

Howard Frankland Bridge

Section 3 FPIDs 422904-2, 422904-4, 444184-1 & 422904-9

Program Description

Tampa Bay Next is a program to modernize Tampa Bay's transportation infrastructure and a process for engaging the public. Within the majority of the program area, the addition of express lanes is being considered to provide additional capacity, relieve congestion and provide a more reliable travel time option for passenger and transit vehicles. In addition, improvements address safety and traffic operations on the interstates. Interstate modernization projects incorporate additional elements such as opportunities to add bicycle and pedestrian facilities, aesthetic treatments, transit accommodations, and reconnecting streets where possible.

Howard Frankland Bridge

The original Howard Frankland Bridge was constructed in 1959. To provide additional capacity, a second bridge structure was constructed across the Tampa Bay in 1991.

The Howard Frankland Bridge project will replace the existing northbound (1959) bridge to add capacity and alleviate traffic congestion on the most traveled bridge across the Tampa Bay. The new bridge will provide four general purpose lanes and two tolled express lanes in each direction. The project also includes a bike/pedestrian path that will connect Pinellas and Hillsborough Counties. The final design will provide drivers with four general purpose lanes and two tolled express lanes in each direction.

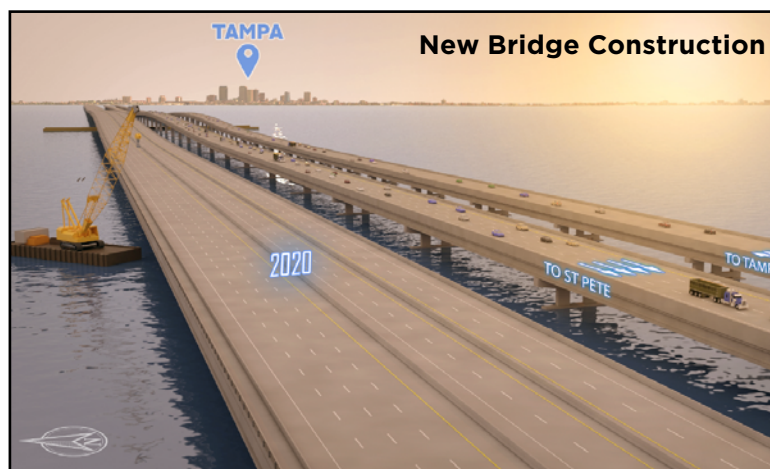
The new design will improve incident management in emergency response situations and provide additional capacity along a critical evacuation route. To accommodate transit in the future, a portion of the new bridge will be designed and constructed to carry heavier loadings, up to a light rail transit system. Should light rail transit be locally supported for implementation, the existing southbound (1991) bridge would then be widened and travel lanes shifted to the widened bridge.

Bike/Pedestrian Path

The bike and pedestrian path will provide the community another mode to travel across the Tampa Bay. The path will be approximately 12 feet wide and be separated from the roadway by a barrier. Along the path, four bridge overlooks will be constructed to provide users a resting spot with shade and seating. The pedestrian path will connect near 4th Street in Pinellas County and near Reo Street in Hillsborough County.

IN PROJECT DESIGN / CONSTRUCTION

CONSTRUCTION ESTIMATE (as of Feb. 2020)	\$865 Million Funded for construction
CONTRACTOR	Archer Western / Traylor Bros. Joint Venture
CONSTRUCTION SCHEDULE	Began early 2020 Anticipated completion late 2025
CONSTRUCTION AREA	From 4th St in St. Petersburg, Pinellas County to south of SR 60 in Hillsborough County



Design-Build Construction

This project is a design-build project, which means that an overall design concept was put out to bid with design requirements specified in a Request for Proposals. The successful contractor was selected from multiple qualified firms bidding on the contract. The contracting team that was selected has now begun the final design (with its own or contracted licensed engineers) under the same contract time that includes the construction. This allows the contractor to begin working on specific items of work as portions of the design are completed and approved.

The design-build method progresses projects to construction sooner than traditional design-bid-build contracting where the final design is completed before the project is advertised for contractors to bid on the construction contract.

Building the New Bridge

Construction of the new bridge will occur to the northside of the existing southbound bridge. Drivers will see the construction of the new bridge take place on their daily commutes in the existing travel lanes. Once the new bridge is built, southbound traffic will be moved to the new bridge and maintenance will be completed on the existing southbound bridge. Once maintenance is complete, northbound traffic will begin to travel on the existing southbound lanes for the final traffic pattern. Lastly the original (1959) bridge will be removed.

Construction will begin in 2020 as the design work progresses. Heavier construction is anticipated to begin in early 2021.

What Are Express Lanes?

Express lanes are a congestion management tool used in urban areas across the nation and in Florida.

Express lanes are optional travel lanes, located on an interstate or toll road, that drivers can choose to use when they want a more predictable travel time. They offer drivers a choice for a faster, more reliable trip, especially during peak hours and are designed with a limited number of entrance and exit points to serve longer, more regional trips.

Additional benefits of express lanes include managing traffic congestion, reduce fuel consumption, decrease air pollution and support transit use.

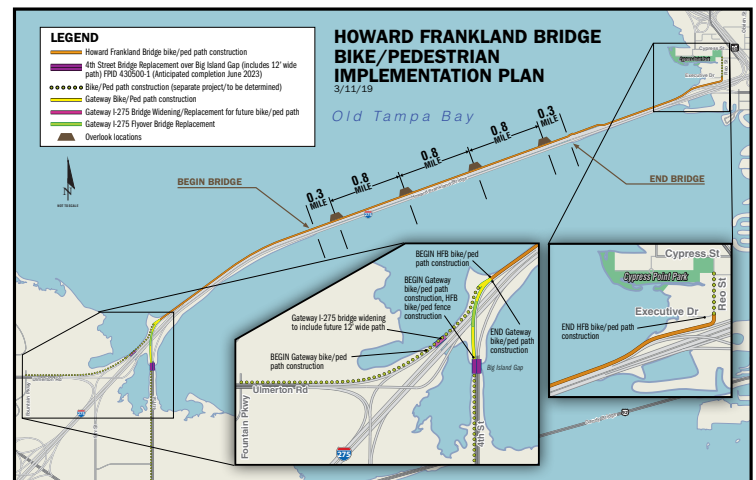
Who Can Use Express Lanes?

Any two-axle vehicle equipped with an active, properly mounted SunPass or another interoperable transponder can use the express lanes. Did you know that express buses, public transit buses, school buses, over-the-road buses and vanpools can qualify for a toll exemption? This means these modes can use the express lanes at no cost and riders have more reliable travel times.

Tolls

The project includes two tolled express lanes in each direction to provide additional capacity, relieve congestion and provide a more reliable travel time option for passenger and transit vehicles. Tolling will be "dynamic" meaning prices change based on the amount of traffic in the express lanes which maintains a steady traffic flow in the lanes. With dynamic tolling, prices increase as the express lanes become more congested and decrease as congestion goes down, providing more predictable travel times, particularly during peak travel periods.

Tolls will be collected electronically using the SunPass pre-paid toll program.



For more project specific information and to get involved:

TampaBayNext.com | TampaBayNext@dot.state.fl.us | (813) 975-NEXT (6398) | f/TampaBayNext | @TampaBayNext

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1 (800) 955-8771 (TDD) or 1 (800) 955-8770 (Voice).

Comuníquese con nosotros: Nos importa mucho la opinión del público sobre el proyecto. Si tiene preguntas o comentarios, o simplemente desea más información, por favor comuníquese con nosotros. Nuestro representante en español es: Manny Flores, 813-975-4248, manuel.flores@dot.state.fl.us.