Howard Frankland Bridge (I-275/SR 93)

Bridge Replacement PD&E Study and Regional Transit Corridor Evaluation

WELCOME

to the Public Hearing for the Howard Frankland Bridge Replacement (Northbound)
Project Development and Environment Study and Regional Transit Corridor Evaluation

Hearing Locations & Dates:

Tuesday, November 14, 2017
5:30-7:30 p.m.

Tampa Marriott Westshore
1001 N. Westshore Boulevard
Tampa, FL 33607

Thursday, November 16, 2017
5:30-7:30 p.m.

Hilton St. Petersburg Carillon Park
950 Lake Carillon Drive
St. Petersburg, FL 33716

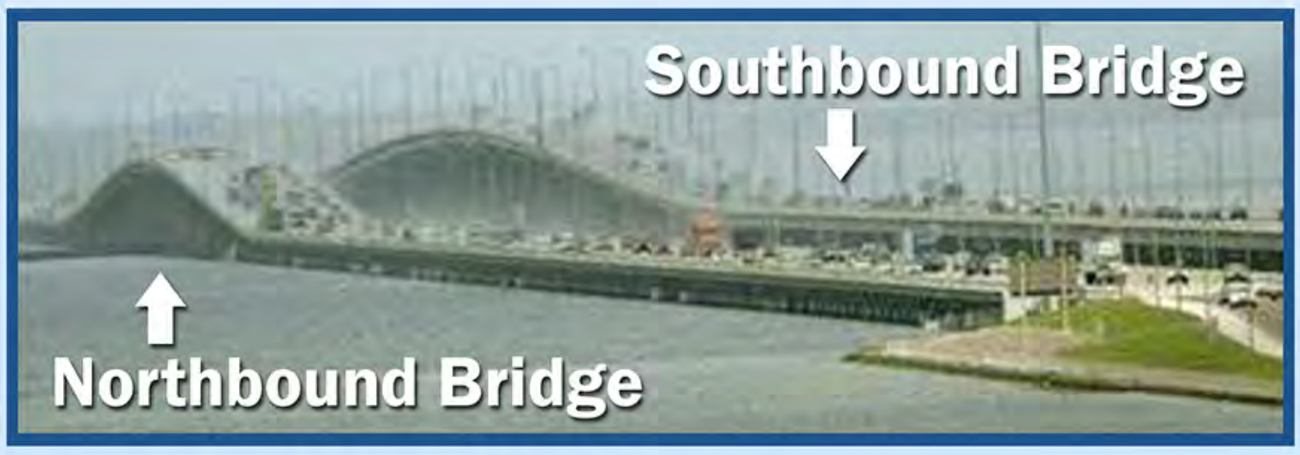
Need for Improvements

Travel Capacity

- The bridge is a vital system link in the local and regional transportation network
- Average Daily Traffic is 157,500 (2016) and projected to reach over 229,000 by 2040
- The existing level-of-service is "F" and projected to further degrade if nothing is done
- Additional travel capacity is needed

Northbound Bridge Structure

- The bridge is nearing its service life and is over 50 years old
- The width of the left shoulder is below current standards
- Elevation is too low, making it vulnerable to wave damage during major storm events
- Replacement is more cost effective than continuing to perform structural repairs



Howard Frankland Bridge (I-275/SR 93)

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Federal and State Requirements

Requirement	Description
FEDERAL REQUIREMENTS	
MAP-21	Moving Ahead for Progress in the 21st Century Act (2012)
23 Code of Federal Regulations (CFR), Chapter I, Part 450	Planning Assistance and Standards
23 CFR, Part 771, Section 771.111	Environmental Impact and Related Procedures - Early Coordination, Public Involvement, and Project Development
40 CFR, Chapter I, Part 93.105	Determining Conformity of Federal Actions to State or Federal Implementation Plans
40 CFR, Volume 33, Chapter V, Parts 1500-1508	Council on Environmental Quality Regulations (NEPA Requirements)
49 CFR, Subtitle A, Part 24	Uniform Relocation Assistance and Real Property Acquisition Policies Act
23 United States Code (USC), Section 109(h)	Highways - Economic, Social, and Environmental Effects
23 USC, Section 128	Public Hearings
23 USC, Section 135	Statewide Planning
23 USC, Section 139	Efficient Environmental Reviews for Project Decision making
42 USC, Chapter 126, Section 12101	Americans with Disabilities Act of 1990, Titles I and V
42 USC, Subchapter V, Sections 2000d-2000d-7	Public Health and Welfare - Title VI of the 1964 Civil Rights Act and Related Statutes
42 USC, Title 42, Chapter 55, Section 4321	National Environmental Policy Act of 1969 (NEPA)
Executive Order 12898	Environmental Justice - Avoidance of actions that can cause disproportionately high impacts on minority and low income populations
Executive Order 13166	Improving Access to Devices for Persons with Limited English Proficiency (LEP)
FHWA Technical Advisory 6640.8A	Guidance for preparing and processing Environmental and Section 4(f)
STATE REQUIREMENTS	
Florida Statute 120.525	Meetings, Hearings, and Workshops
Florida Statute 286.011	Government-in-the-Sunshine Law
Florida Statute 335.199	Transportation Projects Modifying Access to Adjacent Property
Florida Statute 339.135	Public Hearings during the development of the Florida Transportation Plan
Florida Statute 339.155	Transportation Planning
Florida Statute 339.175	Public Transportation Finance and Planning, Metropolitan Planning Organization
Florida Statute 335.02(1)	Public Transportation, State Highway System
Florida Statute 479.106, Amended	Outdoor Advertising Signs/Noise-Attenuation Barrier
Florida Statute 163.3181(2)	Public Participation in the Comprehensive Planning Process; Intent, Alternative Dispute Resolution

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.

This Public Hearing was advertised in the Tampa Bay Times on October 16, 2017 and November 3, 2017, in La Gaceta on October 20, 2017 and November 3, 2017 and in the Florida Sentinel on October 20, 2017 and November 3, 2017.

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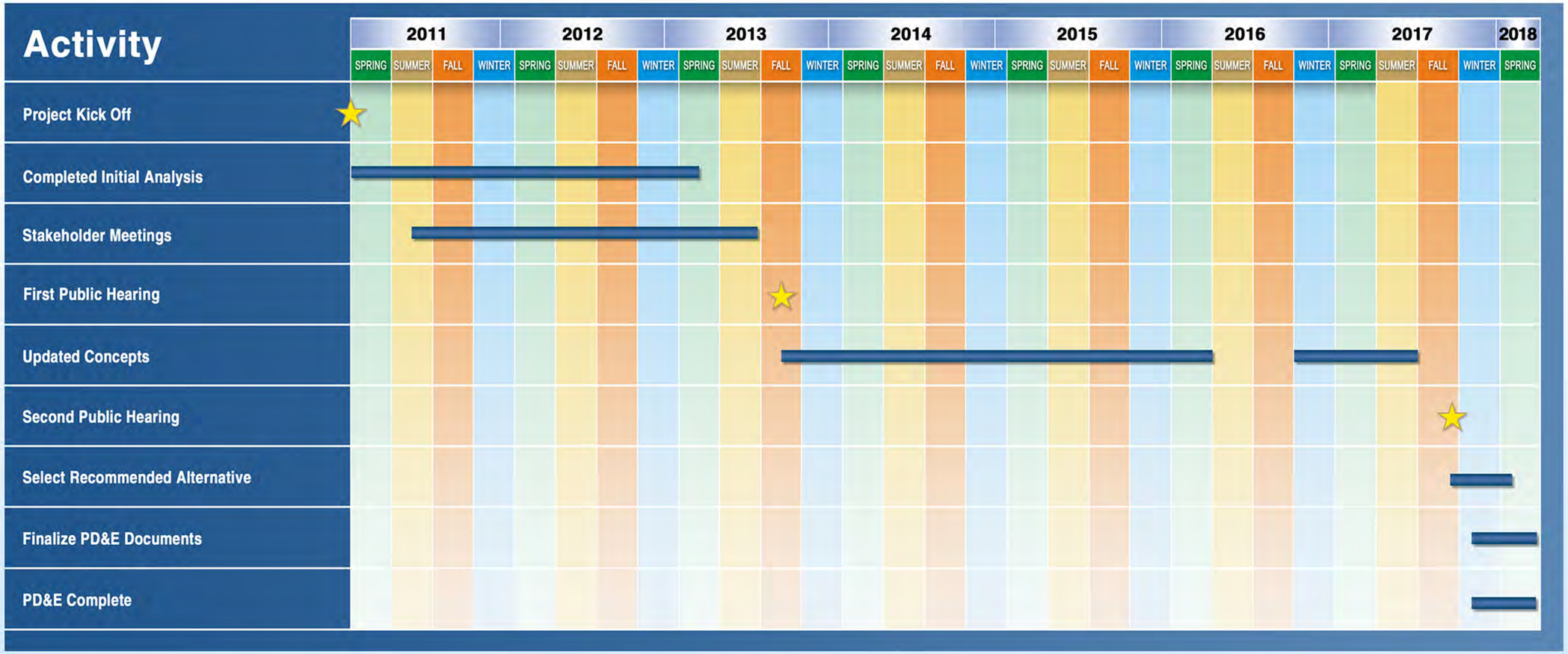
Study Schedule



Florida Department of Transportation – District Seven
Pinellas & Hillsborough Counties
WPI Segment No.: 422799-1
For more information on this study, go to: http://hfbs.fdotd7studies.com

Public Hearing
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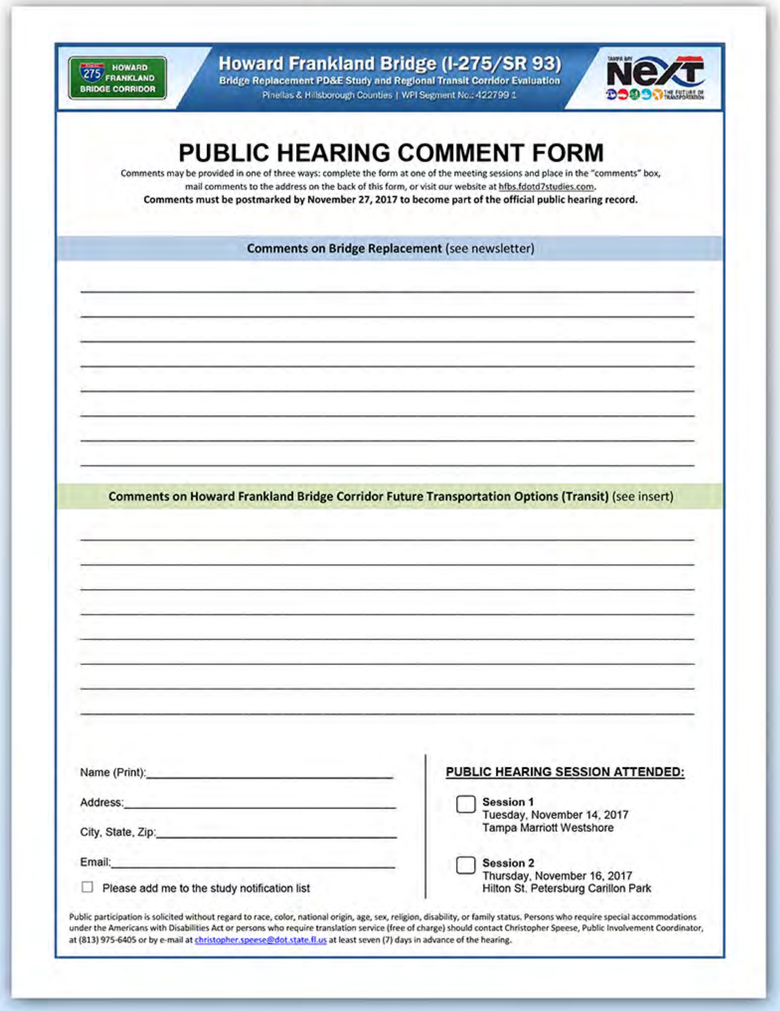
Howard Frankland Bridge (I-275/SR 93)

Bridge Replacement PD&E Study and Regional Transit Corridor Evaluation

Please provide your comments by **Monday, November 27, 2017**



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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 hfbs.fdotd7studies.com.
Comments must be postmarked by November 27, 2017 to become part of the official public hearing record.

Comments on Bridge Replacement (see newsletter)

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

Name (Print):

Address:

City, State, Zip:

Email:

☐ Please add me to the study notification list

PUBLIC HEARING SESSION ATTENDED:

☐ **Session 1**
Tuesday, November 14, 2017
Tampa Marriott Westshore

☐ **Session 2**
Thursday, November 16, 2017
Hilton St. Petersburg Carillon Park

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 e-mail at christopher.speese@dot.state.fl.us at least seven (7) days in advance of the hearing.

Make a verbal comment tonight

or

Drop the comment form in the comment box at this hearing

or

Mail your comments to:
Attention: Kirk Bogen, P.E.
Florida Department of Transportation
11201 N. McKinley Drive MS 7-500
Tampa, FL 33612

or

Submit your comment electronically through the project website:
http://hfbs.fdotd7studies.com/

Alternatives Evaluation Matrix for Northbound Howard Frankland Bridge Replacement

Evaluation Criteria	No-Build Alternative	2013 Public Hearing Alternative (Center Bridge)	2016 Recommended Build Alternative (West Bridge)	2017 Wider Recommended Build Alternative (West Bridge)
Number of Lanes (General-Express-Express-General)	**4-4**	**3-1-1-3**	**3-1-1-3**	**4-2-2-4**
Year 2040 Level of Service (LOS)				
LOS for General Use Lanes/Express Lanes	F	F/D	F/D	E/D
Percent over capacity (LOS D) for General Use Lanes	49%	80%	80%	9%
Potential Relocations				
Number of Businesses and Residences	0	0	0	0
Potential Right-of-Way (ROW) Impacts				
Additional ROW Needed (acres)	0	0	0	0
Potential Net Environmental Effects				
Archaeological/Historical Sites	0	0	0	0
Noise-Sensitive Sites	0	0	0	0
Seagrasses (acres)	0.0	0.0	2.3	9.5
Mangroves (acres)	0	0	0	0
Pinellas Aquatic Preserve/Outstanding Florida Water Encroachment by Fill (acres)	0.0	0.0	3.3	13.7
Threatened and Endangered Species, Potential Involvement	low	low	low	low
Petroleum Contamination & Hazardous Material Sites	0	0	0	0
Bicycle/Pedestrian Accommodations	None	None	None	Shared Use Path
Construction Complexities				
Estimated Construction Time	N/A	Up to 6 years	3 to 5 years	3 to 5 years
Potential Lane Closures on I-275 During Construction	N/A	Nightly and Possibly Long Duration Closures of inside lanes across bridge	Limited Closures of outside lane on causeway during construction of roadway approaches	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	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	$0
Seagrass/Wetlands Mitigation	$0	*$0*	*$5*	*See Note 4*
Construction Costs				
New Bridge	$0	*$183*	*$183*	*$396*
Temporary Widening of NB Bridge	$0	*$11*	*$0*	*$0*
Demolition of Existing NB Bridge	$0	*$68*	*$63*	*$35*
Roadway Transitions & Causeway Shared Use Path	$0	*$6*	*$11*	*$30*
Seawall	$0	*$0*	*$19*	*$26*
Access Road Reconstruction	$0	*$0*	*$2*	*$4*
Signing/Lighting	$0	*$2*	*$2*	*$10*
Added Construction Staging Costs	$0	*$8*	*$0*	*$0*
Maintenance of Traffic (6%-10%)	$0	*$27*	*$17*	*$32*
Mobilization (7%-10%)	$0	*$31*	*$21*	*$39*
Additional Contingencies (15%+/-)	$0	*$51*	*$48*	*$90*
Engineering Design-Build/CE&I [2] (7%/7%)	$0	$57	$52	$96
Construction and Engineering (CE&I Costs)	$0	$444	$418	$758
Additional Costs to Increase Strength of New Bridge for Future Transit Loading	$0	$25	$25	$27
Preliminary Estimate of Total Capital Costs[3]	**$0**	**$477 (rounded)**	**$454 (rounded)**	**$785 (rounded)**
Bridge Maintenance Costs (75 year span)	$460	$8	$6	$6
Preliminary Estimate of Total Capital and Future Bridge Maintenance Costs[3]	**$460 (rounded)**	**$485 (rounded)**	**$460 (rounded)**	**$791 (rounded)**

Notes: 1) Construction costs based on FDOT's LRE system costs. 2017 are present day costs; previous years are as reported previously.

2) CE&I = construction engineering and inspection.

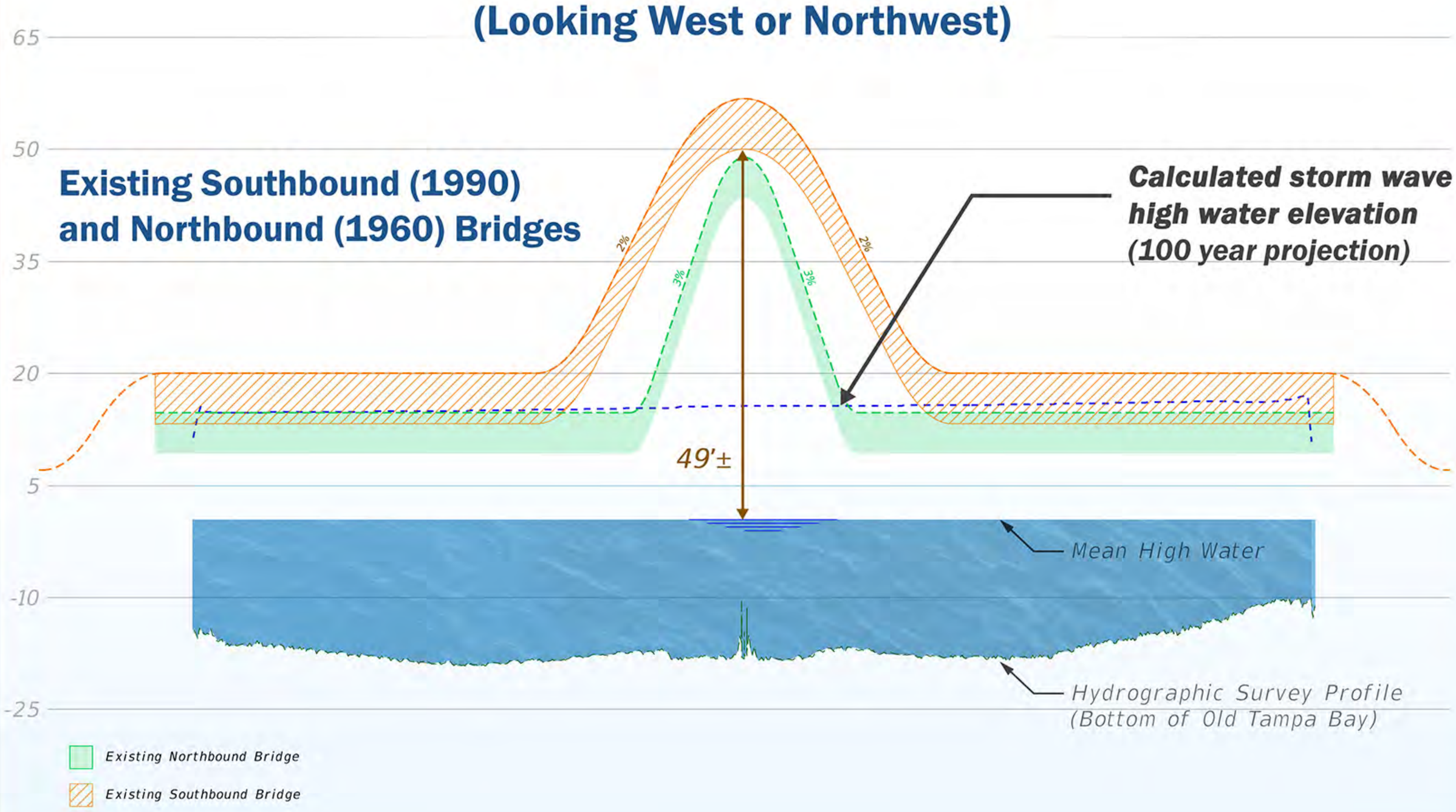
3) Costs above rounded to nearest $1 million, so may not add up to exact total.

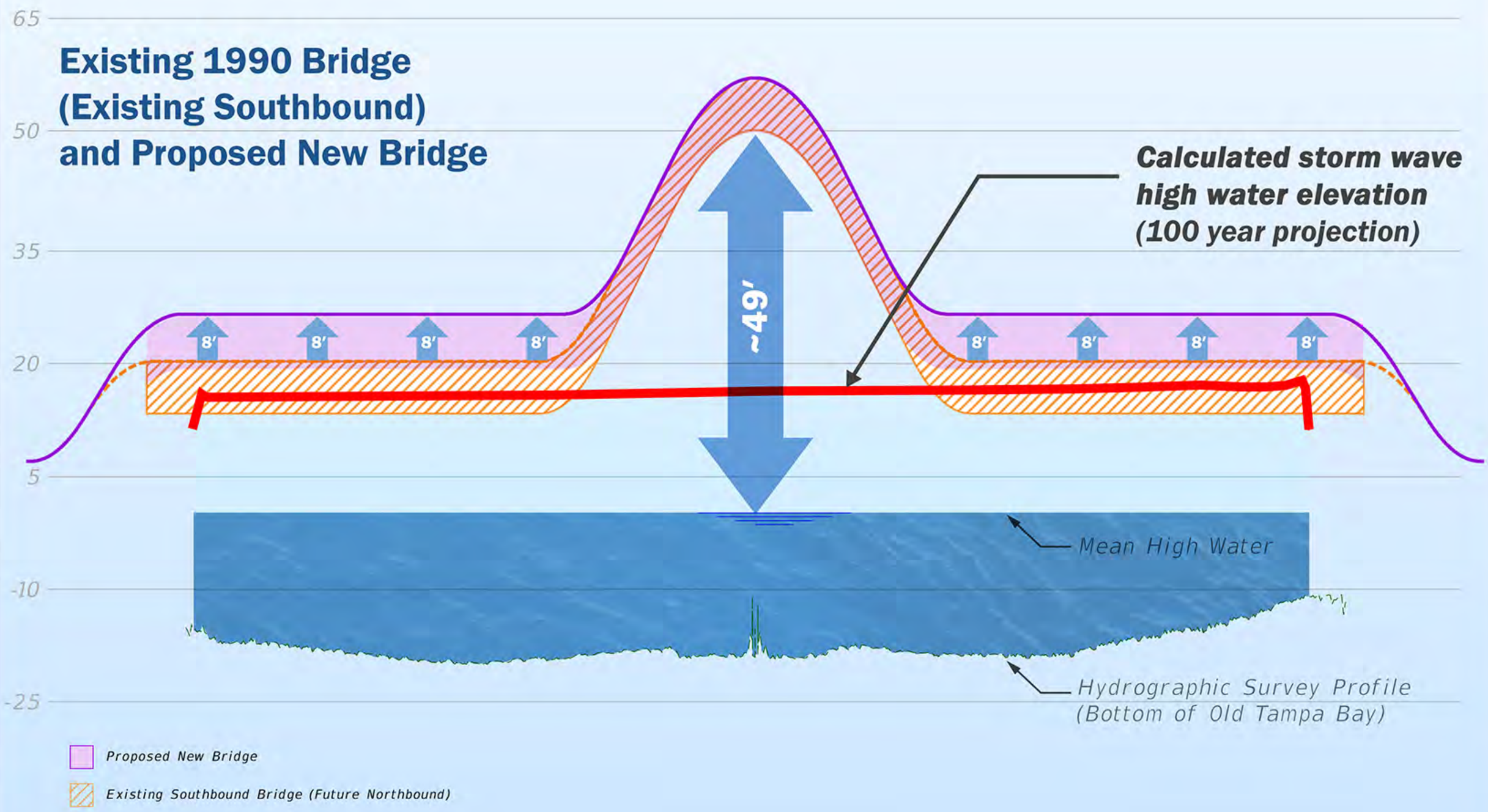
Howard Frankland Bridge (I-275/SR 93)

Bridge Replacement PD&E Study and Regional Transit Corridor Evaluation

Bridge Profiles

(Looking West or Northwest)





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Howard Frankland Bridge (I-275/SR 93)

Bridge Replacement PD&E Study and Regional Transit Corridor Evaluation

Color Key

Bridge Replacement PD&E Study

Regional Transit Corridor Evaluation

Other Projects

At the hearing tonight you will see blue and green headers on the displays. These headers represent the two different studies that are the subject of this hearing. The blue color represents the Bridge Replacement PD&E Study, the green color represents the Regional Transit Corridor Evaluation, and the purple color represents Other Projects.

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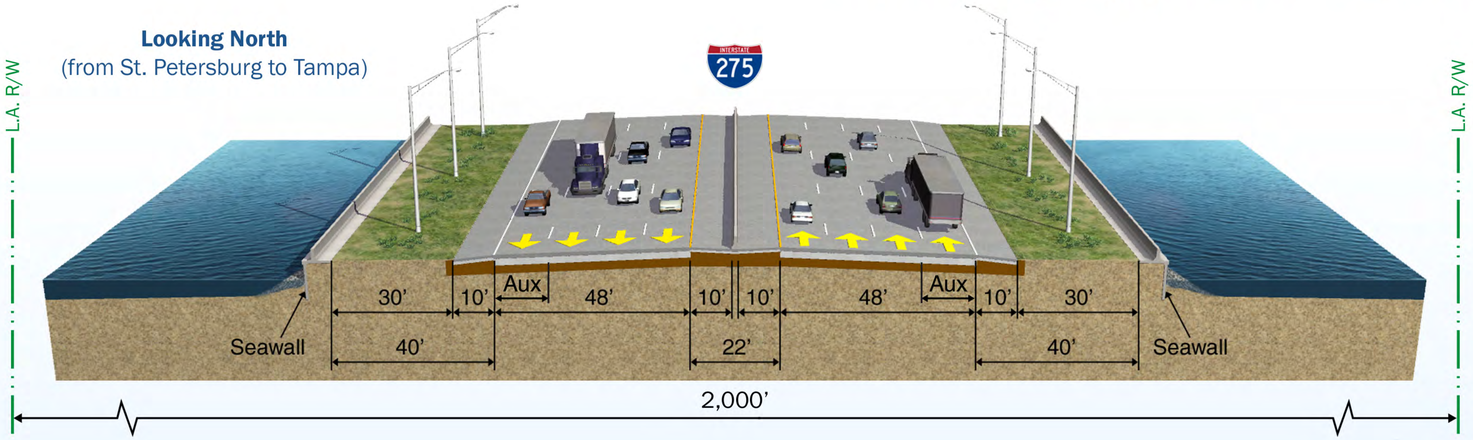
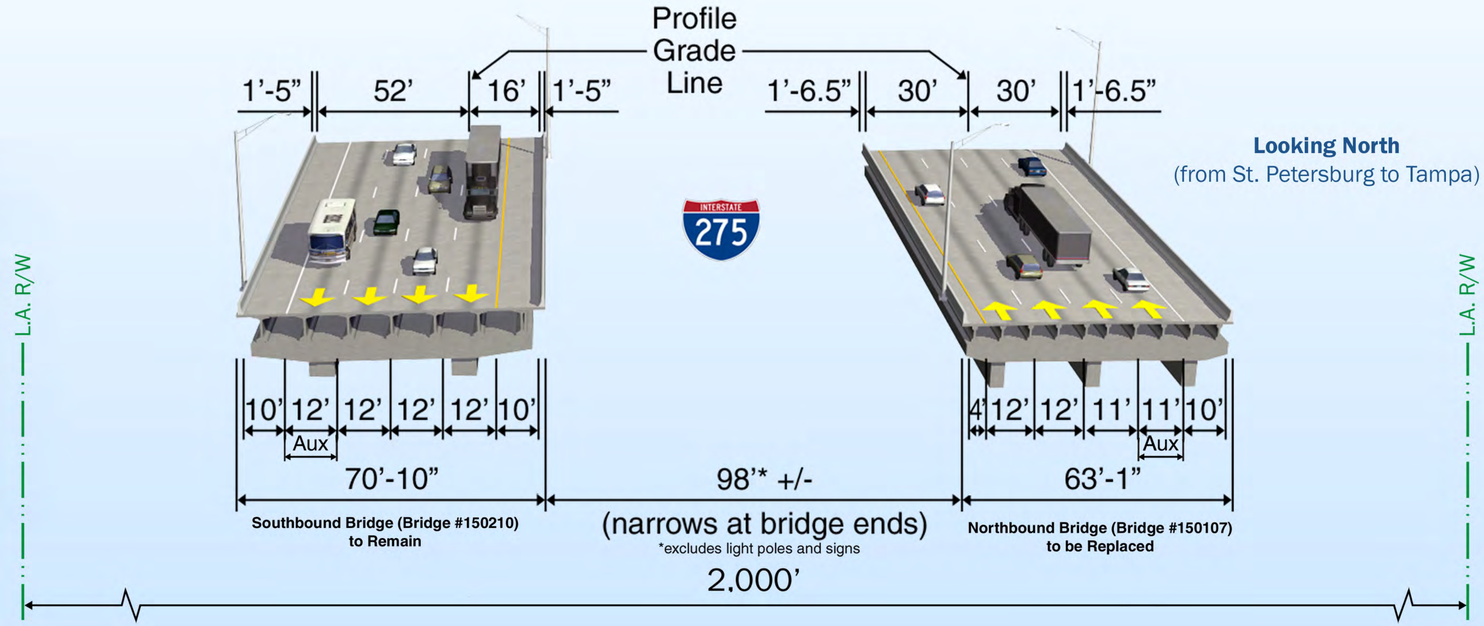
Bridge Replacement PD&E Study and Regional Transit Corridor Evaluation

Existing Typical Sections

Roadway



Bridge



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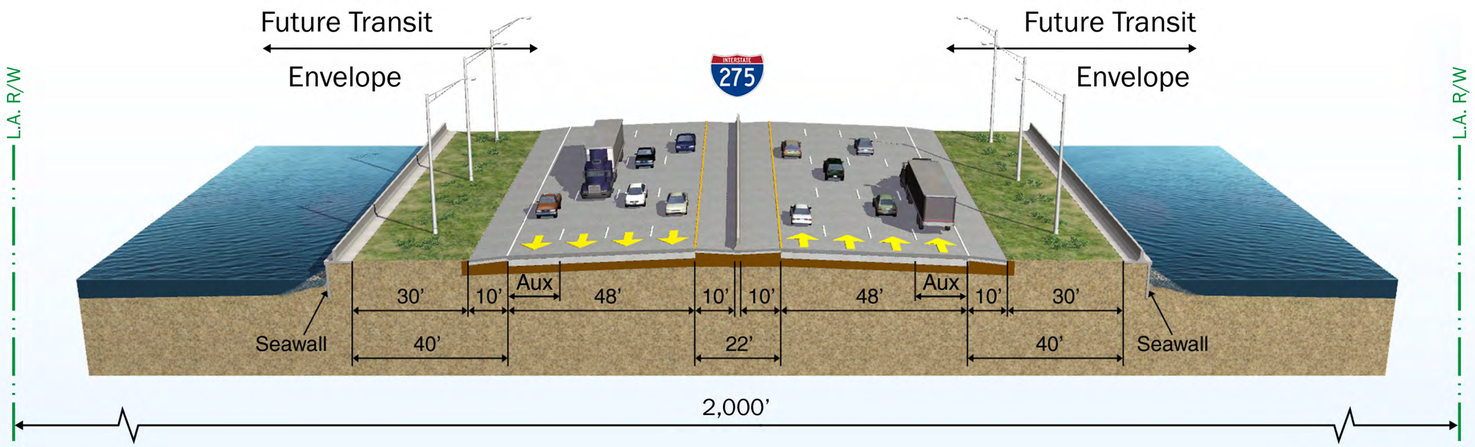
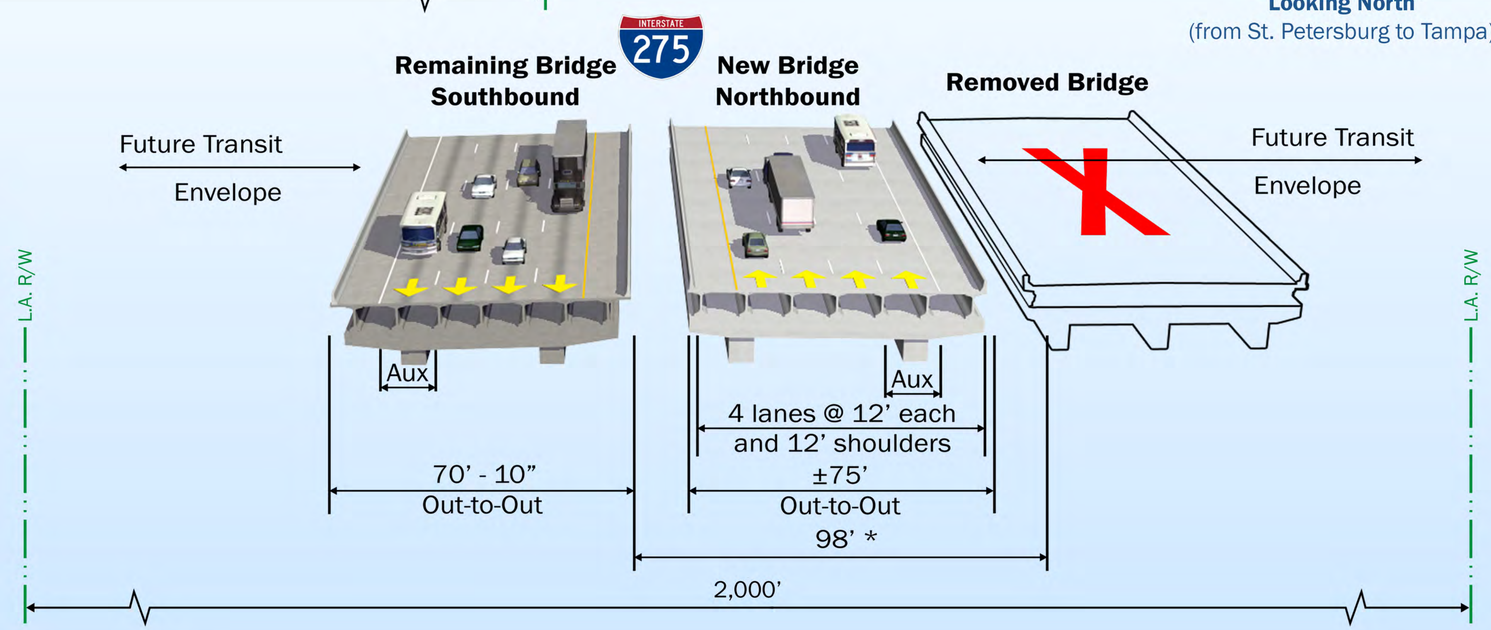
Previously Recommended Build Alternative Typical Sections (2013)

Roadway



Looking North
(from St. Petersburg to Tampa)

Bridge



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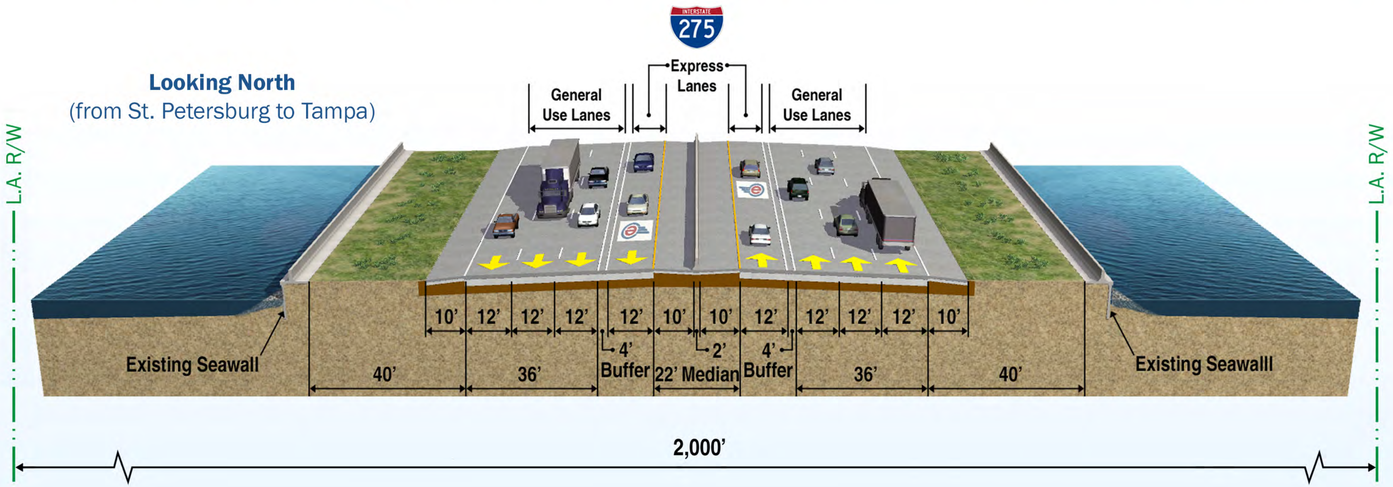
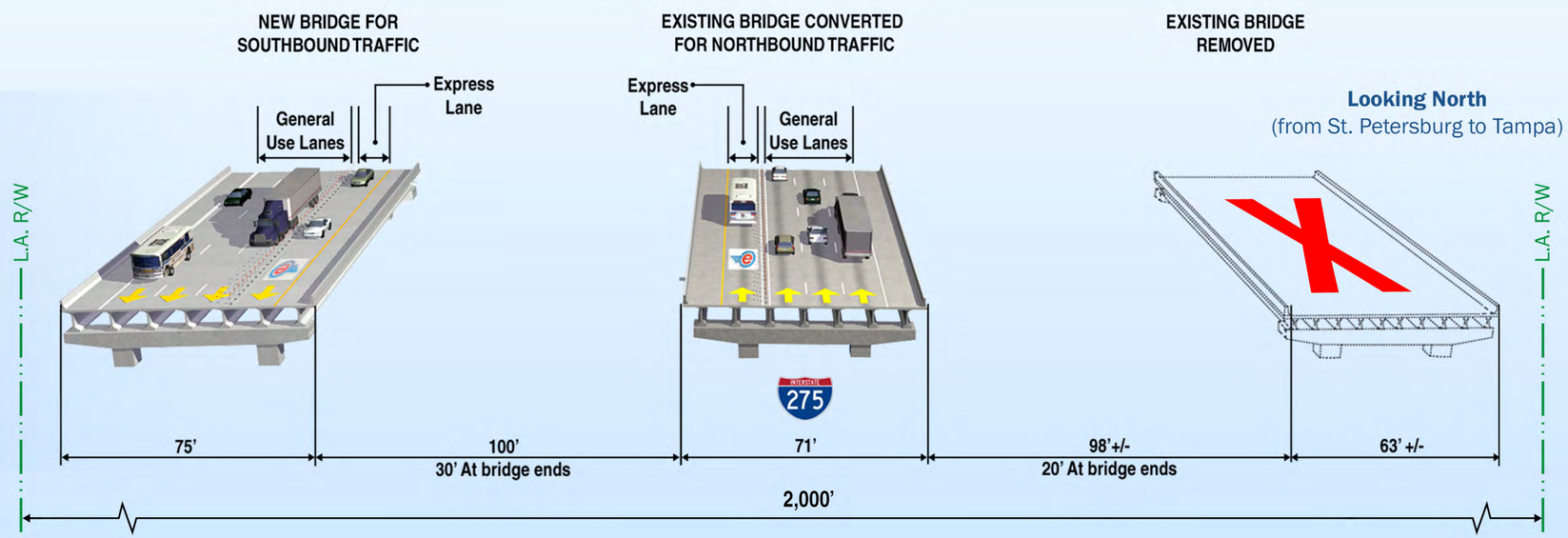
Previously Recommended Build Alternative Typical Sections (2016)

Roadway



Bridge



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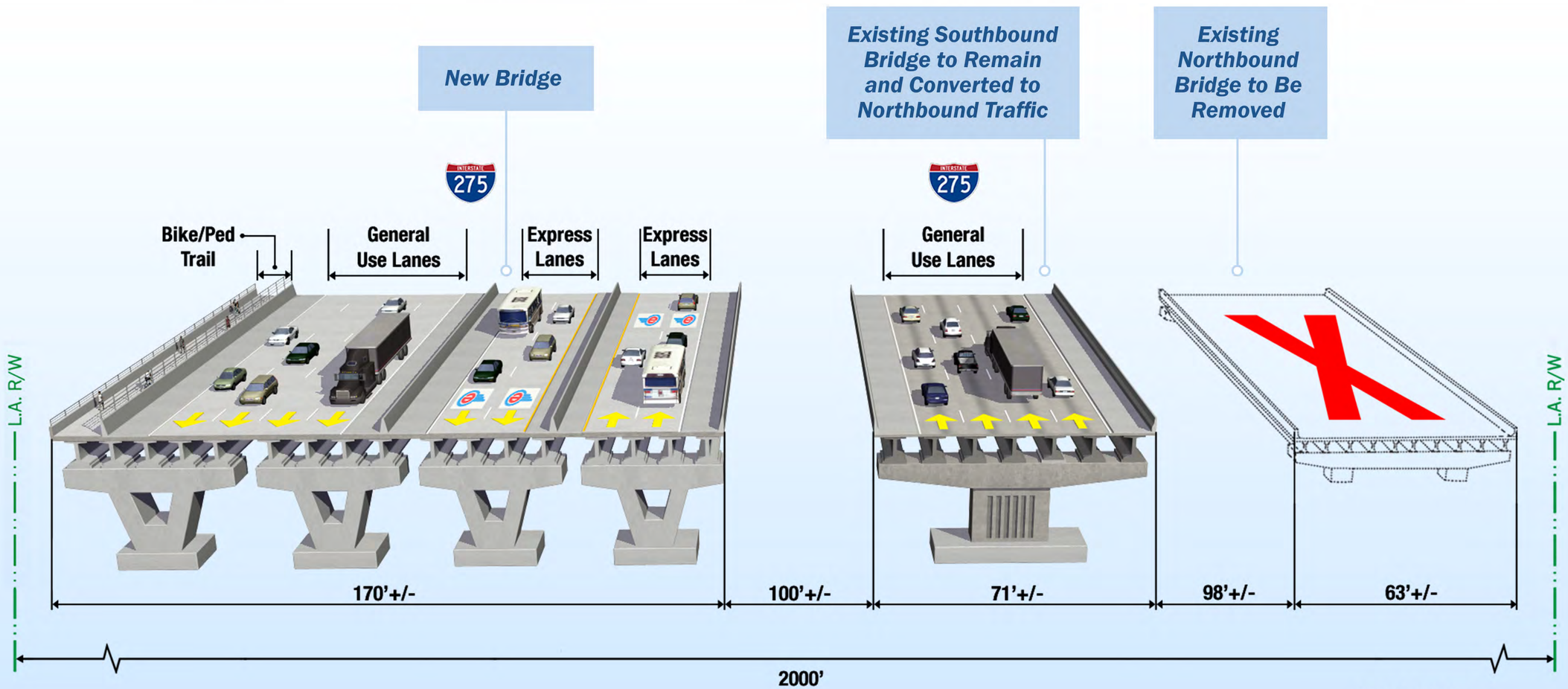
Howard Frankland Bridge (I-275/SR 93)

Bridge Replacement PD&E Study and Regional Transit Corridor Evaluation

Recommended Build Alternative Bridge Typical Section (2017)



Looking North
(from St. Petersburg to Tampa)

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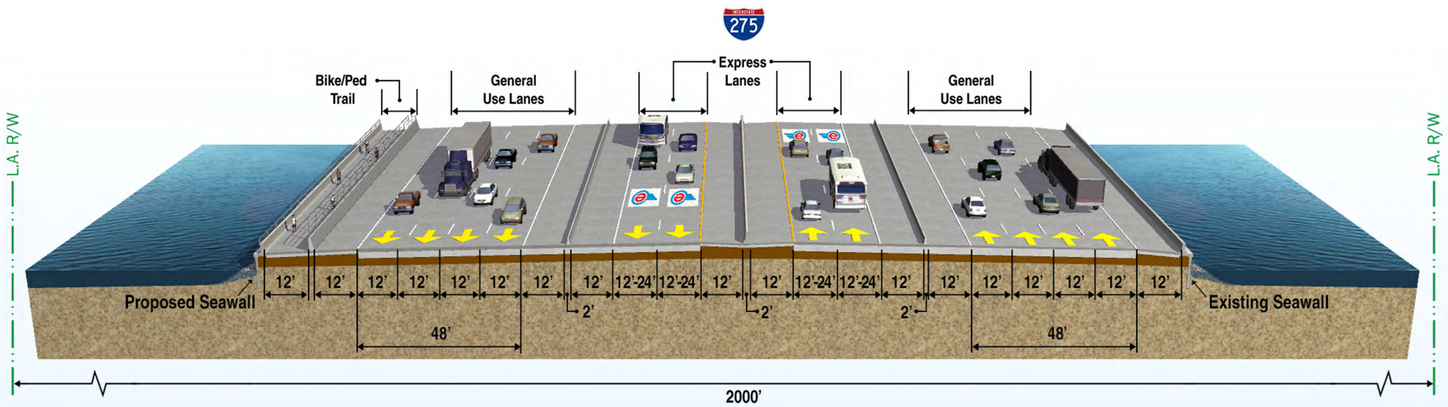
Howard Frankland Bridge (I-275/SR 93)

Bridge Replacement PD&E Study and Regional Transit Corridor Evaluation

Recommended Build Alternative Roadway Typical Sections (2017)

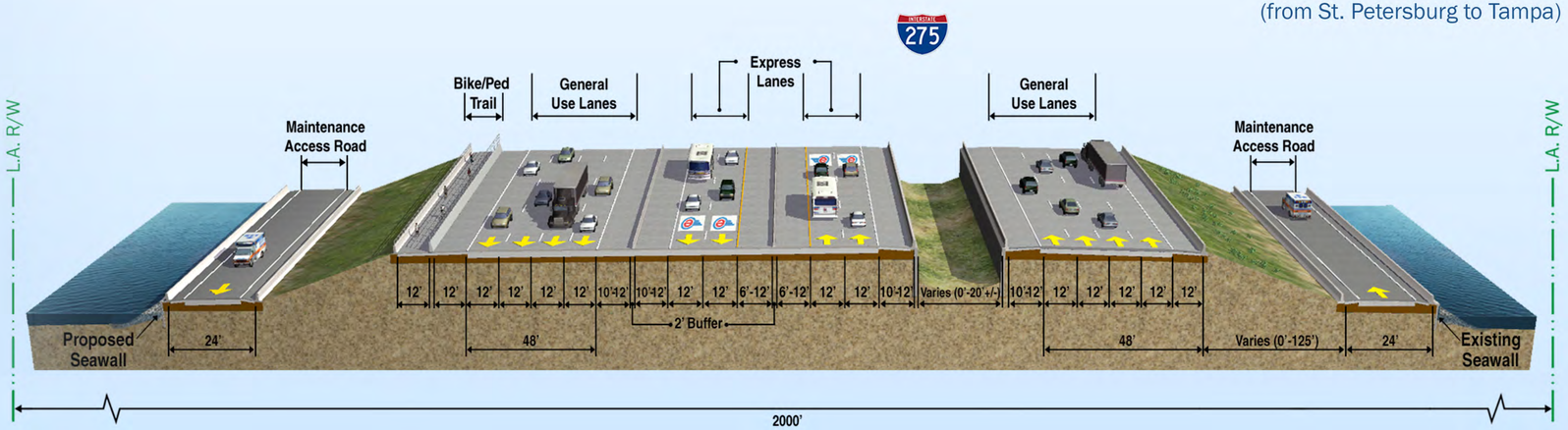
Causeway Approach of the Bridge



Looking North
(from St. Petersburg to Tampa)

Approach Near Bridge End

Looking North
(from St. Petersburg to Tampa)



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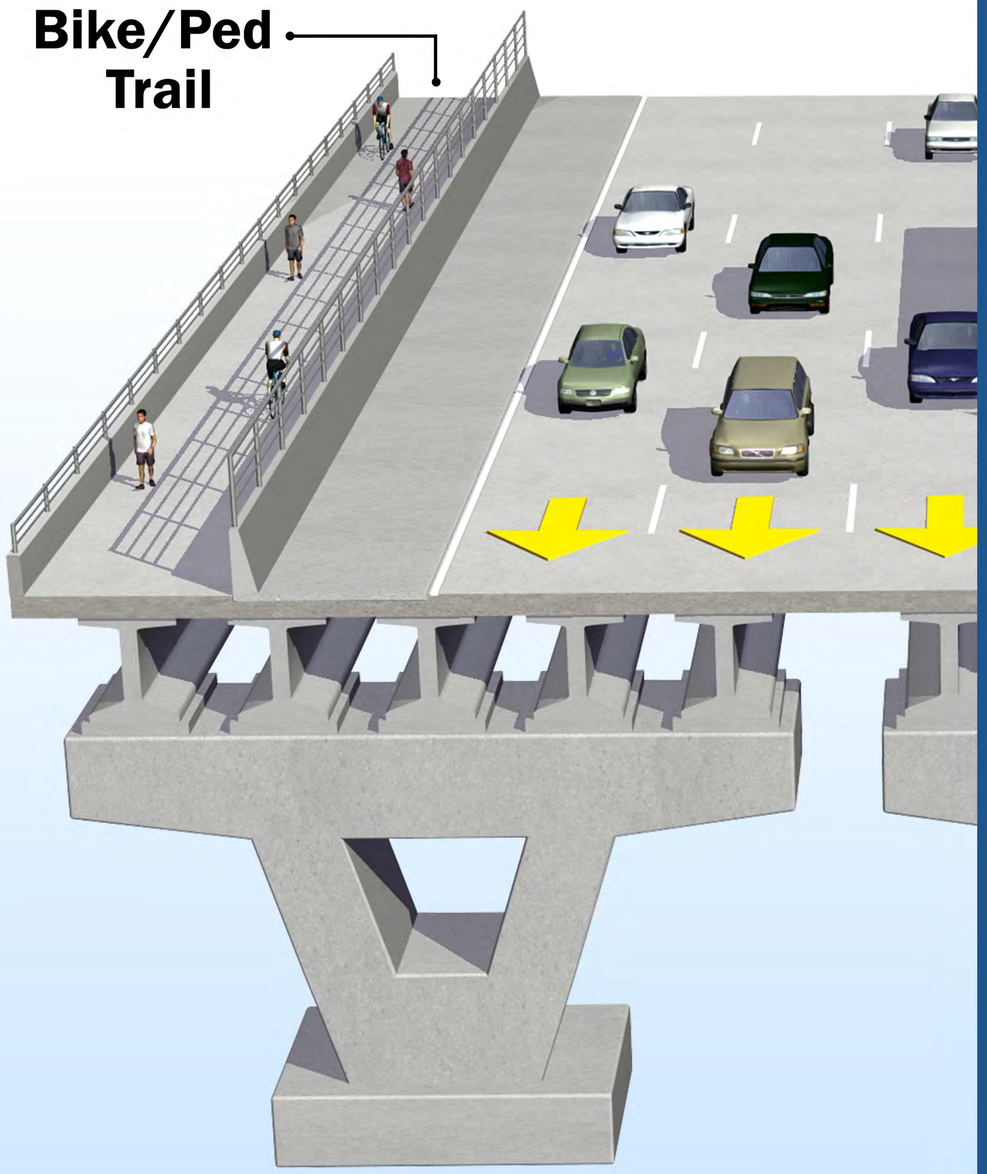
Bicycle/Pedestrian Trail on Howard Frankland Bridge

The new recommended alternative accommodates requests from both the Hillsborough MPO and Forward Pinellas.

- Reflects the increased emphasis in bicycle and pedestrian accommodations the community has requested
- Provides a new bicycle/pedestrian trail connection across Tampa Bay
- Trail will be 12' wide and barrier separated from the travel lanes
- Bridge trail will be connected to existing and future trail networks in Pinellas and Hillsborough Counties



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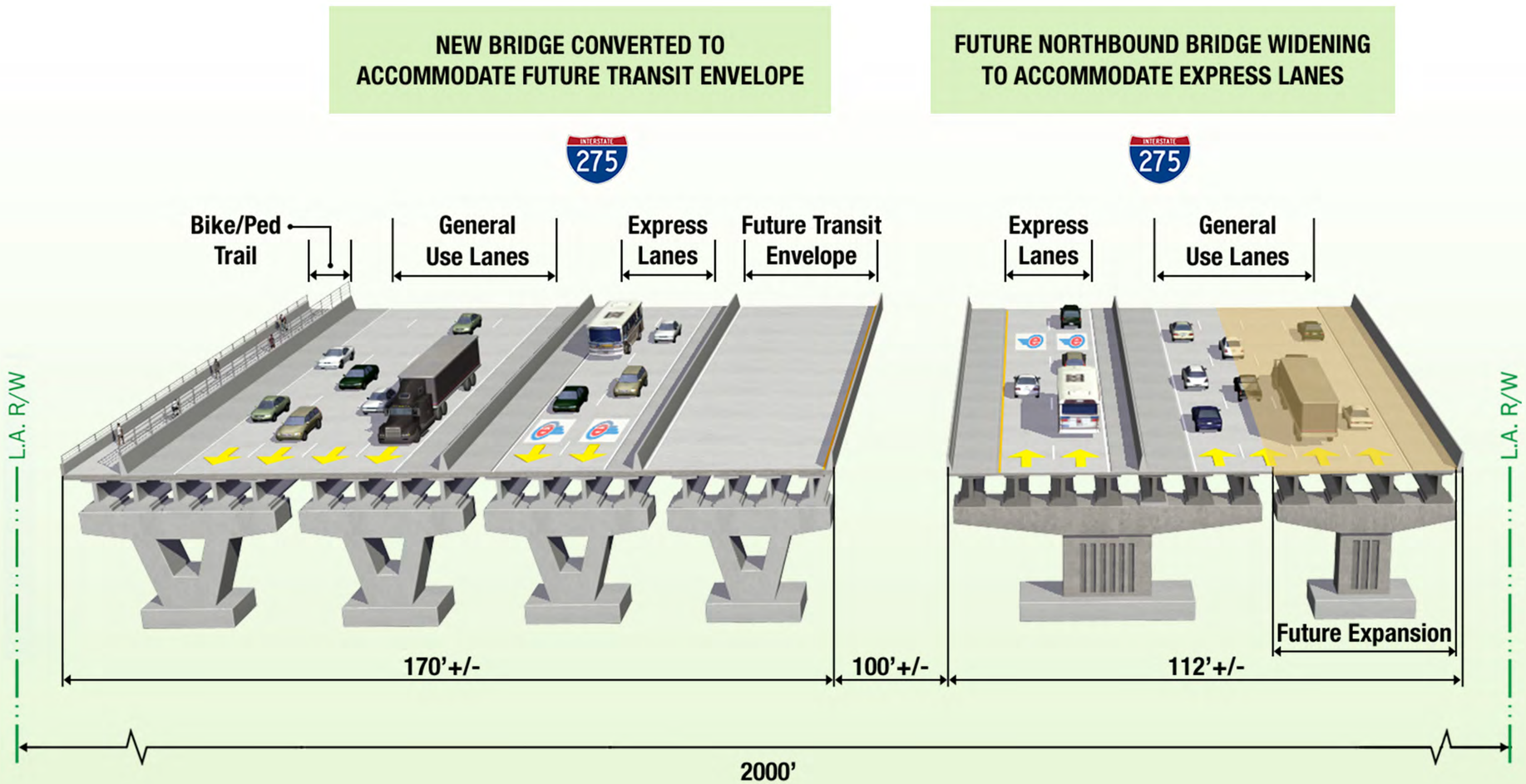
Ultimate Future Corridor with Transit Accommodation



Looking North
(from St. Petersburg to Tampa)

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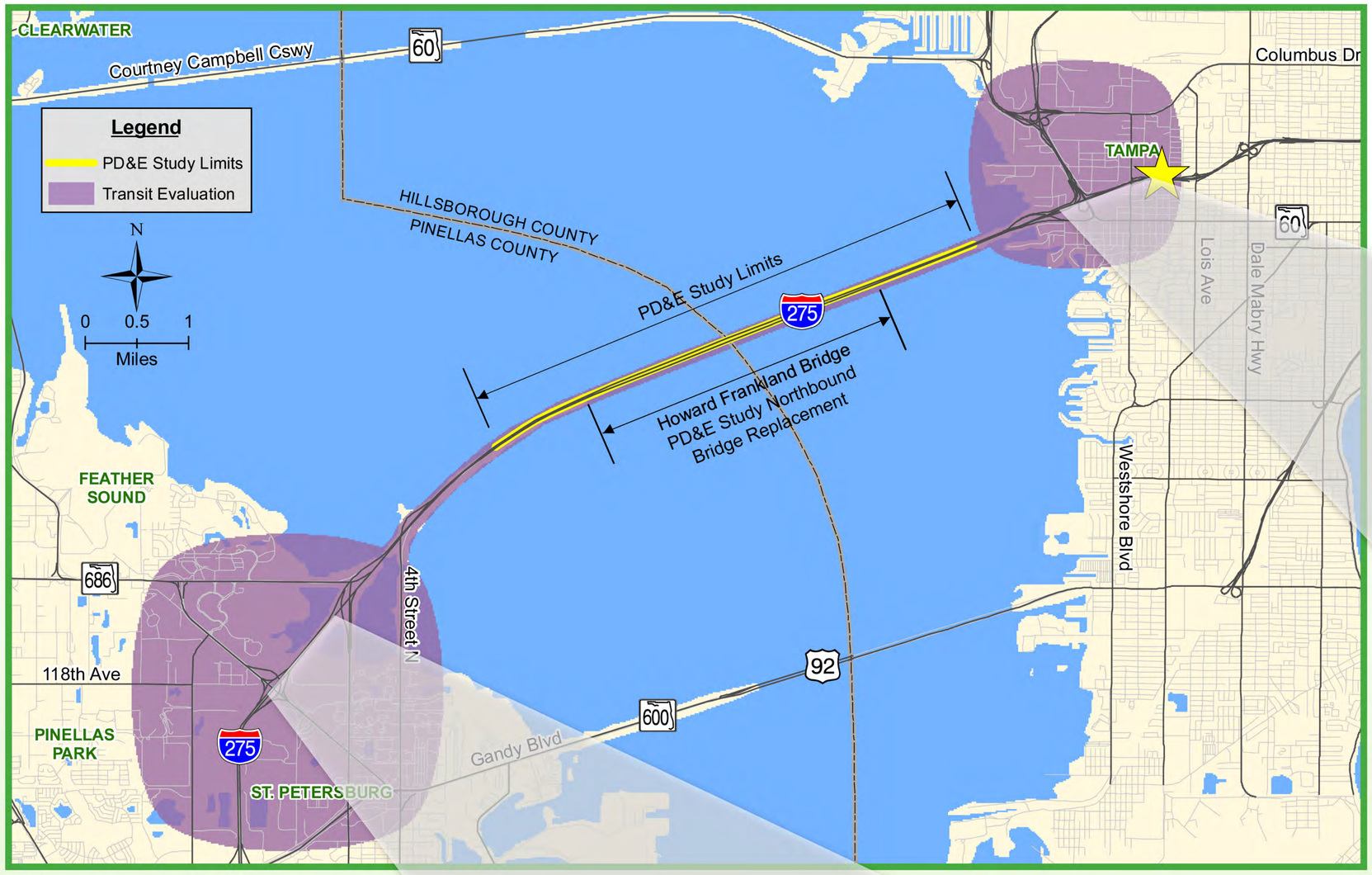
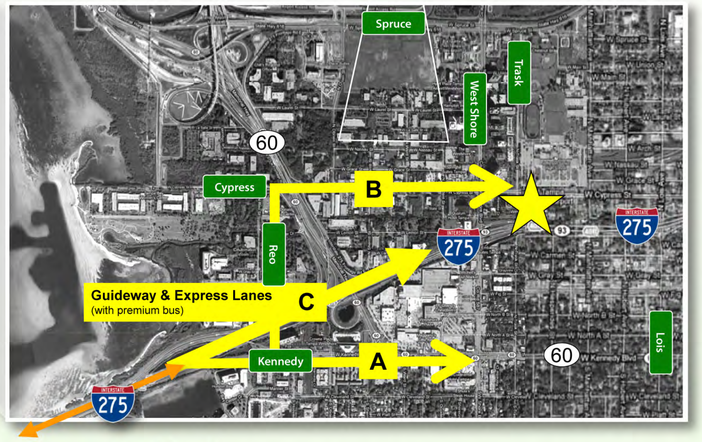
Future Regional Transit Connection Options



Hillsborough Connection Options



- A B Express Bus/Bus Rapid Transit Only
- C Guideway & Managed Lanes
- ★ Westshore Regional Multimodal Center

Pinellas Connection Options

- A **Guideway & Express Lanes** (can include premium bus)
- B **Express Lanes Only** (can include premium bus)

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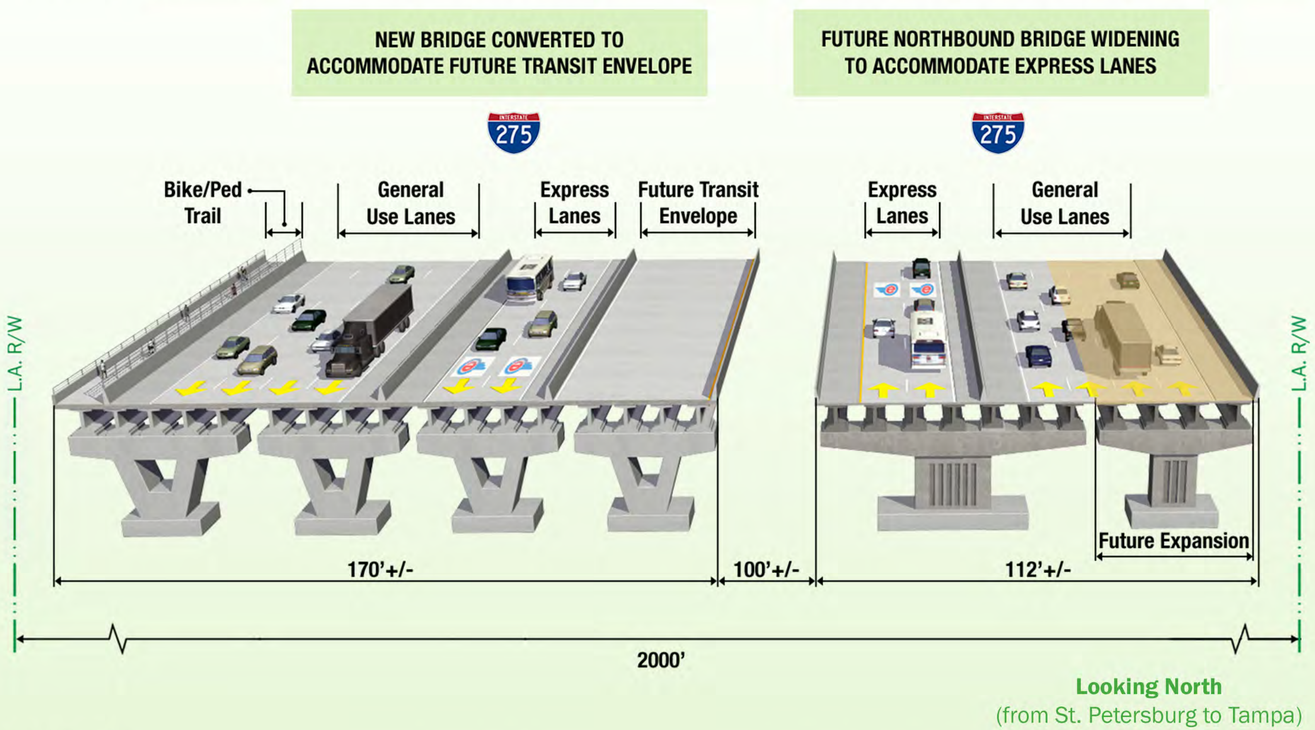
Bridge Replacement PD&E Study and Regional Transit Corridor Evaluation

Transit Evaluation Summary

		SCORING INDICES AVERAGE				
		Index 1	Index 2	Index 3	Index 4	Total Score
	Alternative	Travel Time	Cost/Engr.	Environ. Effect	Service Integration	
Pinellas County	**Alternative P-1A**	3.00	3.00	2.29	3.00	**11.29** ★
	Alternative P-1Ai	2.00	2.00	2.14	2.00	8.14 ★



Hillsborough County	**Alternative H-4C**	3.00	1.67	2.00	3.00	**9.67** ★

Scores with higher numbers are better ★ Remaining transit alternatives based on Recommended Build Alternative

Average Scoring by Index and Transit Alternative

Legend

Highest ranking alternative within water crossing option

Highest ranking alternative utilizing "B" designated exit

The HFB transit alternative Screen 1 evaluation compared each alternative within the water crossing option (1, 2, 3, and 4) against all alternatives within that set of crossing options. The water crossing options are defined in the Alternative Numbering Key below.

ALTERNATIVE NUMBERING KEY

Howard Frankland Bridge corridor transit locations (water crossing options):

1: West (North) Side ★ in Pinellas

2: East (South) Side

3: Outside/Split lanes

4: Inside/Center lanes ★ in Hillsborough and across bridge

P: Pinellas County Alternatives – Gateway Station Connection:

A: Ulmerton exit ★

B: Roosevelt exit

"i" are other options of that alternative

H: Hillsborough County Alternatives – Westshore Intermodal Station Connection:

A: Kennedy Blvd exit

B: Reo Street/Cypress Street exit

C: I-275 Center Lane exit at Westshore station platform ★

"i" are other options of that alternative

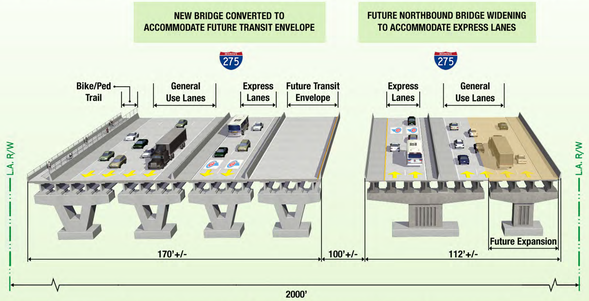
Howard Frankland Bridge (I-275/SR 93)

Bridge Replacement PD&E Study and Regional Transit Corridor Evaluation

Transit Alternatives Evaluation Data (Times, Costs, Environmental)

★ Remaining transit alternatives based on Recommended Build Alternative

		1 - Travel Time Index				2 - Cost / Constructability Index								3 - Environmental Effect Index																4 - Service Efficiency/Integration Index					
		1				1		2		3				1		2		3		4		5		6		7				1		2			
	Alternative	Travel Time Index (Minutes) - *Obj. 1.2*	Score	Index Total Score	Index Average Score	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	Wetlands - *Obj. 3.2*	Score	Floodplain (TOTAL) - *Obj. 3.2*	Score	Mangroves - *Obj. 3.2*	Score	Seagrass - *Obj. 3.2*	Score	Extent Air Quality is Improved (length & travel time) - *Obj 3.1*	Score	Number of Dwelling Units - *Obj. 3.3*	Score	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	3.0	3.0	Good	3.0	Good	3.0	Good	3.0	9.0	3.0	Poor	1.0	Moderate	2.0	Moderate	2.0	Moderate	2.0	Good	3.0	Good	3.0	Good	3.0	16.0	2.3	Good	3.0	Good	3.0	6.0	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	Moderate	2.0	Good	3.0	Moderate	2.0	Poor	1.0	Moderate	2.0	Good	3.0	Moderate	2.0	15.0	2.1	Good	3.0	Poor	1.0	4.0	2.0 ★
Hillsborough County	Alternative H-4C	Good	3.0	3.0	3.0	Good	3.0	Poor	1.0	Poor	1.0	5.0	1.7	Poor	1.0	Poor	1.0	Good	3.0	Poor	1.0	Good	3.0	Moderate	2.0	Good	3.0	14.0	2.0	Good	3.0	Good	3.0	6.0	3.0 ★



Looking North
(from St. Petersburg to Tampa)

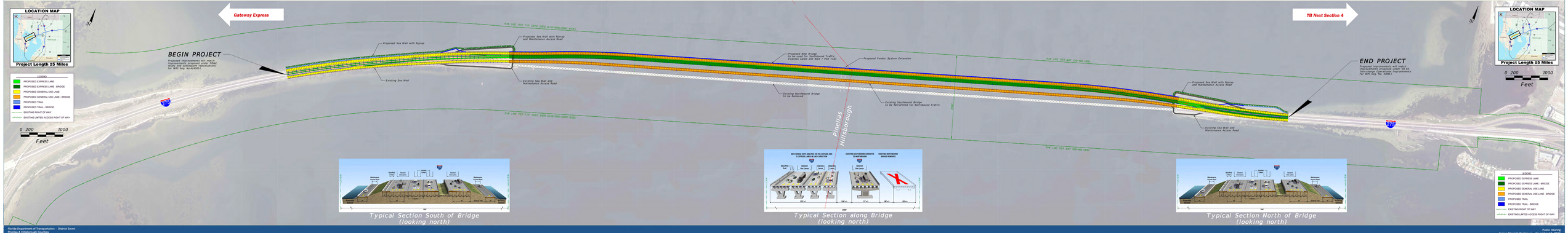
Florida Department of Transportation – District Seven
Pinellas & Hillsborough Counties
WPI Segment No.: 422799-1
For more information on this study, go to: http://hfbs.fdotd7studies.com

Public Hearing
Tampa Marriott Westshore – November 14, 2017
Hilton St. Petersburg Carillon Park – November 16, 2017

Howard Frankland Bridge (I-275/SR 93)

Bridge Replacement PD&E Study and Regional Transit Corridor Evaluation

Conceptual Plan of Recommended Alternative



Florida Department of Transportation - District Seven
Financial Management No.
WPI Segment No.: 4127709-1
For more information on this study, go to: http://tfbx67studies.com

Public Hearing
Tampa Marriott Westshore - November 14, 2017
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Howard Frankland Bridge (I-275/SR 93)

Bridge Replacement PD&E Study and Regional Transit Corridor Evaluation

Concept Plan Showing Widening Needed for WPI-Seg. No. 441111-1

Florida Department of Transportation – District Seven
Pinellas & Hillsborough Counties
WPI Segment No.: 422799-1
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Howard Frankland Bridge (I-275/SR 93)

Bridge Replacement PD&E Study and Regional Transit Corridor Evaluation

Concept Plan Showing Widening Needed for WPI-Seg. No. 424501-1

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