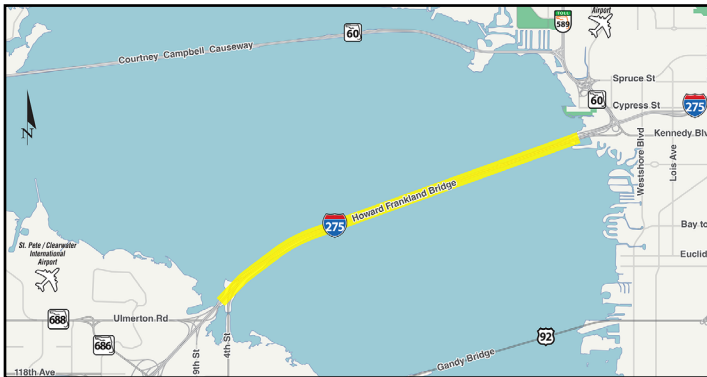


# Howard Frankland Bridge

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

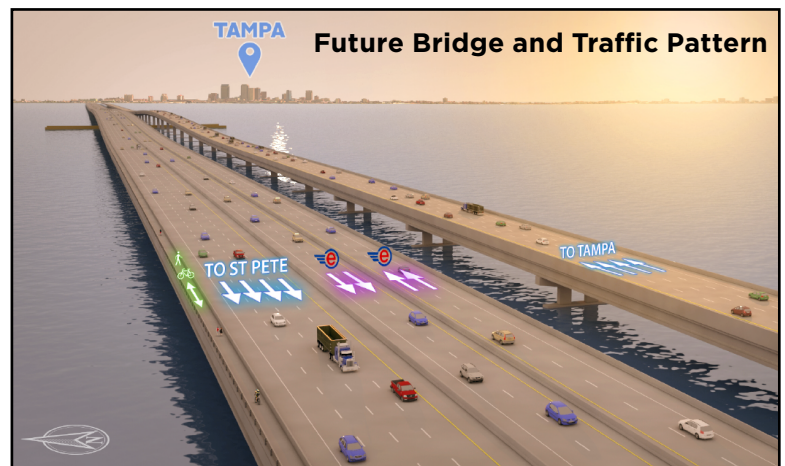
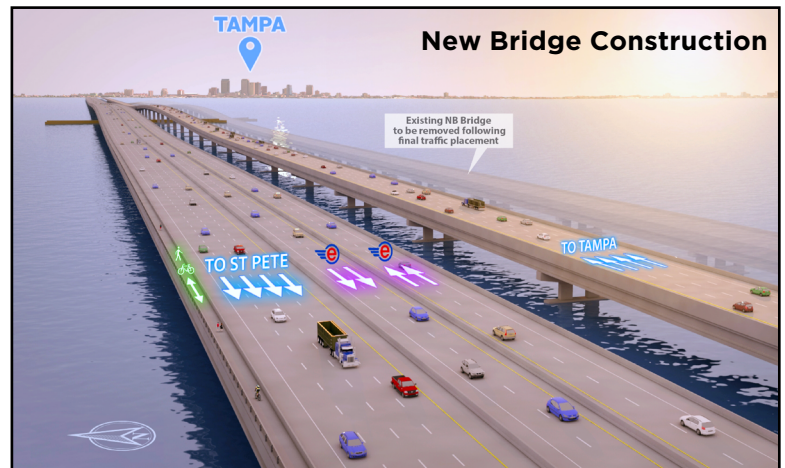
The original Howard Frankland Bridge was constructed in 1959. To provide additional capacity, a second bridge structure was constructed across the Tampa Bay in 1991.

The Howard Frankland Bridge project that began construction in 2020 will replace the existing northbound (1959) bridge adding capacity and helping to alleviate traffic congestion on the most traveled bridge across Tampa Bay. The new bridge provides four southbound 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. Once complete, drivers can use four general purpose lanes and two tolled express lanes in each direction.

The new design improves incident management in emergency response situations and provides additional capacity along a critical evacuation route. A portion of the new bridge is being constructed to hold additional weight and can accommodate potential future transit, 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.

## IN PROJECT DESIGN / CONSTRUCTION

CONSTRUCTION COST	\$865 Million
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





## Bike/Pedestrian Path

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

## Building the New Bridge

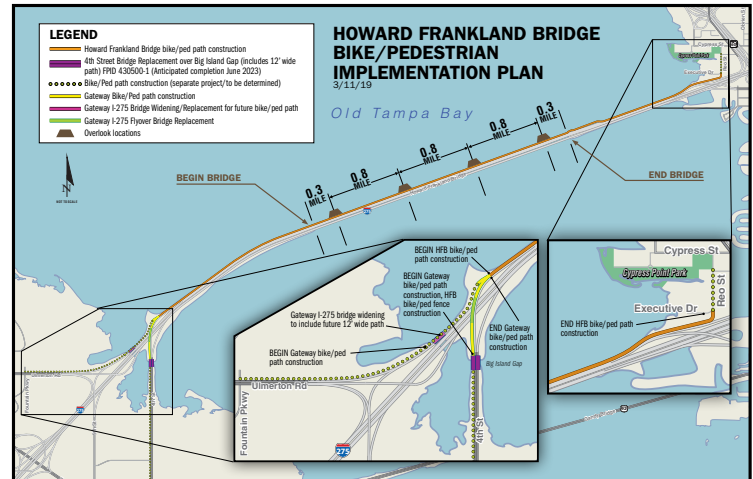
Construction of the new bridge is taking place on the northside of the existing southbound bridge. Once the new bridge is built, southbound traffic will be moved to the new bridge and maintenance will be completed on the existing southbound bridge. Once maintenance is complete, northbound traffic will begin to travel on the existing southbound lanes for the final traffic pattern. Lastly the original (1959) bridge will be removed.

## 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 information about this project or to sign up for construction alerts visit**  
**FDOTampaBay.com**

## For more project specific information and to get involved:

TampaBayNext.com | TampaBayNext@dot.state.fl.us | (813) 975-NEXT (6398) | f /FDOT West Central - Tampa Area | X @MyFDOT\_Tampa

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.