Board & Committee Agenda Item

**Agenda Item**
Long Range Transportation Plan Amendment – I-275 Operational Improvements & Howard Frankland Bridge Project

**Presenter**
Rich Clarendon, MPO staff

**Summary**
To alleviate recurring congestion at the north end of the Howard Frankland Bridge, the Florida Department of Transportation (FDOT) has proposed 1) operational improvements to add general use lanes in the Westshore area and 2) adding express lane transitions (ramps) coming on and off the bridge.

FDOT has the funding to make the operational improvements as early as 2019, and expects to have funding to build the express lane transitions as part of the bridge project in 2020-2024. The effect would be to add a general use lane in each direction, and ramps to/from two express lanes in each direction on the bridge. The attached diagrams illustrate these two projects.

The proposed projects can be built within the existing footprint of I-275 and will not require additional right-of-way.

Since the MPO’s *Imagine 2040 Long Range Transportation Plan (LRTP)* does not identify the express lane ramps, it needs to be amended to add them. Attached is the page from the LRTP showing the proposed amendment in strike-through and underline format.

The amendment must be approved by the MPO at an advertised public hearing, scheduled to be held as part of the MPO board meeting at 9:00 AM on February 6, 2018.

**Recommended Action**
Approval of the proposed LRTP amendment.

**Prepared By**
Rich Clarendon, AICP

**Attachments**
- Westshore Area Lane Additions and Transitions Diagram
- Howard Frankland Bridge Illustrations
- Page from *Imagine 2040 LRTP* showing proposed additions.
Westshore Area Lane Additions and Transitions

I-275 Operational Improvements
This is our upcoming project to reduce congestion on I-275 at SR 60.
Construction Scheduled 2019-2020

Howard Frankland Bridge Project
This is how express lanes will transition into the Westshore area after the new bridge is built.
Construction Scheduled 2020-2024
In 2020, FDOT plans to rebuild the existing northbound bridge, which was originally constructed in 1960. The new bridge will:

- Improve incident management
- Improve Express Bus Service
- Better accommodate the possibility of future transit
- Better prepare for Autonomous Vehicles
- Anticipate Future Demand
- Cost Effective
- Bike/Ped Facility
Howard Frankland Bridge
This is what we are proposing to build in 2020.
New Bridge with Bike/Ped Trail on the Outside and 2 Express Lanes in each Direction
Existing Southbound Converts to Northbound

Howard Frankland Bridge
This is how we would accommodate rail transit in the future.
Southbound Bridge with Express Lanes and Rail Transit
Northbound Widened to Outside to Accommodate Express Lanes
### Figure 5-15 Cost Feasible FDOT Strategic Intermodal System Projects

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Facility From</th>
<th>Facility To</th>
<th>Existing</th>
<th>2040 Needs</th>
<th>Design Costs (in Millions)</th>
<th>Right Of Way Costs (in Millions)</th>
<th>Construction Costs (in Millions)</th>
<th>Total Cost (in Millions)</th>
<th>Year of Expenditure Present Day Cost</th>
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1 Includes new or discretionary Federal and/or state funding sources.