



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 | November 14 & 16, 2017

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 wider 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, November 14, 2017
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

Public Hearing Session 2:

Date: Thursday, November 16, 2017
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



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: **Kirk Bogen, P.E., Environmental Management Engineer**, at (813) 975-6398 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 November 27, 2017 to become part of the official public hearing record.

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. However, this does not mean that all properties will be directly affected. 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 at: christopher.speese@dot.state.fl.us at least seven (7) days in advance of the hearing session.

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, November 27, 2017** 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, October 24, 2017 to Monday, November 27, 2017**.

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

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S. C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT. FDOT welcomes and appreciates everyone's participation. If you have questions about the project or the scheduled hearing, please contact **Kirk Bogen, P.E., Environmental Management Engineer**, at (813) 975-6398 or (800) 226-7220 or visit our project website at <http://hfbs.fdotd7studies.com/>.

Sincerely,

Kirk Bogen, P.E.
 Environmental Management Engineer

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 **Kirk Bogen, P.E.**, Environmental Management Engineer, at (813) 975-6398 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:

Kirk Bogen, P.E.

Environmental Management Engineer
 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 la 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 2018.

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	2016 - 2017
Second Public Hearing	November 2017
Finalize PD&E Documents	Spring 2018
PD&E Complete	Spring 2018

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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 south of the three-mile bridge to one-half mile north of the 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 maintenance 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 (4 southbound general use lanes plus 2 tolled express lanes in each direction) 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 will not impact existing traffic flow. 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 proposed new bridge will include a 12-foot shared use path ("bike-ped trail") on the west side of the bridge.

Once the new bridge is constructed, the older existing northbound structure will be removed. The estimated cost of the improvements, including the roadway transitions at either end of the bridge, is approximately \$785 million in 2017 dollars.

Tampa Bay Next

Tampa Bay Next is a program to modernize Tampa Bay's transportation system. FDOT is in the process of working with the community on an action plan for a comprehensive, regional transportation system. Tampa Bay's interstates are a key component of the transportation system, serving as the backbone of regional mobility. The Howard Frankland Bridge project is a vital link between Pinellas and Hillsborough counties. FDOT is currently conducting studies on multiple sections of Tampa Bay's interstate system to identify the preferred alternative for each. On the Pinellas side of the bay, the Howard Frankland Bridge express lanes will connect to the new Gateway Expressway, which will be constructed between 2018-2022. On the Hillsborough side of the bay, the Howard Frankland Bridge express lanes will transition into non-tolled general-purpose lanes in the Westshore area until a preferred alternative is identified for the Westshore Area Interchange.

Transit Accommodations

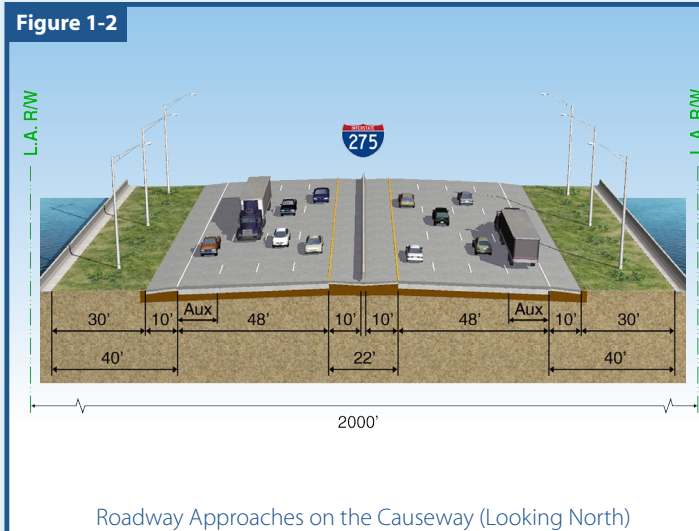
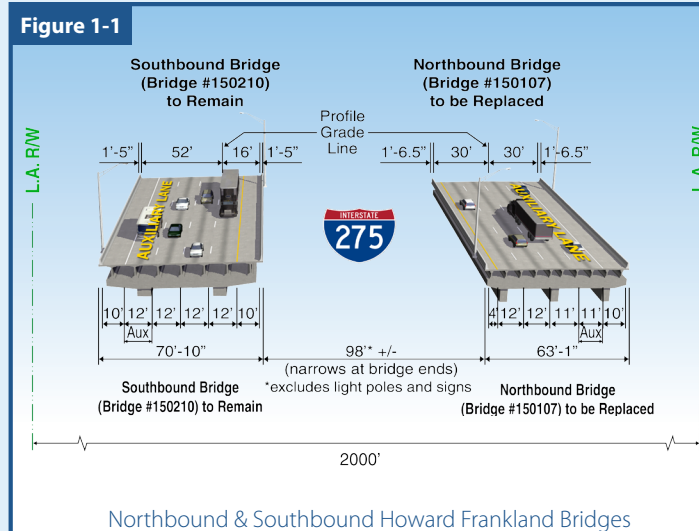
In addition to the bridge replacement, a separate but related study is ongoing to evaluate the feasibility of including accommodations for premium transit services within the Howard Frankland Bridge corridor. The Department, in coordination with its agency partners on both sides of the Bay, is working 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 over \$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 2019/2020

Existing Bridge and Causeway Typical Sections



Recommended Bridge and Causeway Typical Sections

