

# Howard Frankland Bridge

August 2012

The Tampa Bay Area Regional Transportation Authority (TBARTA) developed and adopted a Regional Transportation Master Plan in 2009 that defined interconnected regional transit for the seven counties in West Central Florida - Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota. As part of the update adopted in June 2011, TBARTA broadened its approach to include regional roadways and freight in addition to transit. Other key elements include connections to airports and seaports, and strategies for improving air quality and land use. The update included technical evaluation as well as coordination with the region's transit providers, Metropolitan Planning Organizations (MPOs), and TBARTA Committees, confirming the priority projects from the Regional Network for further detailed study. The Howard Frankland Bridge (I-275/SR 93) Project Development and Environment (PD&E) study and Regional Transit Corridor Evaluation is important to our regional connectivity and was identified as a priority project.

The Florida Department of Transportation plans to replace the aging northbound Howard Frankland Bridge in the near future. A PD&E study is needed to consider environmental effects associated with the bridge replacement. A key element of the TBARTA Master Plan is to provide a transit connection across Upper Tampa Bay linking Hillsborough and Pinellas counties. Both the TBARTA Master Plan and the Pinellas and Hillsborough MPO Long Range Transportation Plans (LRTPs) identify the Howard Frankland Bridge (I-275/SR 93) corridor as the best option for the connection. In conjunction with this PD&E study the Howard Frankland Bridge study will also determine opportunities and constraints of constructing a potential transit envelope in conjunction with the bridge replacement.

The Howard Frankland Bridge corridor must accommodate the appropriate transit provisions to connect all transit systems regionally. While the primary purpose of the study is to examine replacement of the bridge without increasing capacity, the study offers the opportunity to examine how transit and managed lanes could be included in the construction of the bridge replacement. The study will include an examination of engineering constraints and feasible alternatives to accommodate transit in the design of the replacement bridge, or determine if a new structure would be required. The transit element of the study is being closely coordinated with the findings of the Pinellas County Alternatives Analysis (AA), including feasible options, cost estimates and engineering constraints.

## Your Opinion Counts

TBARTA is asking for your continued participation as we move forward with more detailed planning and environmental analysis for this and other prioritized projects. To keep informed about TBARTA's ongoing work building a connected region, and to learn about future public engagement and education efforts, including public workshops and meetings in your community, join our mailing list by visiting our website ([www.tbarta.com](http://www.tbarta.com)), follow us on Twitter, or interact with us on Facebook and TellTBARTA.com.

## Project Name

Howard Frankland Bridge (I-275/SR 93) PD&E Study and Regional Transit Corridor Evaluation

## Corridor Description

Potential transit connection between the planned Hillsborough County/Westshore/USF transit corridor and the Pinellas County, St. Petersburg to Clearwater transit corridor in conjunction with the PD&E study for replacing the northbound Howard Frankland Bridge.

## Study Parameters

Howard Frankland Bridge (I-275/SR 93) between Pinellas and Hillsborough counties

## Type of Study

Project Development & Environment (PD&E) Study, and Regional Transit Corridor Evaluation

## Project Start Date

Fall 2010

## Estimated Length of Study

36 Months

## Funding

Study: \$2 Million\*

Design: Not funded \* *Funded by Pinellas MPO,*

CST: Not funded *PSTA, TBARTA, and FDOT*

## Major Stakeholders

Pinellas BOCC, Pinellas MPO, PSTA, Hillsborough BOCC, Hillsborough MPO, HART, City of Tampa, FDOT, TBARTA

## Financial Project Number (FPN)

422799-1-12-04

## Consultant

American Consulting Engineers of FL

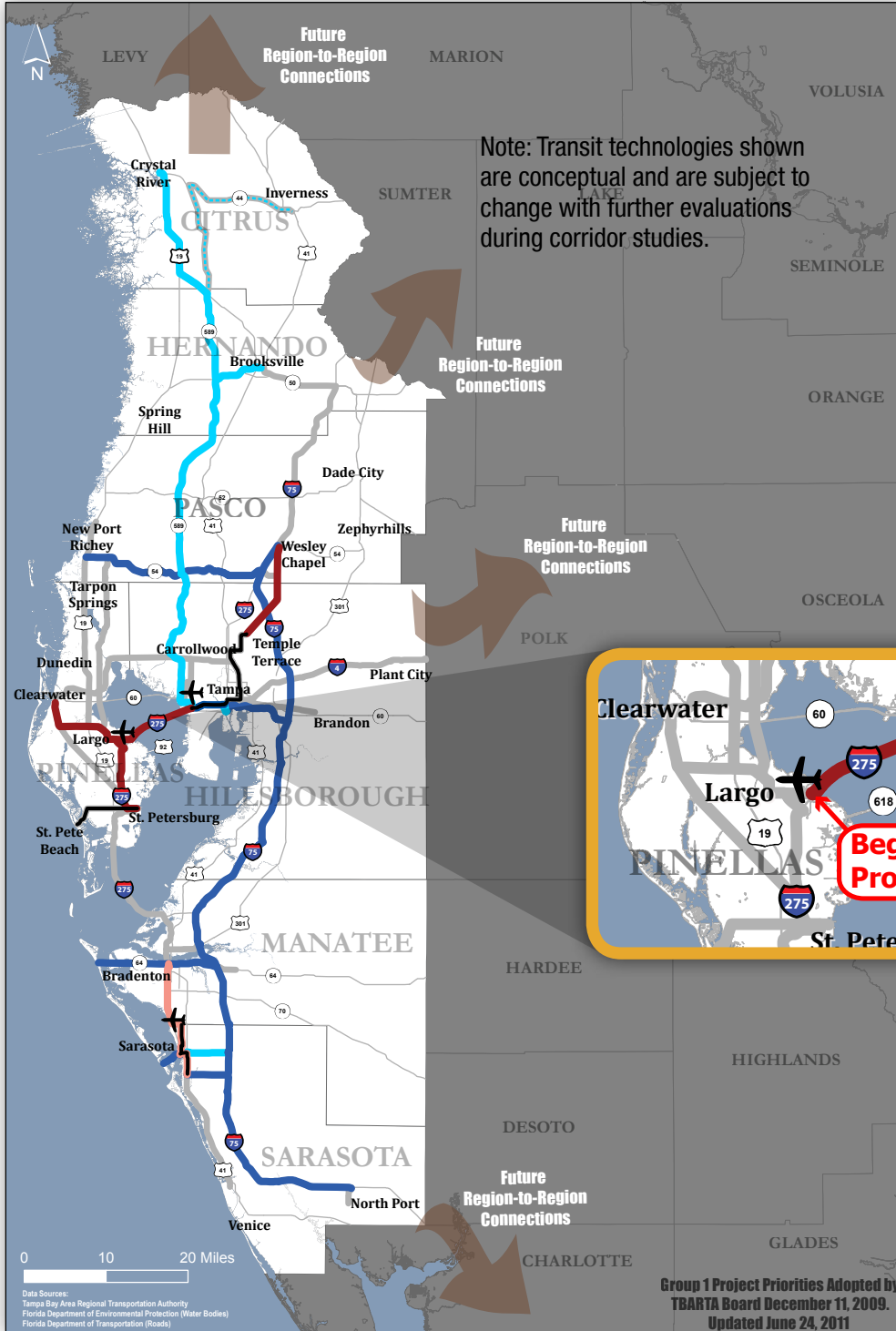
## Service Type Identified in Master Plan

Short Distance Rail



# Howard Frankland Bridge

## Group One Priority Projects




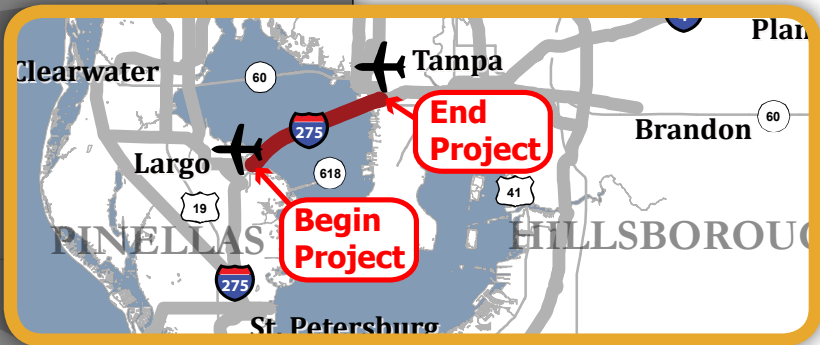


**Group One**

- **Bus Rapid Transit (BRT)**  
Extension of Sarasota BRT to Bradenton
- **Express Bus: Managed Lanes**  
SR 54/ SR 56 Corridor Study  
I-75 Regional Bus Downtown to SR 54  
I-75 Regional Bus Tampa (crosstown) to Bradenton and Sarasota via SR 64 and Fruitville/Bee Ridge  
Extension of Sarasota BRT as Express to North Port
- **Express Bus Express Bus Options**  
Veterans/Suncoast: Westshore to Pasco, Hernando, Citrus via SR 50, US 19, SR 44
- **Short Distance Rail**  
Gateway to St. Petersburg via I-275/4th Street  
USF to Wesley Chapel/Wiregrass via Bruce B. Downs  
Howard Frankland Bridge (study in concert with new roadway span)

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- **Ongoing Studies**  
Hillsborough Area Regional Transit Authority (HART) Alternatives Analysis  
Sarasota County Area Transit (SCAT) Bus Rapid Transit (BRT)  
Pinellas Suncoast Transit Authority (PSTA) Central Ave BRT
- TBARTA Mid-Term Network
-  Major Roads
-  Major Airports
-  Water



## Contact For More Information

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Group 1 Project Priorities Adopted by  
TBARTA Board December 11, 2009.  
Updated June 24, 2011