



Florida Department of Transportation - District Seven
 I-275/SR 93 - Howard Frankland Bridge PD&E Study
 11201 N. McKinley Drive MS 7-500
 Tampa, Florida 33612-6456



Howard Frankland Bridge (I-275/SR 93)

Bridge Replacement PD&E Study and Regional Transit Corridor Evaluation

Florida Department of Transportation District Seven
 Pinellas & Hillsborough Counties | September 2016
 Work Program Item Segment No. 422799 1



Dear Property Owner or Interested Citizen:

This newsletter serves as notice to property owners (pursuant to F.S. 339.155) that all or a portion of their property is within 300 feet of the centerline of the proposed project. You are invited to attend and participate in the Florida Department of Transportation (FDOT) District Seven public hearing regarding the proposed replacement of the I-275 northbound Howard Frankland Bridge in Pinellas and Hillsborough Counties. The hearing will be held to allow interested persons an opportunity to provide comments and express their views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed replacement. A public hearing was held for this study in October 2013. Since that hearing, the recommended build alternative has been changed to propose the new bridge to the west of the existing bridges instead of in the center to streamline construction efforts and minimize traffic disruption for motorists during construction.



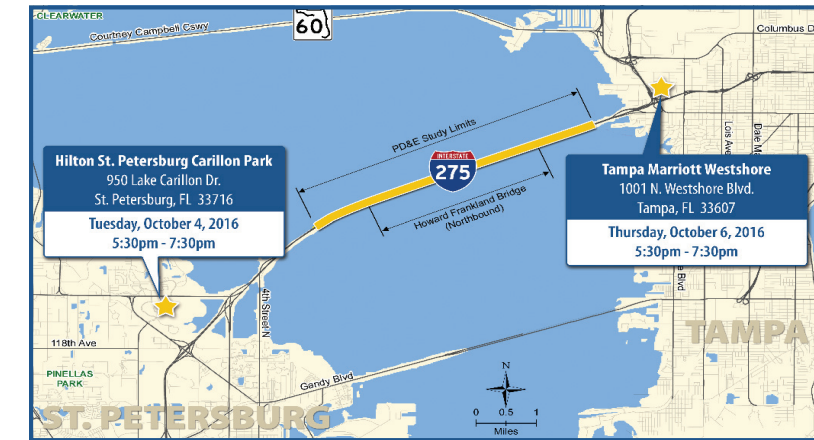
For more information on this study, please visit our project website at: <http://hfbs.fdotd7studies.com/> then click on Howard Frankland Bridge

Public Hearing Session 1:

Date: Tuesday, October 4, 2016
Place: Hilton St. Petersburg Carillon Park
 950 Lake Carillon Drive
 St. Petersburg, FL 33716
Time: 5:30 - 7:30 p.m. Open House
 6:30 p.m. Formal Presentation

Public Hearing Session 2:

Date: Thursday, October 6, 2016
Place: Tampa Marriott Westshore
 1001 N. Westshore Boulevard
 Tampa, FL 33607
Time: 5:30 - 7:30 p.m. Open House
 6:30 p.m. Formal Presentation



Contact Information

We encourage your participation in this Howard Frankland Bridge (I-275/SR 93) PD&E Study and the Regional Transit Corridor Evaluation. If you wish to discuss any issues related to this project, please contact **Menna Yassin, P.E.**, Senior Project Manager, at (813) 975-6173 or by email to: menna.yassin@dot.state.fl.us; or **Kris Carson**, Public Information Officer, at (800) 226-7220 or by email to: kristen.carson@dot.state.fl.us. Written comments may be sent to:

Menna Yassin, P.E.
 Senior Project Manager
 Florida Department of Transportation, District Seven
 11201 N. McKinley Drive, MS 7-500
 Tampa, Florida 33612-6456

En Español

Si usted tiene preguntas o comentarios o si simplemente desea mas informacion sobre este proyecto, favor de ponerse en contacto con el señora **Sandra González, P.E.**, al teléfono (813) 975-6096 o correo electrónico sandra.gonzalez@dot.state.fl.us.

Non-Discrimination

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation service (free of charge) should contact **Christopher Speese**, Public Involvement Coordinator, at (813) 975-6405 or by email to: christopher.speese@dot.state.fl.us at least seven (7) days before the public hearing.

Study Schedule

The study will be completed by Spring 2017.

Below is the study schedule:

| | |
|--------------------------------|--------------------|
| Project Kick Off | Spring 2011 |
| Completed Initial Analysis | Spring 2013 |
| Stakeholder Meetings | Spring 2013 |
| First Public Hearing | October 2013 |
| Updated Concepts | Spring/Summer 2016 |
| Second Public Hearing | Fall 2016 |
| Select Recommended Alternative | Winter 2016/17 |
| Finalize PD&E Documents | Spring 2017 |
| PD&E Complete | Spring 2017 |

For more information on this study, please visit our project website at: <http://hfbs.fdotd7studies.com/>

FDOT representatives will be available at each session of the hearing beginning at 5:30 p.m. to answer questions. Exhibits and other project-related materials will be displayed showing the proposed improvements. A PowerPoint presentation will run continuously during the open house. The same information will be provided at both sessions. At 6:30 p.m., FDOT representatives will begin the formal portion of the hearing, which will provide an opportunity for attendees to make formal oral public comments. Following the formal portion of the hearing, the informal open house will resume and continue until 7:30 p.m. You can attend any time during the two hour meeting to review project information and talk one-on-one with project team members. A court reporter will be available to receive comments in a one-on-one setting. You may mail your comments to the address preprinted on the back of the comment form or enter them on the project website. All comments must be postmarked by **Monday, October 17, 2016** to become part of the official public hearing record.

Draft study documents, and other pertinent information depicting the project's recommended alignment and proposed improvements will be available for review at the following locations from **Tuesday, September 13, 2016 to Monday, October 17, 2016:**

Pinellas Park Library

7770 52nd Street
 Pinellas Park, FL 33781
 Mon-Thurs 9:00 a.m. – 8:30 p.m.
 Fri-Sat 9:00 a.m. – 5:00 p.m.
 Sunday 1:00 p.m. – 5:00 p.m.

West Tampa Library

2312 W. Union Street
 Tampa, FL 33607
 Mon-Sat 10:00 a.m. – 6:00 p.m.
 Sunday Closed

FDOT District Seven

11201 N. McKinley Drive
 Tampa, FL 33612
 Mon-Fri 8:00 a.m. - 5:00 p.m.
 Saturday & Sunday Closed

FDOT welcomes and appreciates everyone's participation. If you have questions about the project or the scheduled hearing, please contact **Menna Yassin, P.E., Senior Project Manager**, at (813) 975-6173 or (800) 226-7220 or visit our project website at <http://hfbs.fdotd7studies.com/>.

Sincerely,

Kirk Bogen, P.E.

Environmental Management Engineer

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We Want Your Input!

A successful project depends on the public's participation in the project's development. To provide comments, ask questions, and make suggestions about the project, contact: **Menna Yassin, P.E., Senior Project Manager**, at (813) 975-6173 or by email to: menna.yassin@dot.state.fl.us; or **Kris Carson, Public Information Officer**, at (800) 226-7220 or by email to: kristen.carson@dot.state.fl.us.

You may submit written comments or other exhibits, in place of or in addition to oral comments, at the hearing or by mailing your comments to the address preprinted on the back of the attached comment form or enter them on the project website at <http://hfbs.fdotd7studies.com/>. All comments or exhibits must be postmarked no later than October 17, 2016 to become part of the official public hearing record.

Study Purpose

A Project Development and Environment (PD&E) study is a comprehensive study that evaluates social, cultural, economic and environmental effects associated with the proposed transportation improvements. The objective of this PD&E study is to assist the Florida Department of Transportation (FDOT) and the Federal Highway Administration (FHWA) in reaching a decision on the type, location, and conceptual design of the necessary improvements for the replacement of the existing northbound Howard Frankland Bridge on Interstate 275 (I-275/SR 93). This bridge opened to traffic in 1959 and is nearing the end of its serviceable life. The PD&E study satisfies all applicable requirements, including the National Environmental Policy Act (NEPA), in order for this project to qualify for federal-aid funding of subsequent development phases (design and construction). A simultaneous Regional Transit Corridor Evaluation is underway to evaluate the premium transit corridor alternatives within the bridge corridor to link the Gateway area in Pinellas County to the Westshore area in Hillsborough County. This PD&E study is evaluating options for accommodating a future multimodal premium transit envelope within the Howard Frankland Bridge corridor.

Project Overview

The proposed project involves the replacement of the existing northbound I-275 Howard Frankland Bridge (Bridge No. 150107) over Old Tampa Bay in Pinellas and Hillsborough Counties. The limits of the PD&E study extend approximately one-mile beyond either end of the three-mile bridge to include portions of the existing causeway. In addition to the proposed bridge replacement, this study also considers reserving space for a future premium transit envelope within the existing bridge corridor. The proposed transit improvements will be consistent with the Tampa Bay Area Regional Transportation Authority (TBARTA) Master Plan, adopted in 2015. They are being evaluated in conjunction with local premium transit initiatives, namely the Pinellas Alternatives Analysis, which evaluated premium transit service between Clearwater and St. Petersburg with an extension across Tampa Bay to Tampa across the I-275 corridor.



Existing Conditions

Existing Bridge Structure - The northbound Howard Frankland Bridge is 3.01 miles long and approximately 63 feet wide. It consists of two 12-foot travel lanes, two 11-foot travel lanes, a 4-foot inside shoulder, and a 10-foot outside shoulder (see Figure 1-1). The posted speed limit is 65 miles per hour (mph) with 40 mph minimum. The inside shoulder width and the two 11-foot lanes do not meet current design standards for an Interstate highway. The existing typical section for both the southbound and northbound structures are shown in Figure 1-1.

Roadway Approaches - The roadway approaches on either side of the Howard Frankland Bridge include four 12-foot lanes (3 general use

lanes plus 1 auxiliary lane), 10-foot paved inside and outside shoulders, and concrete barrier walls within a 22-foot median (see Figure 1-2). The causeways near both ends of the bridge include emergency access (turnaround) roadways, which run underneath the bridge ends.

Proposed Improvements

The Recommended Alternative consists of replacing the existing northbound bridge with a wider four-lane bridge (3 general use lanes plus 1 tolled express lane) that will be constructed to the west of the existing bridges, as shown in Figures 2-1 and 2-2. This proposed alignment will have minimal impact to seagrass and other environmental resources. Construction of the new bridge would be staged in order to maintain traffic. This is critical at either end where the existing separation between the two existing bridges

is much narrower than the 98 feet typical across the rest of the bridge.

The new bridge will be constructed approximately 8 feet higher than the existing southbound bridge. This will minimize the chance of damage from waves during an extreme weather event. The new replacement bridge will be constructed 4 feet wider than the existing southbound bridge. The additional width will be used as a buffer area as express lane options are implemented in the future.

Once the new bridge is constructed, the existing northbound structure will be removed. The estimated cost of the improvements, including the roadway transitions at either end of the bridge, is approximately \$454 million in 2019 dollars.

Tampa Bay Express

The Tampa Bay Express is planned to be a system of more than 90 miles of express lanes along I-275, I-4, and I-75. The master plan study is developing both near-term, low-cost starter projects as well as long-term future investment projects. In regards to the Howard Frankland Bridges, the starter express lane concept consists of converting the auxiliary lane on both bridges to an express lane and leaving the remaining three lanes as general purpose lanes in each direction (Figure 2-1). No additional construction would be required to implement this project along the bridge, except for future restriping and added signage. The express lanes on the bridge would extend south through the future Gateway Expressway in Pinellas County and through the Westshore area of Hillsborough County to the north. Several other sections of Tampa Bay Express are under development by the FDOT.

Transit Accommodations

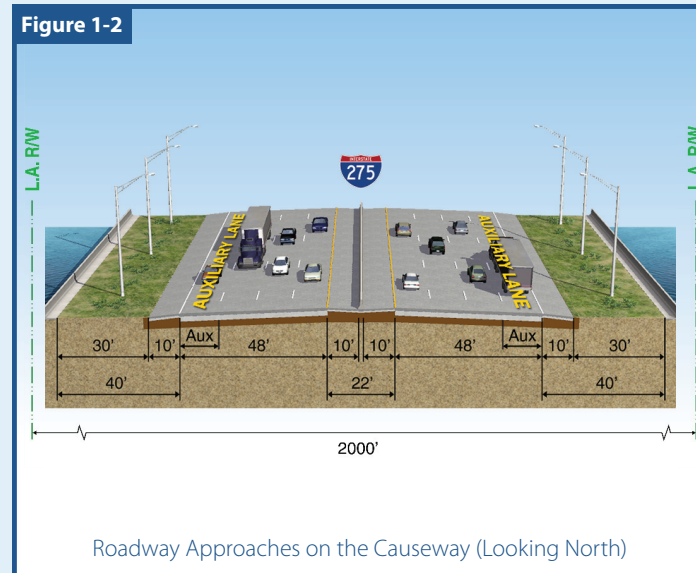
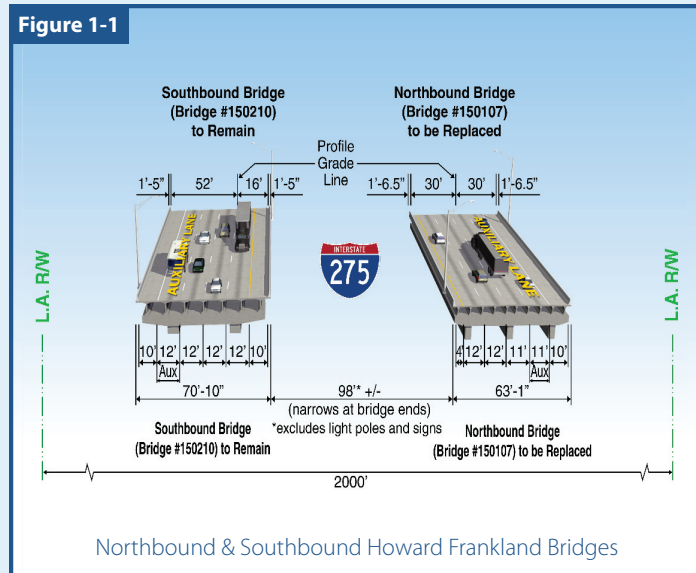
In addition to the bridge replacement, a separate but related study is ongoing to evaluate the feasibility of including accommodations for premium transit services within the Howard Frankland Bridge corridor. The Department, in coordination with its agency partners on both sides of the Bay, is working to set aside space for a transit connection across the Howard Frankland Bridge that will link Pinellas and Hillsborough Counties via transit stations. Structural enhancements will need to be made in order to carry loading for future transit vehicles, which will cost approximately \$25 million.

Future Funding

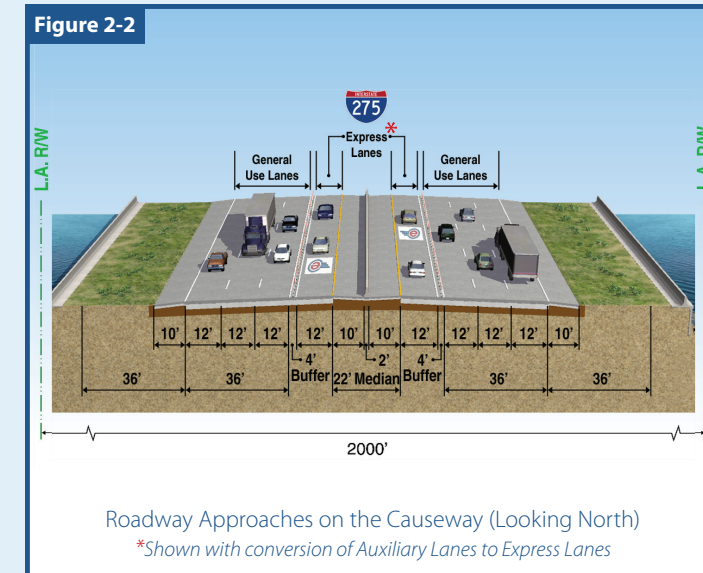
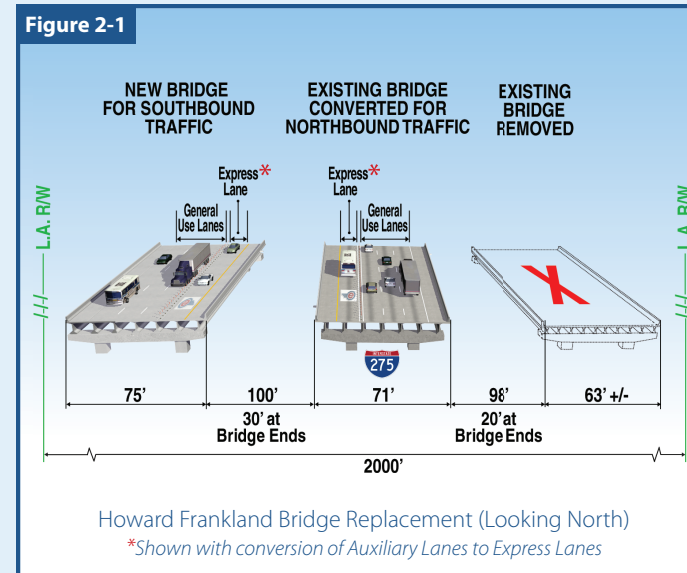
After the PD&E study is complete, this project will proceed as a Design-Build project.

| Phase | Fiscal Year |
|--------------------------|-------------------------------|
| Right of Way Acquisition | Not Applicable, None Required |
| Design/Build | Fiscal Year 2019 |

Existing Bridge and Causeway Typical Sections



Recommended Bridge and Causeway Typical Sections





Howard Frankland Bridge Regional Transit Corridor Evaluation

SEPTEMBER 2016



Traffic on the Howard Frankland Bridge (northbound) due to congestion on the Tampa side of the Bay

Originally opened as a small segment of Interstate 75 (I-75), present day Interstate 275 (I-275) is now a vital link in the Bay area's transportation network. It is heavily used by commuters and truck traffic and is a critical emergency evacuation route for large portions of Pinellas and Hillsborough Counties. Regionally, I-275 is part of the National Highway System, and locally it is part of Florida's Strategic Intermodal System (SIS), the FDOT's network that provides for the high-speed, high-volume movement of people and goods.

The Howard Frankland Bridge is the central bridge spanning Old Tampa Bay from Clearwater/St. Petersburg to Tampa, Florida. It is one of three bridges connecting Pinellas County and Hillsborough County; the others being the Gandy Bridge and the Courtney Campbell Causeway. The Howard Frankland carries I-275 and is by far the most traveled of the bay area bridges; carrying an average of 142,000 vehicles per day across Tampa Bay. By 2040 that volume is expected to increase to more than 200,000 vehicles per day. Based on this projected traffic increase, the Florida Department of Transportation is conducting two regional studies: the *Tampa Bay Express Master Plan Study* to evaluate the feasibility of adding express lanes to Bay area interstates and the *Regional Transit Corridor Evaluation* to study the feasibility of adding a future premium transit corridor within the I-275 corridor.

Congestion Across the Bay

For many commuters, daily gridlock is a fact of life. Many of us deal with traffic congestion on a daily basis. According to the US Department of Transportation (USDOT), **45% of traffic congestion is caused by preventable, recurring traffic issues.** Recurring traffic congestion occurs when too many vehicles use the same roads at the same time and

there isn't enough space on these roads for everyone. Traffic congestion associated with most metropolitan areas can, and often does, have negative environmental, social, and economic effects.

To combat these effects, several congestion management options are being considered along I-275 within the Howard Frankland Bridge corridor. The first and more near-term option is the establishment of tolled express lanes. The addition of express or "managed" lanes is an innovative, low-cost alternative to traditional highway construction and the benefits (reduced congestion and fast, reliable travel times for commuters and buses) can be realized almost immediately.

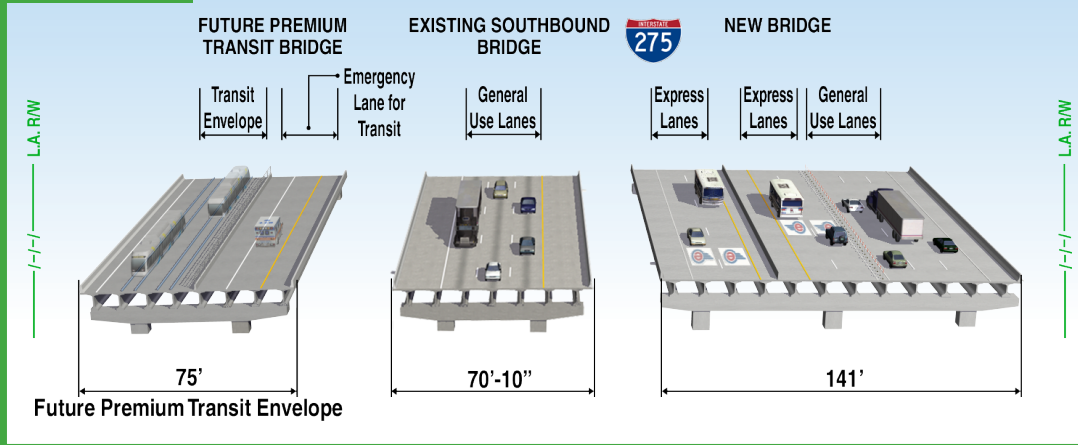
The second, more long-term, consideration involves reserving or "setting aside" space within the I-275 corridor for premium transit in the future. The addition of a premium transit service will be needed to address our area's growing transportation challenges; however, the exact type of service is still being discussed by local agencies and area officials.

Express Lanes: Beyond the Bridge

The FDOT is continuously working to improve Florida's transportation network; recognizing that congestion isn't limited to a specific roadway and doesn't end at a county line. This is why the FDOT conducted the *Tampa Bay Express Master Plan Study* to evaluate a future **system** of tolled express lanes in order to provide additional capacity for interstate highways in the Tampa Bay area.

As traffic volumes continue to increase and additional express lanes are needed, a future bridge would be needed. A future bridge will be configured to carry two northbound and two southbound express lanes plus three general purpose lanes. The southbound bridge would carry three general purpose lanes.

Figure T-1



Future Long Term Express Lanes and Premium Transit
Typical Section (Looking North)

Express Lanes Plus: A Premium Transit Option

As our region continues to grow, so should our transportation options. To better meet this future demand, the FDOT is partnering with transit agencies to conduct a transit study to evaluate the feasibility of providing a premium transit service within the I-275 corridor.

A key focus area of the *Regional Transit Corridor Evaluation* is the Howard Frankland Bridge and the unique challenges that implementing a premium transit service presents. Implementing a premium transit service requires early planning, community support, and agency cooperation. While the mode, or service type, is still being discussed by local agencies and area officials, the *Regional Transit Corridor Evaluation* recommends reserving or “setting aside” space within the bridge corridor right of way for **premium transit** service in the future. This space, also known as a **transit envelope**, can be located to the west of the existing bridges by retrofitting the new bridge.

The west side transit envelope would involve retrofitting the new bridge and reinforcing the piers to accommodate premium transit in the future. See **Figure T-1** for the future typical section of the bridge corridor depicting future expansion of express lanes and premium transit envelope. Structural enhancements will need to be made in order to carry loading for future transit vehicles, which will cost approximately \$25 million.

At a Crossroads: Congestion Management and Transit Options

In order to ensure that we are fulfilling the needs of our transportation infrastructure in the years to come, we will need to look at the “big picture” for the Howard Frankland Bridge. The current PD&E study is only evaluating the replacement of the existing northbound bridge. Beyond considering an extra four feet of bridge width and a possible premium transit envelope, the study is not seeking environmental approval of a future structure.

Our area would benefit from addressing future transportation needs sooner rather than later. The existing northbound Howard Frankland Bridge is more than 50 years old and has never been replaced. Since its original design and construction in the 1960s, residential and commercial growth has strained the corridor beyond its capacity, increasing delays and limiting economic activity. Although the bridge structure has been reinforced and repaired over the years, the northbound bridge is nearing the end of its useful life.

However, no single transportation agency can tackle this challenge alone. In addition to the Florida Department of Transportation, other agencies and local governments are involved in developing, implementing and maintaining regional projects, including the Tampa Bay Area Regional

Transportation Authority (TBARTA) and the Metropolitan Planning Organizations in Pinellas and Hillsborough Counties. We will need to work together to achieve our shared goals.

This is our opportunity to look forward, while also addressing issues of congestion, pollution, land use and economic development. We must plan for our future now. An efficient transportation system can help keep Florida at the forefront of the global economy.

For additional information on the *Regional Transit Corridor Evaluation* or the *Tampa Bay Express Master Plan Study*, please contact:

Menna Yassin, P.E.
Senior Project Manager
813-975-6173
menna.yassin@dot.state.fl.us



You can also visit the project website:
<http://hfbs.fdotd7studies.com/>



Howard Frankland Bridge (I-275/SR 93)

Bridge Replacement and Regional Transit Corridor Evaluation

Pinellas & Hillsborough Counties | WPI Segment No.: 422799 1



PUBLIC HEARING COMMENT FORM

Comments may be provided in one of three ways: complete the form at one of the meeting sessions and place in the "comments" box, mail comments to the address on the back of this form, or visit our website at www.hfbs.fdotd7studies.com/.

Comments must be postmarked by October 17, 2016 to become part of the official public hearing record.

Comments on Bridge Replacement and Regional Transit Corridor Evaluation (see newsletter)

Comments on Howard Frankland Bridge Corridor Future Transportation Options (Transit/Express Lanes) (see insert)

Name (Print): _____

Address: _____

City, State, Zip: _____

Email: _____

Please add me to the study notification list

PUBLIC HEARING SESSION ATTENDED:

Session 1
Tuesday, October 4, 2016
Hilton St. Petersburg Carillon Park

Session 2
Thursday, October 6, 2016
Tampa Marriott Westshore

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Postage
Here

Florida Department of Transportation – District Seven
Attn: Menna Yassin, PE, Senior Project Manager
11201 N. McKinley Drive, MS 7-500
Tampa, FL 33612

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Howard Frankland Bridge (I-275/SR 93)

Bridge Replacement PD&E Study
and Regional Transit Corridor Evaluation



Alternatives Evaluation Matrix for Northbound Howard Frankland Bridge Replacement

| Evaluation Criteria | No-Build Alternative | Previously Proposed Build Alternative (Center Bridge) | Recommended Build Alternative (West Bridge) |
|--|------------------------|--|--|
| Potential Relocations | | | |
| Number of Businesses and Residences | 0 | 0 | 0 |
| Potential Right-of-Way (ROW) Impacts | | | |
| Additional ROW Needed (acres) | 0 | 0 | 0 |
| Potential Net Environmental Effects | | | |
| Archaeological/Historical Sites | 0 | 0 | 0 |
| Noise-Sensitive Sites | 0 | 0 | 0 |
| Seagrasses (acres) | 0.0 | 0.0 | 3.0 |
| Mangroves (acres) | 0 | 0 | 0 |
| Pinellas Aquatic Preserve/Outstanding Florida Water Encroachment by Fill (acres) | 0.0 | 0.0 | 1.0 |
| Threatened and Endangered Species, Potential Involvement | low | low | low |
| Petroleum Contamination & Hazardous Material Sites | 0 | 0 | 0 |
| Construction Complexities | | | |
| Estimated Construction Time | N/A | Up to 6 years | 3 to 5 years |
| Potential Lane Closures on I-275 During Construction | N/A | Nightly Closures of inside lanes across bridge | Limited Closures of outside lane on causeway during construction of roadway approaches |
| Lateral Work Space for Contractor to Construct New Bridge | N/A | Constrained 98' lateral space to build 75' wide new bridge | Little Constraint 100' space to nearest bridge and only on one side |
| Estimated Capital and Future Bridge Maintenance Costs ¹ (Cost in \$ millions, rounded) | | | |
| Right-of-Way Acquisition | \$0 | \$0 | \$0 |
| Bridge Maintenance Costs (75 year span) | \$460 | \$8 | \$6 |
| Seagrass/Wetlands Mitigation | \$0 | \$0 | \$5 |
| Construction Costs | | | |
| New Northbound (NB) Bridge | \$0 | \$183 | \$183 |
| Temporary Widening of NB Bridge | \$0 | \$11 | \$0 |
| Demolition of Existing NB Bridge | \$0 | \$68 | \$63 |
| Roadway Transitions | \$0 | \$6 | \$11 |
| Seawall | \$0 | \$0 | \$19 |
| Access Road Reconstruction | \$0 | \$0 | \$2 |
| Signing/Lighting | \$0 | \$2 | \$2 |
| Added Construction Staging Costs | \$0 | \$8 | \$0 |
| Maintenance of Traffic (6%-10%) | \$0 | \$27 | \$17 |
| Mobilization (7%-10%) | \$0 | \$31 | \$21 |
| Additional Contingencies (5%+/-) | \$0 | \$51 | \$48 |
| Engineering Design-Build/CE&I ² (8%/7%) | \$0 | \$57 | \$52 |
| Construction and Engineering (CE&I Costs) | \$0 | \$444 | \$418 |
| Additional Costs to Increase Strength of New Bridge for Future Transit Loading | \$0 | \$25 | \$25 |
| Preliminary Estimate of Total Capital and Future Bridge Maintenance Costs³ | \$460 (rounded) | \$477 (rounded) | \$454 (rounded) |

- Notes: 1) Year 2019 costs in millions of dollars. Construction costs based on FDOT's LRE system costs.
2) CE&I = construction engineering and inspection.
3) Costs above rounded to nearest \$1 million, so may not add up to exact total.