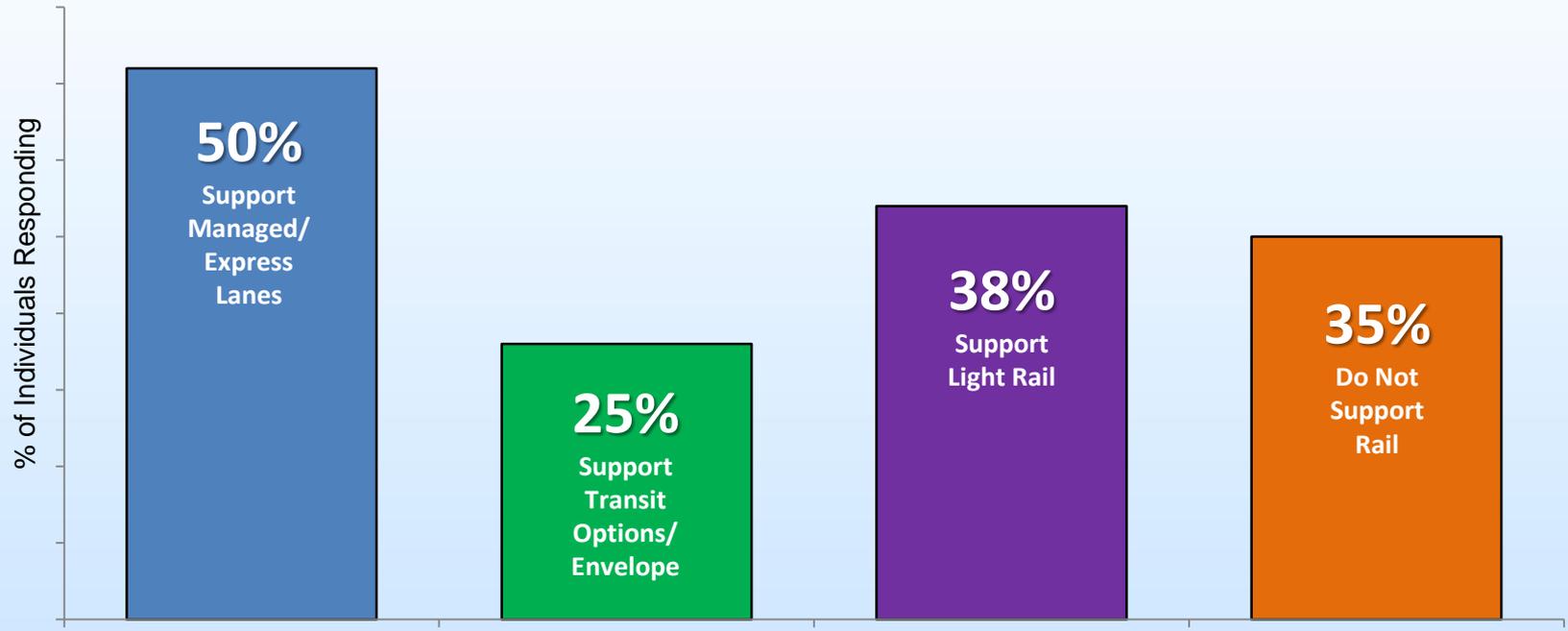
Session 2 – Thursday, October 10, 2013 - held at Tampa Marriott Westshore

- 94 attendees including:
 - 1 elected officials
 - 9 agencies/community groups
 - Local residents and interested parties
- Comments
 - 10 written comments
 - 20 verbal statements during formal portion



PUBLIC HEARING SUMMARY

- 160 Total Attendees
- Comments Received from 72 Individuals
 - 0% support the “No-Build” Alternative





Study Timeline



December 2010

*October 8, 2013 &
October 10, 2013*

Winter 2013





Pinellas

Pasco

Polk

Hillsborough

Manatee

Pinellas Alternatives Analysis
Locally Preferred Alternative

118th Avenue /SR 686
Projects

I-275 from Gandy Ave to N of 4th St
Express Lanes

I-275 from N of MLK Blvd to Bearss Ave
Express Lanes

Howard Frankland Bridge
Express Lanes

St Petersburg-Clearwater
International Airport

Westshore
Intermodal Center

Tampa Interstate Study Area
Express Lanes

Howard Frankland Bridge Connection

Tampa
International Airport

Downtown Intermodal
Center (Old Jail)

Port of Tampa

I-75 from US 301 to Bruce B Downs Blvd
Express Lanes

I-4 from 50th Street to Polk Pkwy
Express Lanes

I-75 from College Ave to US 301
Express Lanes

Legend

- Interstate
- Toll Roads
- Proposed Express Lanes
- Future Corridor
- Rail Network
- Proposed Light Rail
- Proposed People Mover Connection to TIA

DRAFT
For Planning Purposes Only

I-275/SR 60 Interchange

CONNECTS TO

PROJECT 1	
FPID No.:	433535-1
PROJECT DESCRIPTION:	I-275/SR93 from N. of Howard Frankland Bridge to S. of Lols Avenue
PRIORITY 1	
DESIGN	
Year 2019	\$ 24,886,793
ROW	
Year 2021	\$ 2,200,000
CONSTRUCTION	
Year 2023	\$ 166,061,955
Days to Construct:	1,338

PROJECT 2	
FPID No.:	433535-2
PROJECT DESCRIPTION:	I-275/SR93 SB from N. of Rio Street to S. of Lols Avenue
PRIORITY 2	
DESIGN	
Year 2019	\$ 12,891,989
ROW	
Year 2021	\$ 34,400,000
CONSTRUCTION	
Year 2023	\$ 86,096,591
Days to Construct:	588

PROJECT 3	
FPID No.:	433535-3
PROJECT DESCRIPTION:	SR60/SR589 from N. of Independence Pkwy. to I-275 at Westshore Blvd.
PRIORITY 3	
DESIGN	
Year 2019	\$ 13,559,336
ROW	
Year 2021	\$ 40,600,000
CONSTRUCTION	
Year 2023	\$ 90,545,576
Days to Construct:	579

PROJECT 4	
FPID No.:	433535-4
PROJECT DESCRIPTION:	I-275/SR93 NB Express Lanes from N. of Howard Frankland Bridge to S. of Trask Street
PRIORITY 4	
DESIGN	
Year 2019	\$ 11,433,748
CONSTRUCTION	
Year 2025	\$ 76,374,968
Days to Construct:	490

PROJECT 5	
FPID No.:	433535-5
PROJECT DESCRIPTION:	I-275/SR93 NB Flyover from SR 60 EB to I-275 NB
PRIORITY 5	
DESIGN	
Year 2019	\$ 4,985,193
CONSTRUCTION	
Year 2025	\$ 33,384,618
Days to Construct:	446

Option - Bus Only Ramps	
Bus Lane Only Express Ramp Option	
PROJECT DESCRIPTION:	Trask and Occident Express Lane Bus Ramps Can be Constructed in Conjunction with Project 2 or Later.

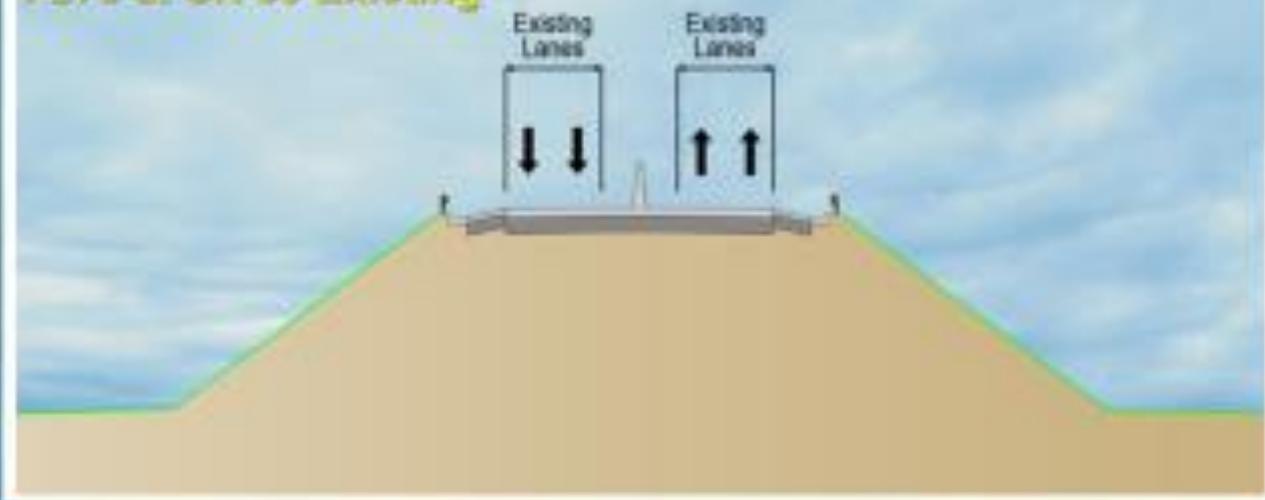
NOTES:	
1.	Projects 1 & 2 must be let first.
2.	Project 3 next (accepts the Vets Traffic)
3.	Sequences 1 - 4 can be let as one Project.
Construction Cost: \$481,850,975	
Days to Construct: 2,994	



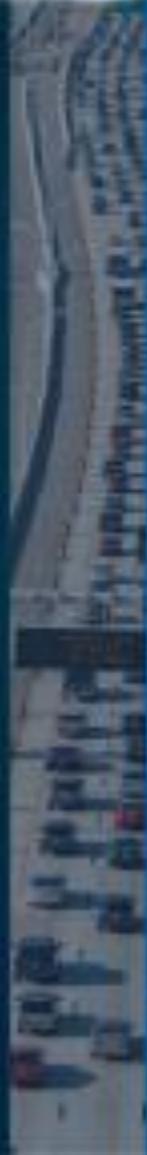
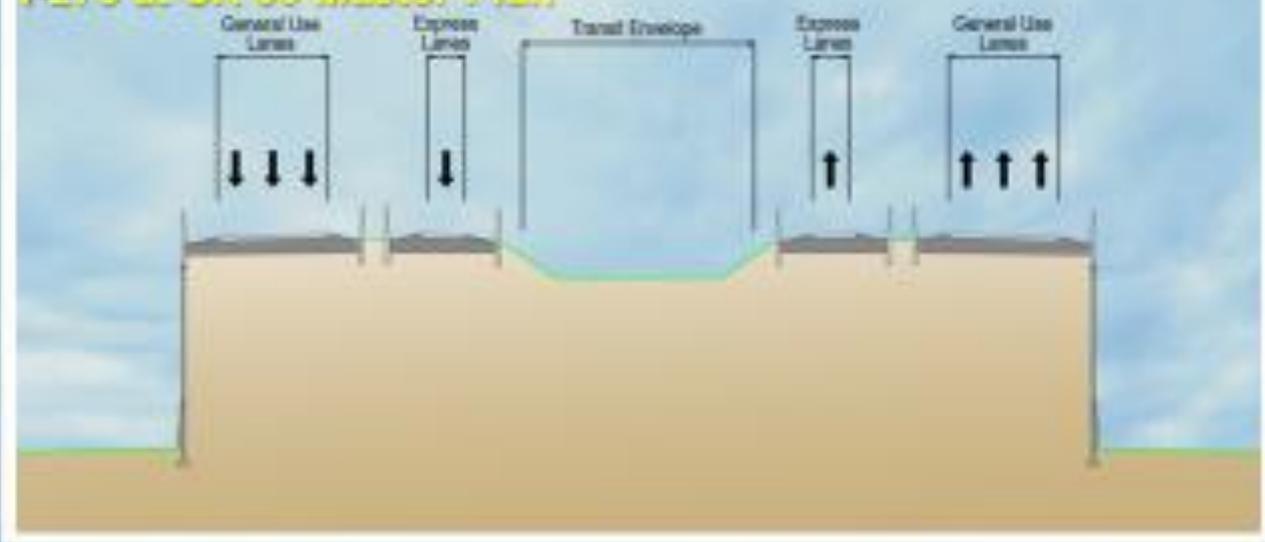
I-275 at SR60



I-275 at SR 60 Existing



I-275 at SR 60 Master Plan



Airport People Mover Study Area

CONRAC

Study Area

Site S

Site D

Site C/F

Site A





Project Website

The screenshot shows the mytbi.com website interface. At the top, there is a search bar and a navigation menu with links for Home, Closures/Detours, Construction Projects, Safety Info, Photo Gallery, Links, Press Room, and Contact Us. Below the menu, a banner asks "Where are you traveling?" and lists various interstate routes (275, 4, 75, 175, 375, 60) with a prompt to "Click on a road to learn more about that project." The main content area is divided into two columns. The left column is titled "Future Interstate Construction Projects" and features a "FUTURE PROJECTS CURRENTLY UNDER DESIGN" button. Below this, there are three project thumbnails: one for I-275, one for I-4, and one for I-75. The right column is titled "Project Development and Environment Study Phase" and features a "FUTURE PROJECTS UNDER STUDY" button. Below this, there is a text block describing a "Project Development and Environment (PD&E) Study" and two specific project cards: "I-75 PD&E STUDIES" and "I-275 / HOWARD FRANKLAND BRIDGE REPLACEMENT PD&E STUDY & REGIONAL TRANSIT EVALUATION". Both cards have "click here to visit website" buttons. At the bottom of the page, the Florida Department of Transportation logo and mission statement are visible.

For Project Information Visit
www.mytbi.com

Click on
“Future Projects”

then
“I-275 Howard Frankland Study”





Thank You

