

**Howard Frankland Bridge**

**Regional Transit Corridor Evaluation**

Stakeholder Meetings  
May 7<sup>th</sup> and 9<sup>th</sup> 2013

FPN: 422799 1 12 04

**AGENDA**

Stakeholder Meetings – May 7<sup>th</sup> and 9<sup>th</sup> 2013

- Overview
- PD&E Study – Bridge Replacement Considerations
- Transit Study – Gateway to Westshore Alternatives Evaluation
- Express Lanes
- Wrap Up



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## HFB Bridge Replacement vs. Capacity Improvement


Stakeholder Meetings – May 7<sup>th</sup> and 9<sup>th</sup> 2013

2011 AADT – 135,000  
(Directional factor D=56%)  
2035 AADT – 235,500\*  
2040 AADT – 256,500  
\*per TBRPM

**8 Lanes-Existing Condition**  
4 Lanes (NB only) – NB Bridge Replacement  
Pinellas MPO 2035 Cost Feasible LRTP

**10 Lanes**



**12 Lanes (N/Umerton to 4<sup>th</sup> St)**  
Pinellas MPO 2035 Needs Assessment LRTP

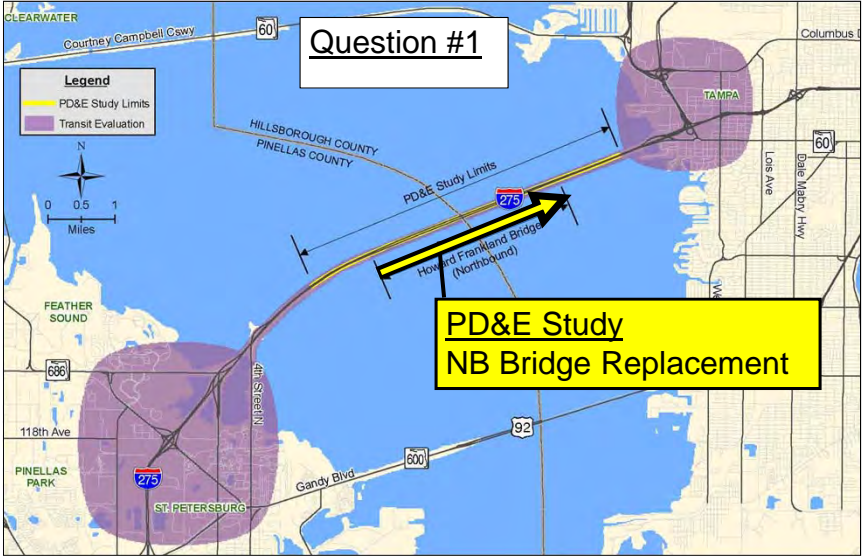
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## Howard Frankland Bridge Study Area

Stakeholder Meetings – May 7<sup>th</sup> and 9<sup>th</sup> 2013



**Question #1**

**PD&E Study NB Bridge Replacement**

Legend:  
 - PD&E Study Limits (Yellow line)  
 - Transit Evaluation (Purple shaded area)

Map labels include: CLEARWATER, Courtney Campbell Cswy, Hillsborough County, Pinellas County, TAMPA, Columbus St, Dale Mabry Hwy, Lois Ave, Gandy Blvd, 92, 600, 275, ST. PETERSBURG, PINELLAS PARK, 118th Ave, FEATHER SOUND, 686, and 60.


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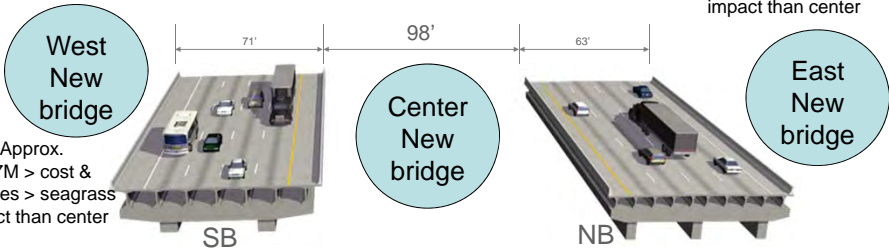
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## Possible New Bridge Locations

Stakeholder Meetings - May 7<sup>th</sup> and 9<sup>th</sup> 2013



Span ~16,000 ft.



West New bridge

Center New bridge

East New bridge

Approx. \$37M > cost & 28 acres > seagrass impact than center

Approx. \$20M > cost & 24 acres > seagrass impact than center

SB NB

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## Construct New NB Bridge

Stakeholder Meetings - May 7<sup>th</sup> and 9<sup>th</sup> 2013

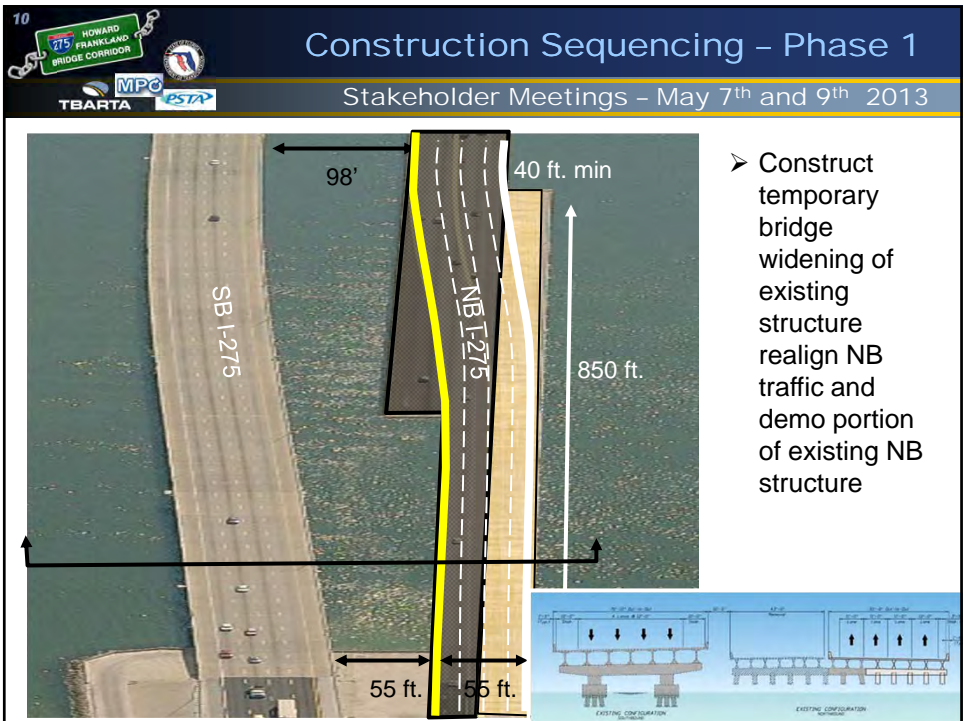
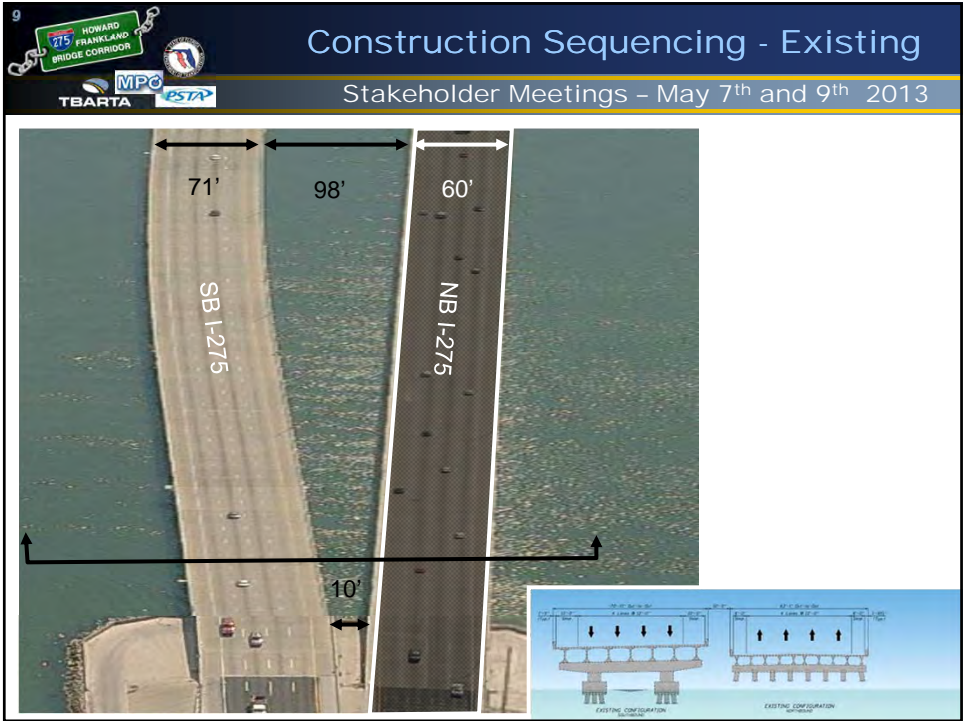


Span ~16,000 ft.



SB NB

4 lanes



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### Construction Sequencing – Phase 2

Stakeholder Meetings – May 7<sup>th</sup> and 9<sup>th</sup> 2013

71'

SB I-275

Future NB I-275

NB I-275

55 ft.

55 ft.

- Construct majority of new NB structure

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### Construction Sequencing – Phase 3

Stakeholder Meetings – May 7<sup>th</sup> and 9<sup>th</sup> 2013

SB I-275

Future NB I-275

55 ft.

- Shift NB traffic onto new structure, demo old structure as required, and complete construction of new bridge.
- Remove remainder of old structure


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## Possible New Bridge Locations

Stakeholder Meetings - May 7<sup>th</sup> and 9<sup>th</sup> 2013



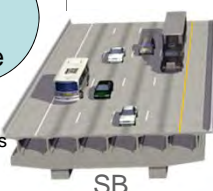
Span ~16,000 ft.

**Question #2:** If you had a preference, where should a replacement bridge be located?  
West, center or East?

Approx.  
\$20M > cost &  
24 acres > seagrass  
impact than center

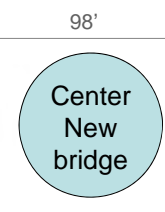
West  
New  
bridge

Approx.  
\$37M > cost &  
28 acres > seagrass  
impact than center




SB

Center  
New  
bridge



East  
New  
bridge



NB

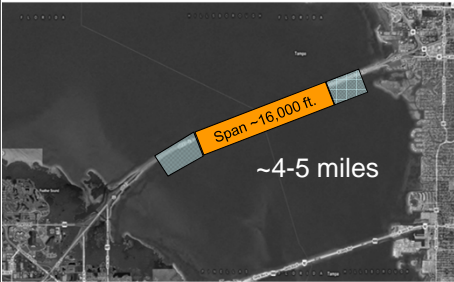
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## Construct New NB Bridge

Stakeholder Meetings - May 7<sup>th</sup> and 9<sup>th</sup> 2013

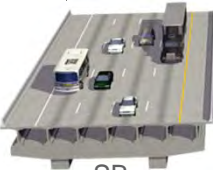


Span ~16,000 ft.


~4-5 miles

**New Bridge Causeway approaches**  
**Demo old NB Bridge**  
**Approx. Cost ~ \$367 million**


**Draft**



SB



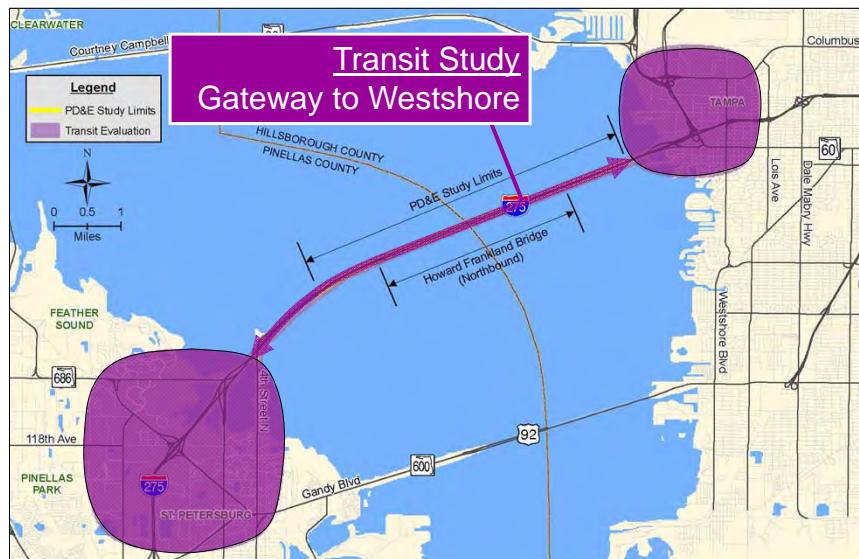
4 lanes



NB



# Stakeholder Questions, Input, and Discussion





### Transit Evaluation Goals

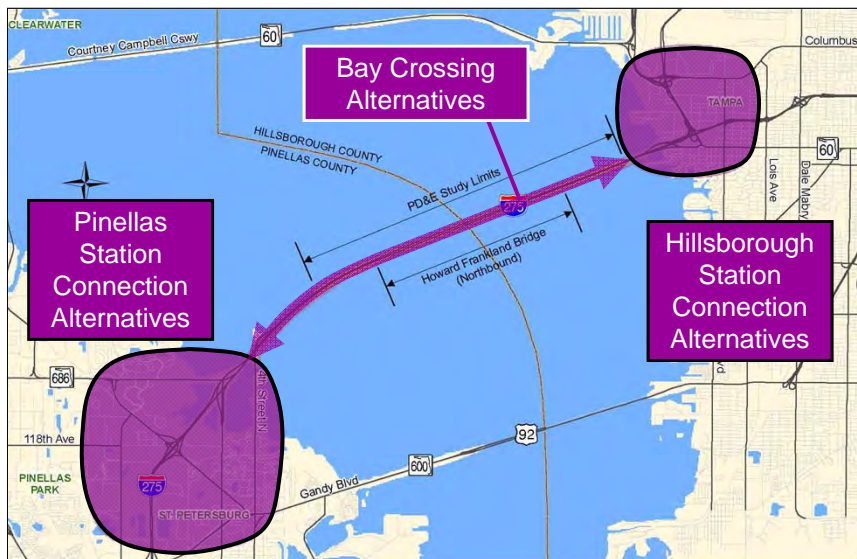
- Maximize Regional Connectivity –  
Establish a feasible transit connection between  
Pinellas & Hillsborough Counties
- Maximize Future Transportation Facility Benefits
- Minimize Adverse Environmental and Community Impacts
- Maximize Engineering Feasibility and Public Safety
- Maximize Transit Service Efficiency and Integration
- Maximize Financial Feasibility

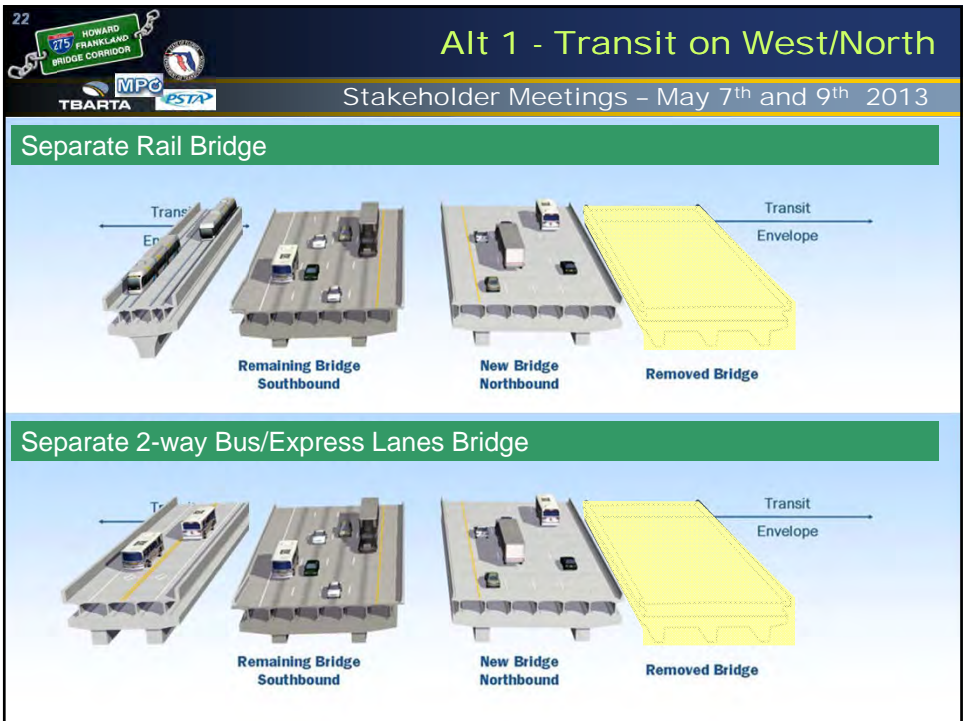
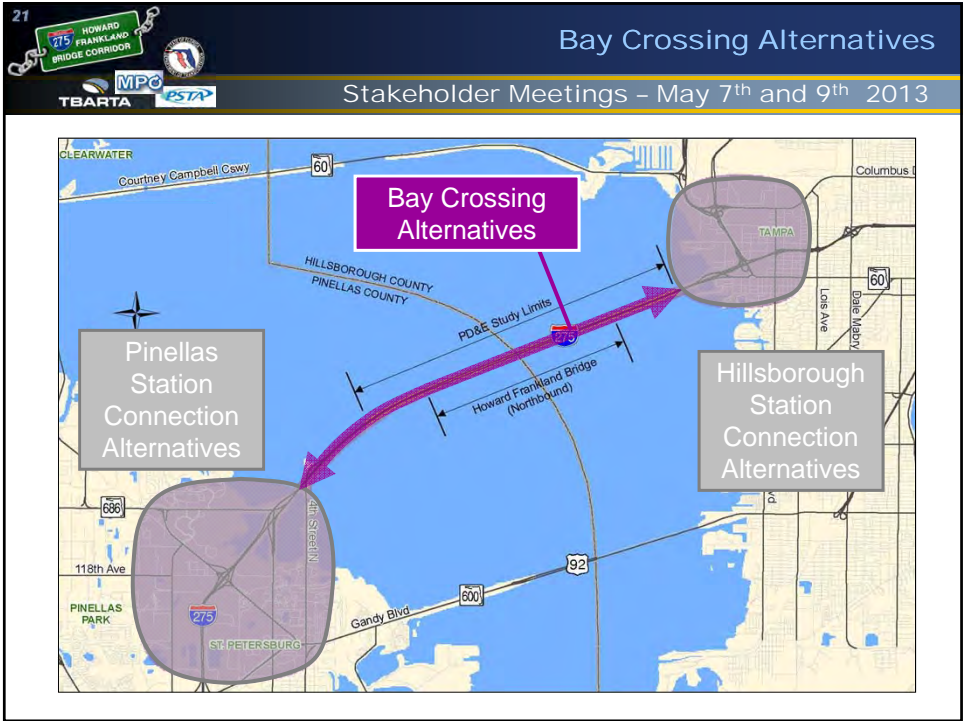
- Modes from Pinellas AA
  - Light Rail Transit
  - Bus Rapid Transit
  - Express Bus (existing service)
  
- How accommodated
  - Exclusive Transit Guideway
  - Shared BRT/Bus, toll  
(on Express Lanes)

No-Build Alternative

Baseline or Transportation System Management (TSM) Alternative

Build Alternatives



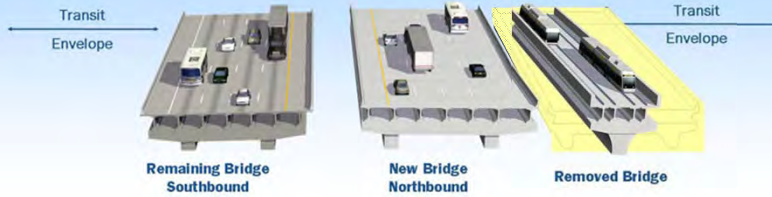




# Alt 2 - Transit on East/South

Stakeholder Meetings - May 7<sup>th</sup> and 9<sup>th</sup> 2013

## Separate Rail Bridge



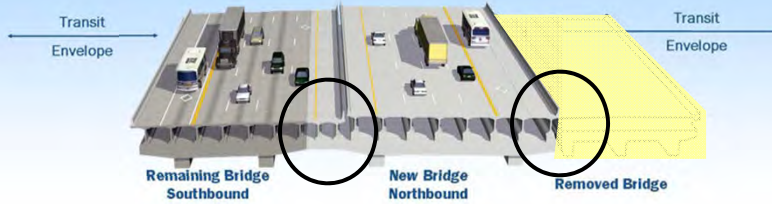
## Separate 2-way Bus/Express Lanes Bridge



# Alt 3 - Transit Split or Alt 4 - Middle

Stakeholder Meetings - May 7<sup>th</sup> and 9<sup>th</sup> 2013

## Bifurcated Express Lanes



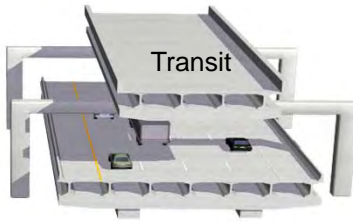
## Center Express Lanes



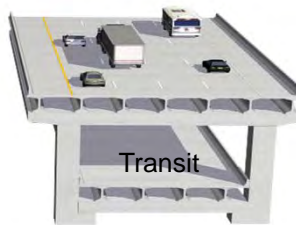
# Transit Guideway Over (Alt 5) or Under (Alt 6) I-275 NB

Stakeholder Meetings - May 7<sup>th</sup> and 9<sup>th</sup> 2013

Alternative 5



Alternative 6

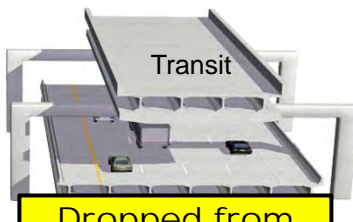


Stacked bridge Cost approx. 2-2.5 times cost of a Standard Bridge

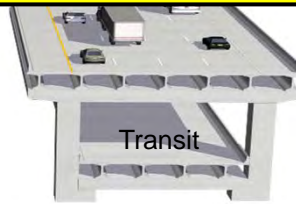
# Transit Guideway Over (Alt 5) or Under (Alt 6) I-275 NB

Stakeholder Meetings - May 7<sup>th</sup> and 9<sup>th</sup> 2013

Alternative 5

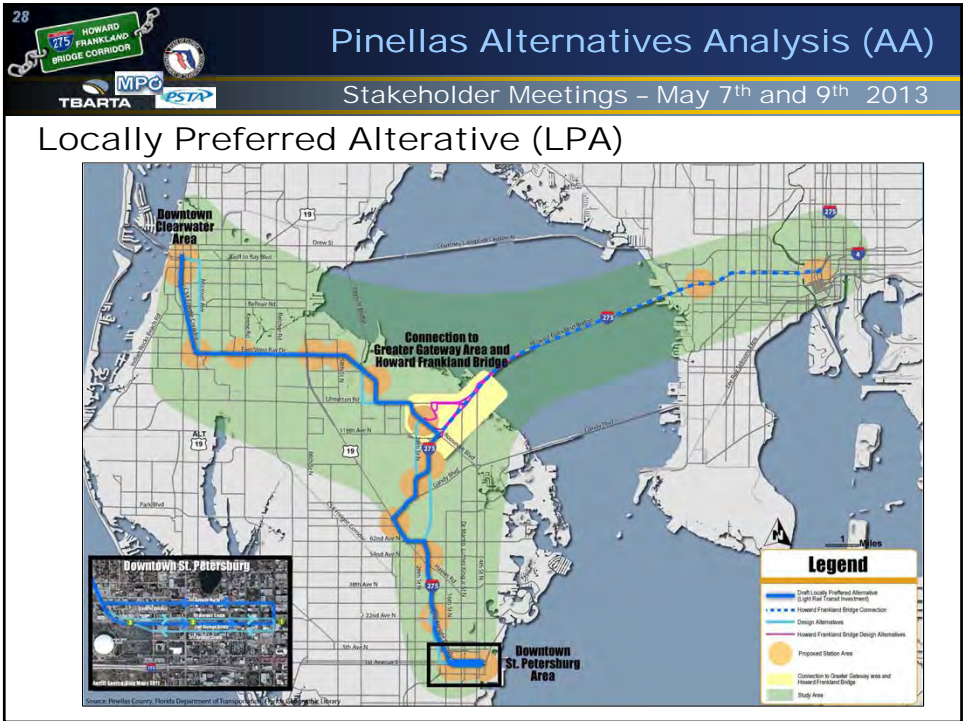
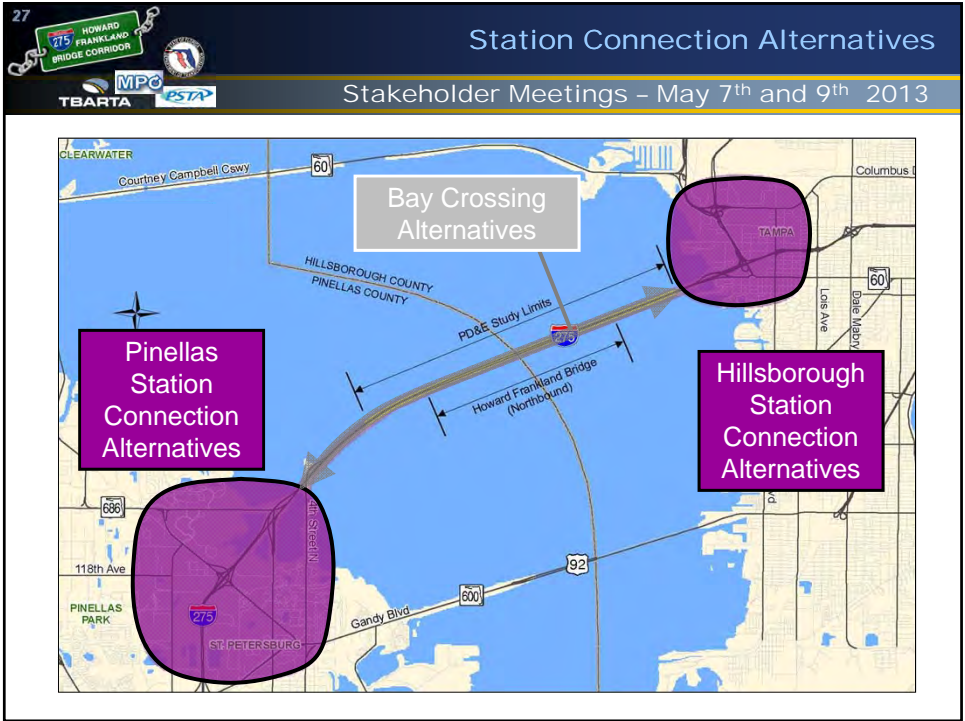


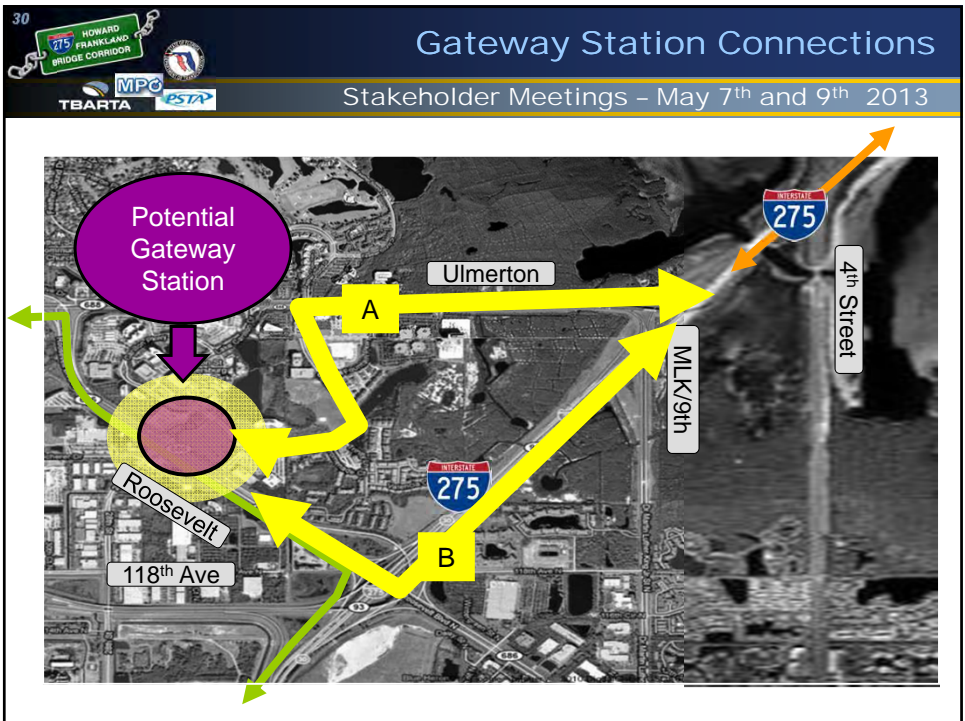
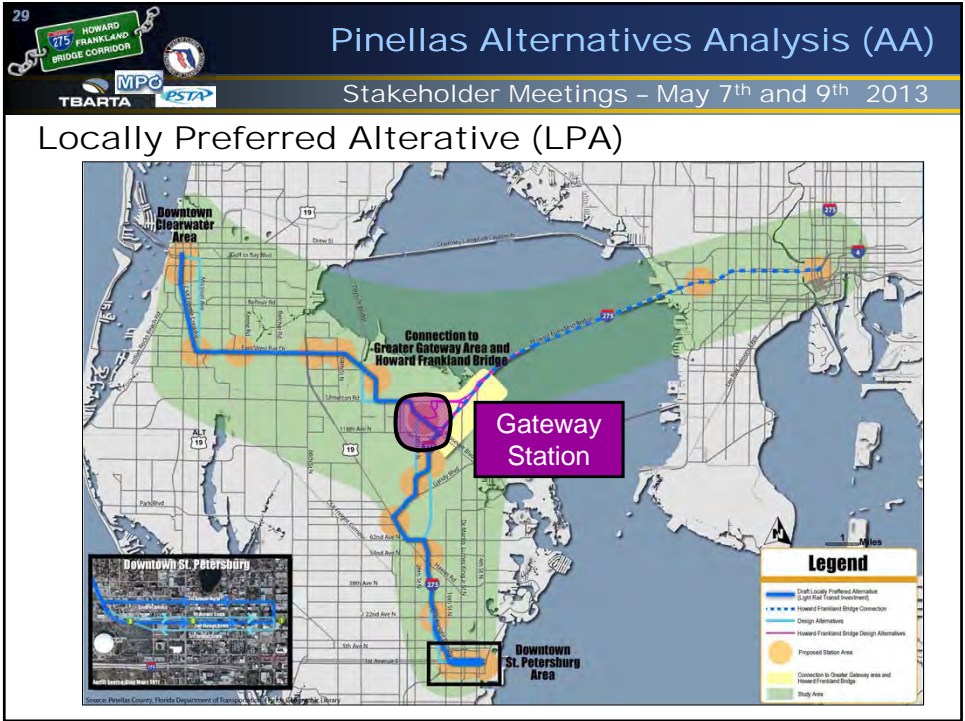
Alternative 6



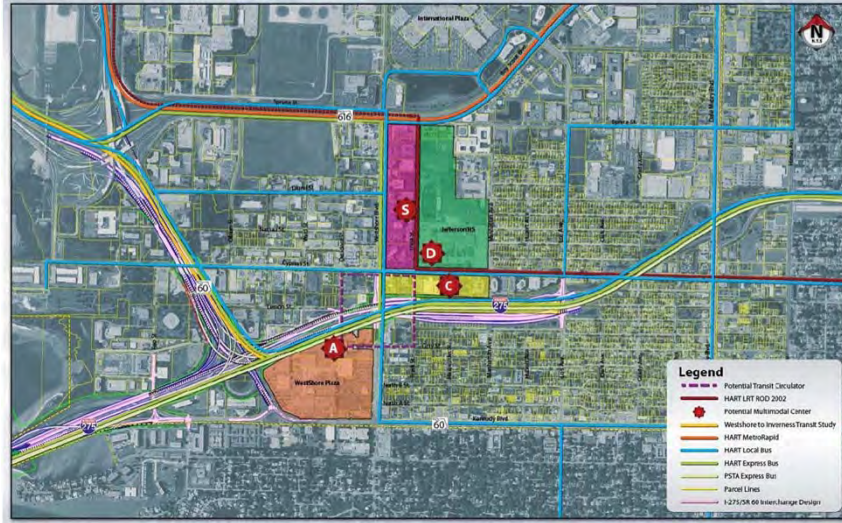
Dropped from further consideration

Stacked bridge Cost approx. 2-2.5 times cost of a Standard Bridge

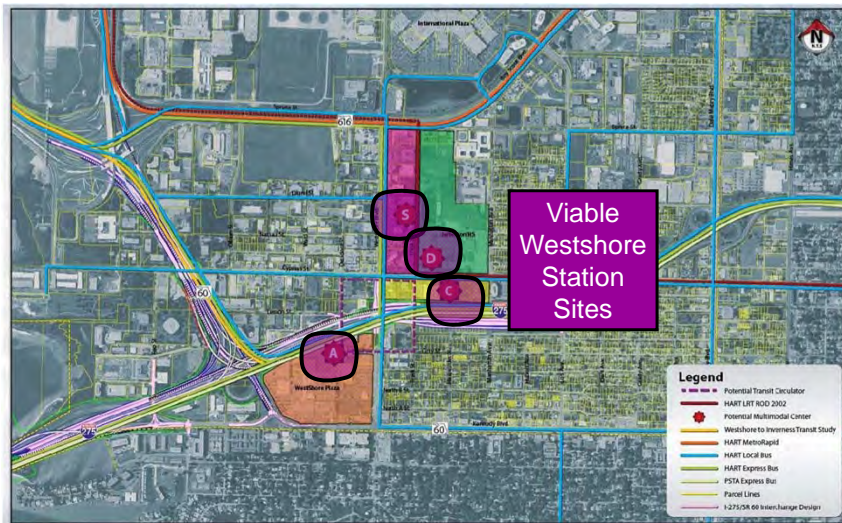




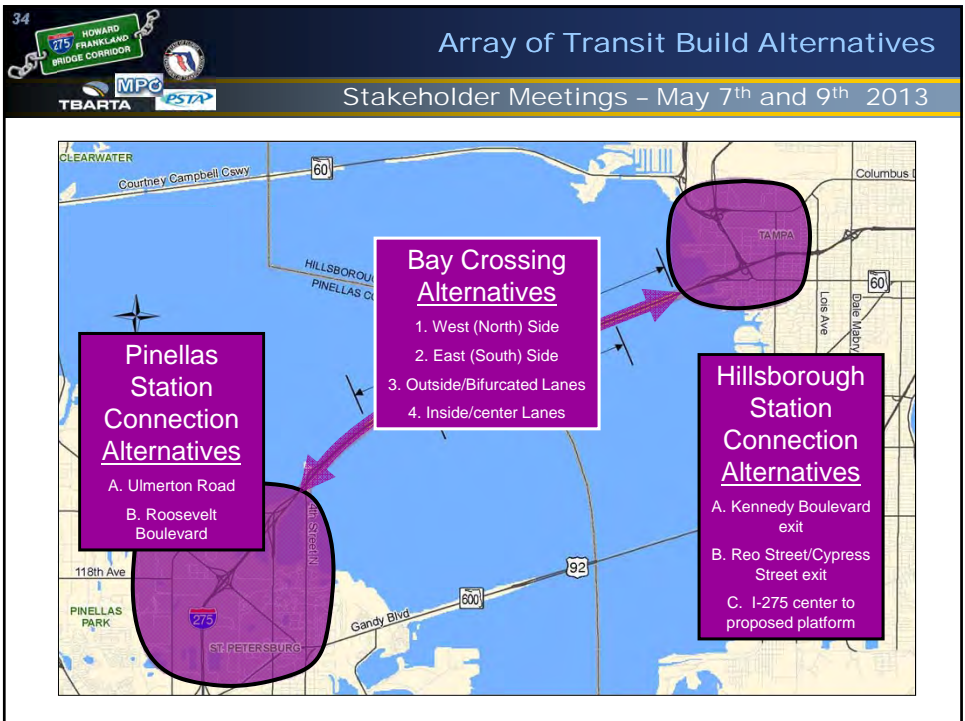
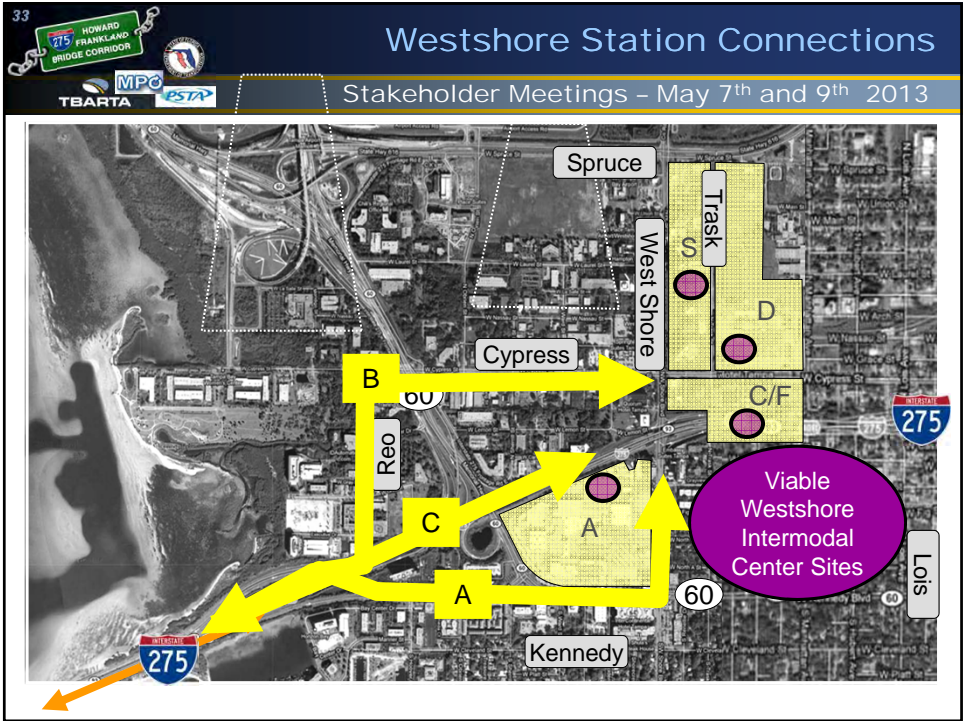
Final Viable Sites

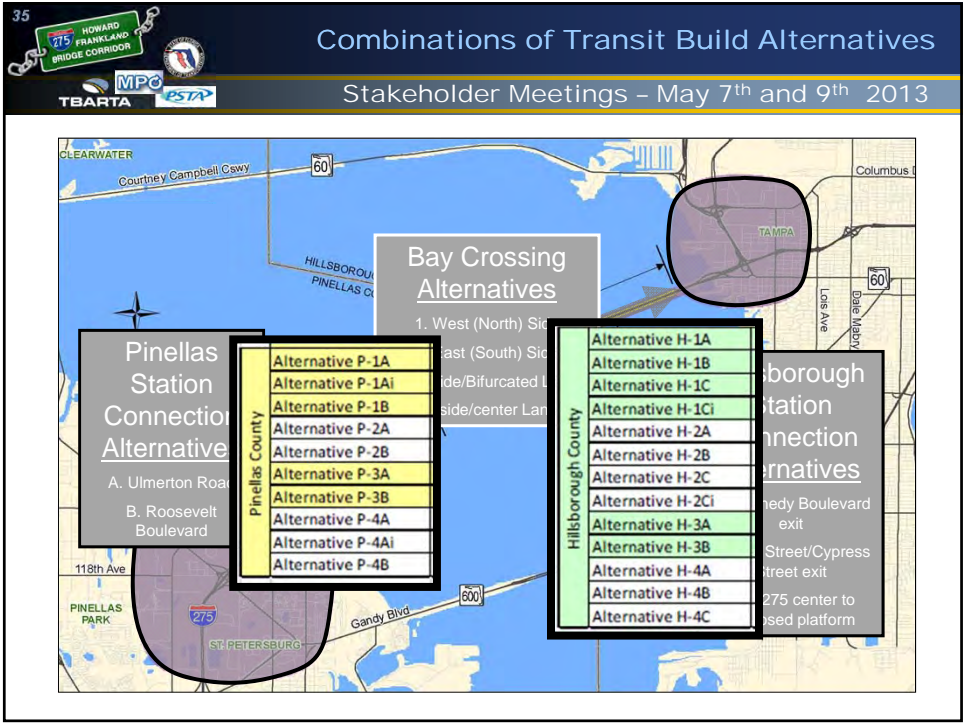


Final Viable Sites









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## Evaluation Index Measures

Stakeholder Meetings – May 7<sup>th</sup> and 9<sup>th</sup> 2013

INDEX MEASURE	PERFORMANCE MEASURES
1. Travel Time Index	1.2.1 Transit travel time (minutes) ( <i>lowest is best</i> )
2. Cost/Constructability Index	2.6.1 Potential for incremental phasing implementation of alternative to provide advanced mobility in the HFB Corridor (G/M/P) ( <i>good is best</i> )
	4.1.1 Extent of physical feasibility (alignment & station connection) (G/M/P) ( <i>good is best</i> )
	6.1.1 Estimated capital cost (\$) ( <i>lowest is best</i> )
3. Environmental Effect Index	3.1.1 Extent option improve compliance with current air quality standards (G/M/P) ( <i>good is best</i> )
	3.2.1 Wetlands within 100 feet of alignment (acres) ( <i>lowest is best</i> )
	3.2.2 Floodplains within 100 feet of alignment (acres) ( <i>lowest is best</i> )
	3.2.3 Mangroves within 100 feet of alignment (acres) ( <i>lowest is best</i> )
	3.2.4 Seagrass within 100 feet of alignment (acres) ( <i>lowest is best</i> )
	3.3.2 Number of sensitive receptors ( residential) subjected to increased noise and vibration impacts (within 500 feet) (#) ( <i>lowest is best</i> )
	3.4.1 Length of alignment running through or adjacent to a park or public open space (within 100 feet) (acres) ( <i>lowest is best</i> )
4. Service Efficiency/ Integration Index	5.1.1 Extent of regional system integration / direct connections (G/M/P) ( <i>good is best</i> )
	5.3.1 Maximize comfort & quality of ride (Travel times/alignment profiles (G/M/P) ( <i>good is best</i> )



# Transit Screen 1 Evaluation

Stakeholder Meetings - May 7<sup>th</sup> and 9<sup>th</sup> 2013

Alternative Evaluation Data (Times, Costs, Environmental)													
Alternative	1 - Travel Time Index					2 - Cost / Constructability Index							
	1		2			1		2		3			
	Travel Time Index (Minutes) - Obj. 1.2	Score	Index Total Score	Index Average Score	Index	Cost Index (Millions) - Obj. 6.1	Score	Maximize opportunity for phasing - Obj. 2.6	Score	Extent of physical feasibility (alignment & station connection) - Obj. 4.1	Score	Index Total Score	Index Average Score
Pinellas County	Alternative P-1A	Good	3.0	3.0	3.0	Good	3.0	Good	3.0	Good	3.0	9.0	3.0
	Alternative P-1AI	Moderate	2.0	2.0	2.0	Moderate	2.0	Moderate	2.0	Moderate	2.0	6.0	2.0
	Alternative P-1B	Poor	1.0	1.0	1.0	Poor	1.0	Poor	1.0	Poor	1.0	3.0	1.0
	Alternative P-2A	Moderate	2.0	2.0	2.0	Good	3.0	Moderate	2.0	Good	3.0	8.0	2.7
	Alternative P-2B	Poor	1.0	1.0	1.0	Moderate	2.0	Poor	1.0	Moderate	2.0	5.0	1.7
	Alternative P-3A	Moderate	2.0	2.0	2.0	Moderate	2.0	Moderate	2.0	Moderate	2.0	6.0	2.0
	Alternative P-3B	Poor	1.0	1.0	1.0	Poor	1.0	Good	3.0	Poor	1.0	5.0	1.7
	Alternative P-4A	Good	3.0	3.0	3.0	Good	3.0	Moderate	2.0	Moderate	2.0	5.0	1.7
	Alternative P-4AI	Poor	1.0	1.0	1.0	Good	3.0	Good	3.0	Good	3.0	9.0	3.0
Alternative P-4B	Moderate	2.0	2.0	2.0	Moderate	2.0	Moderate	2.0	Moderate	2.0	6.0	2.0	
Hillsborough County	Alternative H-1A	Moderate	2.0	2.0	2.0	Good	3.0	Good	3.0	Good	3.0	9.0	3.0
	Alternative H-1B	Poor	1.0	1.0	1.0	Moderate	2.0	Moderate	2.0	Moderate	2.0	6.0	2.0
	Alternative H-1C	Good	3.0	3.0	3.0	Poor	1.0	Poor	1.0	Poor	1.0	3.0	1.0
	Alternative H-1CI	Good	3.0	3.0	3.0	Poor	1.0	Poor	1.0	Poor	1.0	3.0	1.0
	Alternative H-2A	Moderate	2.0	2.0	2.0	Good	3.0	Good	3.0	Good	3.0	9.0	3.0
	Alternative H-2B	Poor	1.0	1.0	1.0	Moderate	2.0	Moderate	2.0	Moderate	2.0	6.0	2.0
	Alternative H-2C	Moderate	2.0	2.0	2.0	Moderate	2.0	Poor	1.0	Poor	1.0	4.0	1.3
	Alternative H-2CI	Good	3.0	3.0	3.0	Poor	1.0	Poor	1.0	Poor	1.0	3.0	1.0
	Alternative H-3A	Moderate	2.0	2.0	2.0	Poor	1.0	Moderate	2.0	Moderate	2.0	5.0	1.7
	Alternative H-3B	Poor	1.0	1.0	1.0	Moderate	2.0	Poor	1.0	Poor	1.0	4.0	1.3
	Alternative H-4A	Moderate	2.0	2.0	2.0	Moderate	2.0	Good	3.0	Good	3.0	8.0	2.7
	Alternative H-4B	Poor	1.0	1.0	1.0	Poor	1.0	Moderate	2.0	Moderate	2.0	5.0	1.7
Alternative H-4C	Good	3.0	3.0	3.0	Good	3.0	Poor	1.0	Poor	1.0	5.0	1.7	



# Transit Screen 1 Evaluation

Stakeholder Meetings - May 7<sup>th</sup> and 9<sup>th</sup> 2013

Alternative Evaluation Data (Times, Costs, Environmental)													
Alternative	3 - Environmental Effect Index												
	1		2		3		4		5		6		
	Number of Wetlands - Obj. 3.2	Score	Number of Floodplain (TOTAL) - Obj. 3.2	Score	Number of Mangroves - Obj. 3.2	Score	Number of Seagrass - Obj. 3.2	Score	Extent AQ is improved (length & travel time) - Obj. 3.1	Score	Number of DU Obj. 3.3	Score	
Pinellas County	Alternative P-1A	Poor	1.0	Moderate	2.0	Moderate	2.0	Moderate	2.0	Good	3.0	Good	3.0
	Alternative P-1AI	Moderate	2.0	Good	3.0	Moderate	2.0	Poor	1.0	Moderate	2.0	Good	3.0
	Alternative P-1B	Good	3.0	Moderate	2.0	Good	3.0	Poor	1.0	Poor	1.0	Poor	1.0
	Alternative P-2A	Moderate	2.0	Moderate	2.0	Poor	1.0	Moderate	2.0	Good	3.0	Good	3.0
	Alternative P-2B	Good	3.0	Good	3.0	Moderate	2.0	Moderate	2.0	Moderate	2.0	Poor	1.0
	Alternative P-3A	Moderate	2.0	Moderate	2.0	Poor	1.0	Moderate	2.0	Moderate	2.0	Good	3.0
	Alternative P-3B	Good	3.0	Good	3.0	Moderate	2.0	Poor	1.0	Good	3.0	Poor	1.0
	Alternative P-4A	Good	3.0	Moderate	2.0	Moderate	2.0	Moderate	2.0	Good	3.0	Good	3.0
	Alternative P-4AI	Moderate	2.0	Poor	1.0	Moderate	2.0	Moderate	2.0	Poor	1.0	Good	3.0
Alternative P-4B	Poor	1.0	Poor	1.0	Good	3.0	Good	3.0	Moderate	2.0	Poor	1.0	
Hillsborough County	Alternative H-1A	Moderate	2.0	Moderate	2.0	Poor	1.0	Poor	1.0	Good	3.0	Poor	1.0
	Alternative H-1B	Moderate	2.0	Poor	1.0	Poor	1.0	Poor	1.0	Poor	1.0	Good	3.0
	Alternative H-1C	Poor	1.0	Good	3.0	Moderate	2.0	Poor	1.0	Moderate	2.0	Moderate	2.0
	Alternative H-1CI	Good	3.0	Good	3.0	Good	3.0	Good	3.0	Moderate	2.0	Moderate	2.0
	Alternative H-2A	Moderate	2.0	Moderate	2.0	Moderate	2.0	Poor	1.0	Good	3.0	Poor	1.0
	Alternative H-2B	Moderate	2.0	Moderate	2.0	Moderate	2.0	Poor	1.0	Moderate	2.0	Good	3.0
	Alternative H-2C	Good	3.0	Good	3.0	Good	3.0	Moderate	2.0	Poor	1.0	Moderate	2.0
	Alternative H-2CI	Poor	1.0	Good	3.0	Good	3.0	Good	3.0	Moderate	2.0	Moderate	2.0
	Alternative H-3A	Moderate	2.0	Moderate	2.0	Moderate	2.0	Poor	1.0	Good	3.0	Poor	1.0
	Alternative H-3B	Moderate	2.0	Moderate	2.0	Moderate	2.0	Poor	1.0	Moderate	2.0	Good	3.0
	Alternative H-4A	Moderate	2.0	Poor	1.0	Moderate	2.0	Moderate	2.0	Moderate	2.0	Poor	1.0
	Alternative H-4B	Moderate	2.0	Poor	1.0	Moderate	2.0	Moderate	2.0	Moderate	2.0	Good	3.0
Alternative H-4C	Poor	1.0	Poor	1.0	Good	3.0	Poor	1.0	Good	3.0	Moderate	2.0	



# Transit Screen 1 Evaluation

Stakeholder Meetings – May 7<sup>th</sup> and 9<sup>th</sup> 2013

		4 - Service Efficiency/Integration Index									
		7			1			2			
Alternative	Number of Open Space (Acres) - Obj. 3.4	Score	Index Total Score	Index Average Score	Maximize regional transit system integration - Obj. 5.1	Score	Maximize comfort & quality of ride - Obj. 5.3	Score	Index Total Score	Index Average Score	
Pinellas County	Alternative P-1A	Good	3.0	16.0	2.3	Good	3.0	Good	3.0	6.0	3.0
	Alternative P-1Ai	Moderate	2.0	15.0	2.1	Good	3.0	Poor	1.0	4.0	2.0
	Alternative P-1B	Poor	1.0	12.0	1.7	Moderate	2.0	Moderate	2.0	4.0	2.0
	Alternative P-2A	Moderate	2.0	15.0	2.1	Good	3.0	Moderate	2.0	5.0	2.5
	Alternative P-2B	Poor	1.0	14.0	2.0	Moderate	2.0	Good	3.0	5.0	2.5
	Alternative P-3A	Good	3.0	15.0	2.1	Good	3.0	Moderate	2.0	5.0	2.5
	Alternative P-3B	Poor	1.0	14.0	2.0	Moderate	2.0	Good	3.0	5.0	2.5
	Alternative P-4A	Good	3.0	18.0	2.6	Good	3.0	Poor	1.0	4.0	2.0
	Alternative P-4Ai	Good	3.0	14.0	2.0	Good	3.0	Moderate	2.0	5.0	2.5
	Alternative P-4B	Moderate	2.0	13.0	1.9	Moderate	2.0	Good	3.0	5.0	2.5
Hillsborough County	Alternative H-1A	Moderate	2.0	12.0	1.7	Moderate	2.0	Moderate	2.0	4.0	2.0
	Alternative H-1B	Poor	1.0	10.0	1.4	Moderate	2.0	Poor	1.0	3.0	1.5
	Alternative H-1C	Good	3.0	14.0	2.0	Good	3.0	Good	3.0	6.0	3.0
	Alternative H-1Ci	Good	3.0	19.0	2.7	Good	3.0	Good	3.0	6.0	3.0
	Alternative H-2A	Good	3.0	14.0	2.0	Moderate	2.0	Moderate	2.0	4.0	2.0
	Alternative H-2B	Moderate	2.0	14.0	2.0	Moderate	2.0	Moderate	2.0	4.0	2.0
	Alternative H-2C	Good	3.0	17.0	2.4	Good	3.0	Good	3.0	6.0	3.0
	Alternative H-2Ci	Good	3.0	17.0	2.4	Good	3.0	Good	3.0	6.0	3.0
	Alternative H-3A	Good	3.0	14.0	2.0	Moderate	2.0	Moderate	2.0	4.0	2.0
	Alternative H-3B	Moderate	2.0	14.0	2.0	Moderate	2.0	Poor	1.0	3.0	1.5
Alternative H-4A	Good	3.0	13.0	1.9	Moderate	2.0	Moderate	2.0	4.0	2.0	
Alternative H-4B	Moderate	2.0	14.0	2.0	Moderate	2.0	Moderate	2.0	4.0	2.0	
Alternative H-4C	Good	3.0	14.0	2.0	Good	3.0	Good	3.0	6.0	3.0	



# Average Score by Index & Alternative

Stakeholder Meetings – May 7<sup>th</sup> and 9<sup>th</sup> 2013

		SCORING INDICES AVERAGE				Total Score
		Index 1	Index 2	Index 3	Index 4	
Alternative		Travel Time	Cost/Engr.	Environ. Effect	Service Integration	
Pinellas County	Alternative P-1A	3.00	3.00	2.29	3.00	<b>11.29</b>
	Alternative P-1Ai	2.00	2.00	2.14	2.00	8.14
	Alternative P-1B	1.00	1.00	1.71	2.00	5.71
	Alternative P-2A	2.00	2.67	2.14	2.50	<b>9.31</b>
	Alternative P-2B	1.00	1.67	2.00	2.50	7.17
	Alternative P-3A	2.00	2.00	2.14	2.50	<b>8.64</b>
	Alternative P-3B	1.00	1.67	2.00	2.50	7.17
	Alternative P-4A	3.00	1.67	2.57	2.00	<b>9.24</b>
	Alternative P-4Ai	1.00	3.00	2.00	2.50	8.50
	Alternative P-4B	2.00	2.00	1.86	2.50	<b>8.36</b>
Hillsborough County	Alternative H-1A	2.00	3.00	1.71	2.00	8.71
	Alternative H-1B	1.00	2.00	1.43	1.50	5.93
	Alternative H-1C	3.00	1.00	2.00	3.00	9.00
	Alternative H-1Ci	3.00	1.00	2.71	3.00	<b>9.71</b>
	Alternative H-2A	2.00	3.00	2.00	2.00	9.00
	Alternative H-2B	1.00	2.00	2.00	2.00	<b>7.00</b>
	Alternative H-2C	2.00	1.33	2.43	3.00	8.76
	Alternative H-2Ci	3.00	1.00	2.43	3.00	<b>9.43</b>
	Alternative H-3A	2.00	1.67	2.00	2.00	<b>7.67</b>
	Alternative H-3B	1.00	1.33	2.00	1.50	5.83
Alternative H-4A	2.00	2.67	1.86	2.00	8.52	
Alternative H-4B	1.00	1.67	2.00	2.00	6.67	
Alternative H-4C	3.00	1.67	2.00	3.00	<b>9.67</b>	

Scores with higher numbers are better

- Legend**
- Highest ranking alternative within water crossing option
  - Highest ranking alternative utilizing "B" designated exit (See Section 3.6 Evaluation Summary)

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HOWARD FRANKLAND BRIDGE CORRIDOR

MPO TBARTA ESTP

## Recommended Alternatives to Advance to Screen 2

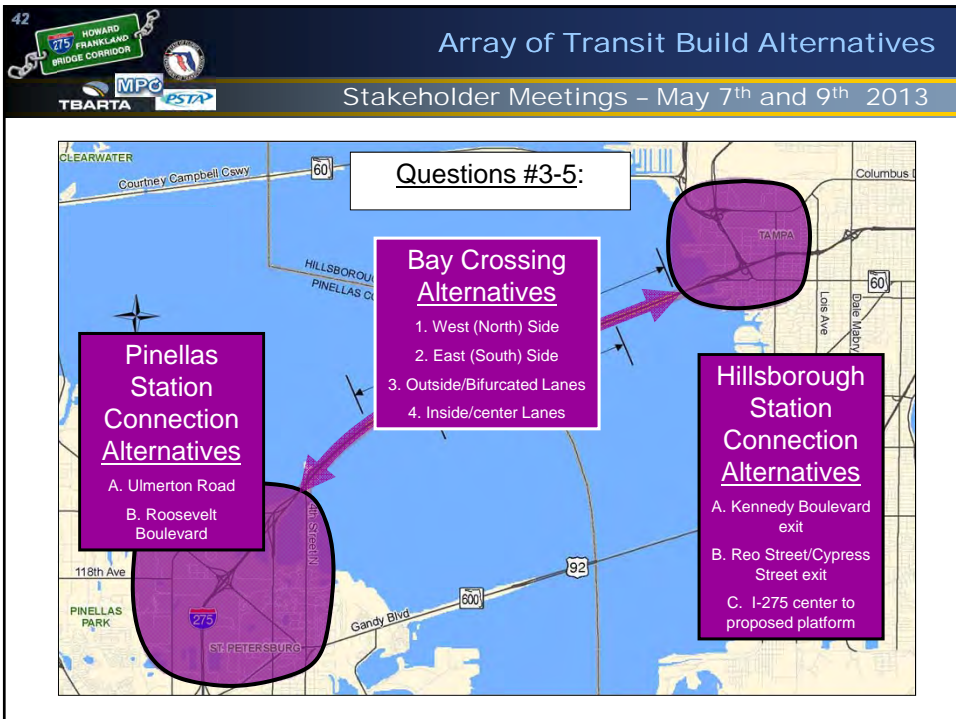
Stakeholder Meetings – May 7<sup>th</sup> and 9<sup>th</sup> 2013

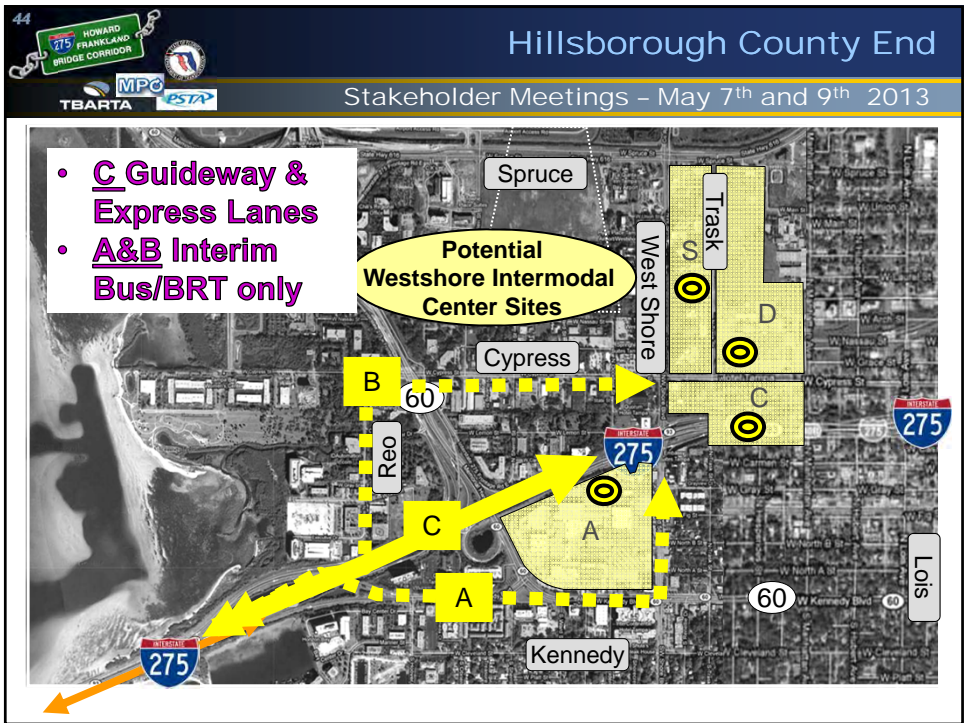
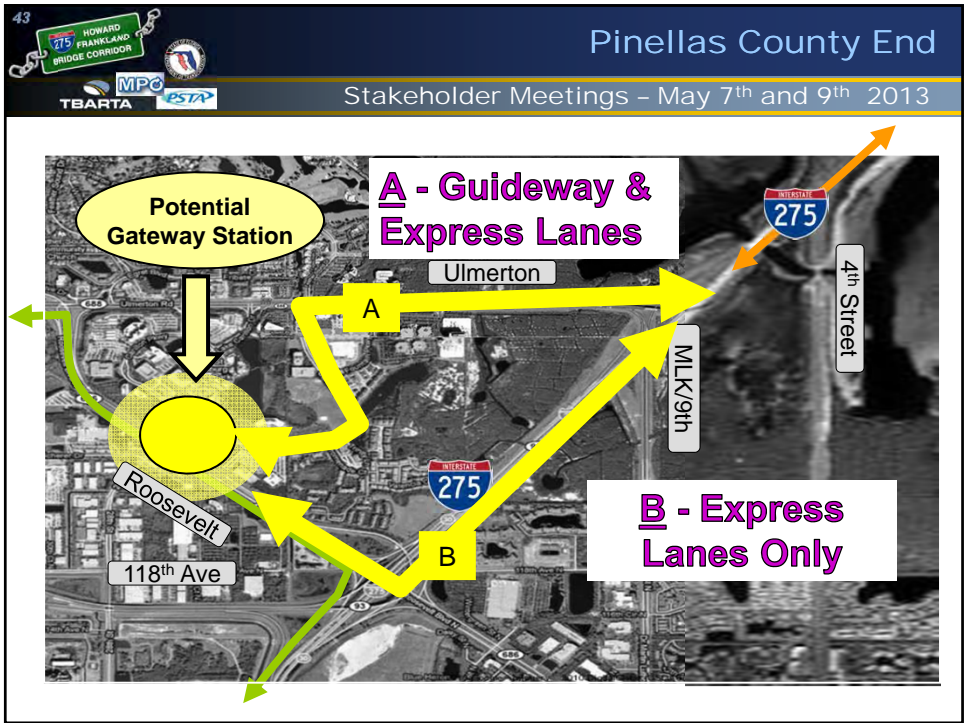
Alternative	SCORING INDICES AVERAGE				Total Score
	Index 1	Index 2	Index 3	Index 4	
	Travel Time	Cost/Engr.	Environ. Effect	Service Integration	
<b>Alternative P-1A</b>	3.00	3.00	2.29	3.00	<b>11.29</b>
Alternative P-2A	2.00	2.67	2.14	2.50	9.31
Alternative P-4A	3.00	1.67	2.57	2.00	9.24
<b>Alternative H-1C1</b>	3.00	1.00	2.71	3.00	<b>9.71</b>
Alternative H-2C1	3.00	1.00	2.43	3.00	9.43
Alternative H-4A	2.00	2.67	1.86	2.00	8.52
Alternative H-4B	1.00	1.67	2.00	2.00	6.67
<b>Alternative H-4C</b>	3.00	1.67	2.00	3.00	<b>9.67</b>

Scores with higher numbers are better

**Legend**

- Highest ranking alternative within water crossing option
- Highest ranking alternative utilizing "B" designated exit (See Section 3.6 Evaluation Summary)






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HOWARD FRANKLAND BRIDGE CORRIDOR

MPO TBARTA ESTP

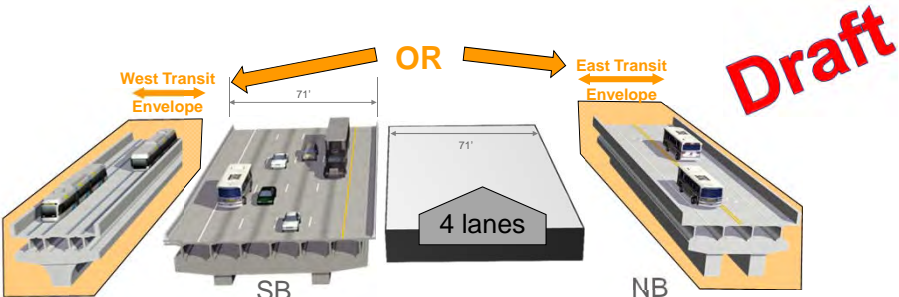
## New Transit Exclusive Guideway

Stakeholder Meetings - May 7<sup>th</sup> and 9<sup>th</sup> 2013



Span ~31,000 ft  
~12.6 miles

**Replace NB Bridge**  
**Approx. Cost ~ \$367 million**  
**+ Transit Exclusive**  
**Guideway**  
**Approx. Cost ~ \$989 million**  
**Approx. Total = \$1,356 million**



West Transit Envelope  
71'  
SB

OR

East Transit Envelope  
71'  
4 lanes  
NB

**Draft**

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HOWARD FRANKLAND BRIDGE CORRIDOR

MPO TBARTA ESTP

Stakeholder Meetings - May 7<sup>th</sup> and 9<sup>th</sup> 2013

# Stakeholder Questions, Input, and Discussion

One of several District 7 “Express Lanes” studies

- I-275 from north of I-375 in Pinellas to north of Bears in Hillsborough

■ Incl. the Howard Frankland Bridge

- I-4 from I-275 to Polk Parkway

- I-75 from SR 674 to Bruce B Downs

Master Plan with “ultimate” or long-term concepts. Also identify short-term projects to implement along portions of the network

Toll lanes that may be similar to South Florida’s I-95 Express lanes



Where else are they?

- Los Angeles & San Diego, CA
- Dallas & Houston, TX
- Washington DC
- Minneapolis, MN
- Atlanta, GA
- Denver, CO

**Over 600 lane miles in operation**







# What are Express Lanes?

Stakeholder Meetings - May 7<sup>th</sup> and 9<sup>th</sup> 2013

- New tolled lanes added to existing interstates – tolls collected help offset financing constraints
- Toll amount varies based on congestion
- Assures congestion-free trips; reliable travel times
- Travel options - use them only when you want to
- Express Bus/BRT can access them

Selmon Reversible Lanes



CA Express Lanes



Atl I-85 Express Lane



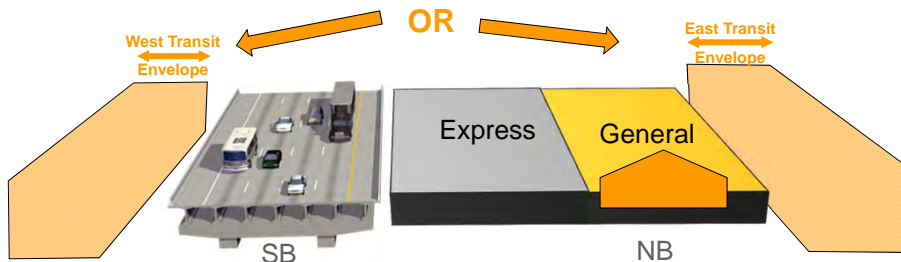
# Widen Bridge/Road for Express Lanes each direction 4<sup>th</sup> St - SR 60

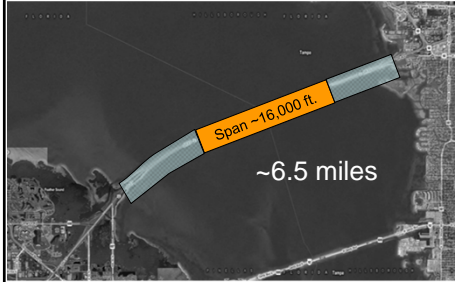
Stakeholder Meetings - May 7<sup>th</sup> and 9<sup>th</sup> 2013



Consider option for Interstate Express Lanes

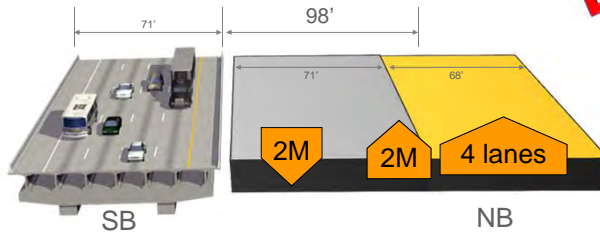
Questions #6 & 7



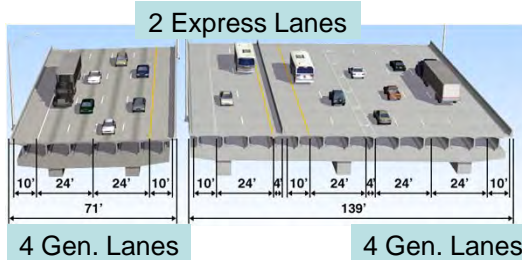
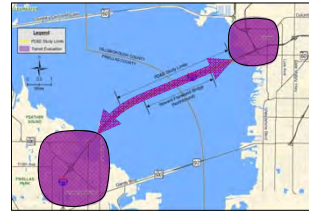


**Replace NB Bridge**  
**Approx. Cost ~ \$367 million**  
**+ 4 Express Lanes**  
**Approx. Cost ~ \$339 million**  
**Approx. Total = \$706 million**

**Draft**



- Determine how many express lanes needed
- For Howard Frankland Bridge, adjacent projects are an important factor (SR 60 interchange and connection to Pinellas)
- Without crossing bay, big gap in the network



- Considering 4<sup>th</sup> operational lane conversion in the interim
- A much wider new bridge is more costly

## Interim

1 Express Lane



3 Gen. Lanes

3 Gen. Lanes

## Ultimate

2 Express Lanes



4 Gen. Lanes

4 Gen. Lanes

# Stakeholder Questions, Input, and Discussion

Questions #8 & 9:



Pinellas/Hillsborough coordination on cross-bay transit

- Modes – LRT/BRT(bus)
- Connections on both sides of the Bay (Westshore location and modal consistency)

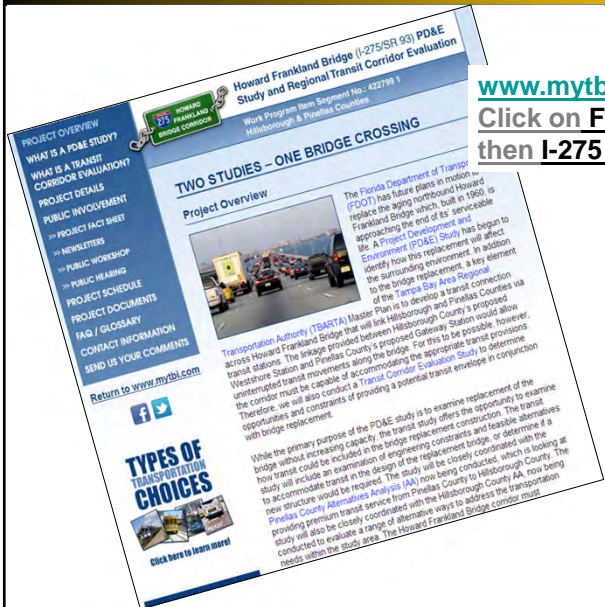
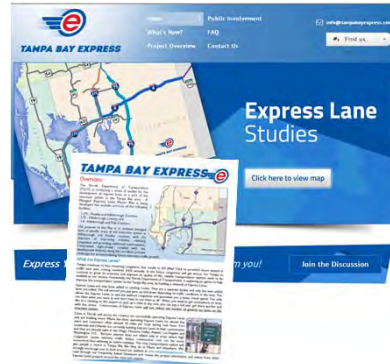
### Express Lanes

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

### Next Steps...

#### Coordination and input

- Hillsborough & Pinellas Stakeholders
- Alternatives Public Workshop
- Tampa Bay Express Lanes public engagement



[www.mytbi.com](http://www.mytbi.com)  
**Click on Future Projects,  
 then I-275 Howard Frankland Study**



End of  
Presentation