BOARD OF COUNTY COMMISSIONERS

DATE: April 15, 2014
AGENDA ITEM NO. 27

Consent Agenda ☐ **Regular Agenda** ☑ **Public Hearing** ☐

County Administrator's Signature

Subject:

Ratification and Confirmation of the Preferred Alternative - Replacement with a New Movable Bridge for the Beckett Bridge Project Development and Environmental (PD&E) Study
PID No. 000109A/2161

Department:

Environment & Infrastructure

Staff Member Responsible:

Ivan Fernandez, P.E., Interim Director
Engineering & Technical Support

Recommended Action:

I RECOMMEND THE BOARD OF COUNTY COMMISSIONERS (BOARD) RATIFY AND CONFIRM THE PREFERRED ALTERNATIVE OF REPLACEMENT WITH A NEW MOVABLE BRIDGE FOR THE BECKETT BRIDGE PD&E STUDY, AND FOR SUBMITTAL TO THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) FOR LOCATION AND DESIGN CONCEPT ACCEPTANCE.

Summary Explanation/Background:

Pinellas County, in conjunction with the Florida Department of Transportation (FDOT), is conducting a PD&E Study to evaluate the removal, rehabilitation or replacement of the existing Beckett Bridge over Whitcomb Bayou in Tarpon Springs. The study is funded through a Local Agency Program (LAP) agreement with FDOT District 7. Tony Horrnik is the Project Manager for Pinellas County. URS Corporation (previously E.C. Driver & Associates, Inc.) is under contract with Pinellas County to conduct the study.

The study began in January 2011. An Alternatives Workshop was held in January 2013. The following alternatives were evaluated:

- No Build
- No Build with Permanent Removal of the Existing Bridge
- Rehabilitation of the Existing Bridge
- Replacement with a New Movable Bridge
- Replacement with a New Mid-Level Fixed Bridge

The bridge has been determined to be eligible for listing in the National Register of Historic Places. Extensive coordination has occurred with the State Historic Preservation Officer (SHPO) to determine if Rehabilitation was a feasible alternative. Based on engineering and environmental analysis to date, costs, community input and input from SHPO, the FHWA has concurred that the Rehabilitation and Fixed Bridge Alternatives are not reasonable and feasible.

The Project Team made a presentation to the BCC on October 22, 2013, to present the rationale for eliminating the rehabilitation and fixed bridge alternatives, and described the Recommended Alternative - Replacement with a New Movable Bridge. The BCC concurred with staff's recommendation that the Recommended Alternative – Replacement with a New Movable Bridge – could be presented at a National Environmental Policy Act (NEPA) Public Hearing.

The following conditions were also included in the motion:

- The formal presentation at the February 2014 NEPA Public Hearing will include Information about all of the alternatives in addition to focusing on the Recommended Alternative.

- The BCC will make a final recommendation, or ratify the Recommended Alternative, after all of the public input from the NEPA Public Hearing is received at a BCC meeting in April 2014. The public will have an opportunity to speak at the BCC meeting.

- An invitation to the NEPA Public Hearing will be mailed, or emailed to all who attended the previous meeting, and all those that have expressed interest in the project over the life of the study. This invitation will also include information about the subsequent BCC meeting in April 2014.

The NEPA Public Hearing was held on February 26, 2014, at the Tarpon Springs Yacht Club. One hundred persons signed in at the meeting. Information about all of the Alternatives considered during the PD&E Study was presented. More than 1,200 invitations were mailed to property owners and other interested parties. All notices/invitations to the hearing included notification of today's BCC meeting. In addition, the video presentation at the Public Hearing clearly stated that the BCC would revisit the Recommended Alternative at the April 15, 2014 BCC meeting beginning at 6 pm, and that the public would have an opportunity to comment at that meeting.

Ann Venables, the consultant Project Manager, and Jim Phillips, Chief Engineer for URS Corporation, will make a brief PowerPoint presentation summarizing the results of the Public Hearing and address questions from the BCC.

If confirmed, Section 106 Coordination will be completed and project documents will be finalized. The project team will meet with the Cultural Resources Committee (CRC) on April 24, 2014, to discuss mitigation for removal of the historic bridge. A Memorandum of Agreement (MOA) will be prepared which outlines the required mitigation. This MOA will require signatures from the following agencies:

- FHWA
- SHPO
- FDOT
- U.S. Coast Guard
- Pinellas County Government
- City of Tarpon Springs

The Preferred Alternative will be forwarded with the Public Hearing Transcript, MOA and final documents to the FHWA for approval.

Fiscal Impact/Cost/Revenue Summary:

Funding for this PD&E Study is budgeted in the Pinellas County Capital Improvement Program: Transportation and Traffic Flow, Bridge Rehabilitation Program Allocation. The source of funding is provided through the Infrastructure Sales Tax (Penny for Pinellas), a Federal earmark, and a Transportation, Community and System Preservation (TCSP) Program grant. The Federal funds are provided through the referenced LAP Agreement with the FDOT.

Federal Funding Allocation:	
- TCSP Program	$300,000
- Federal Earmark	$ 98,000
County Funding	$352,000
Total Funding	$750,000

Exhibits/Attachments Attached:

Public Hearing Handout
Public Hearing Transcript
Summary of Comments Received during Official Public Hearing Comment Period (January 28, 2014 to March 8, 2014)
Copies of Comment Forms, Emails and/or Letters Received during the Official Public Hearing Comment Period

Project Impacts

The proposed new movable bridge will meet future traffic needs and have minimal impacts on the community and environment. However, the project will result in removal of the existing bridge, which is eligible for listing in the National Register of Historic Places (NRHP). To offset these impacts, the State Historic Preservation Officer (SHPO) will require mitigation. Mitigation will include documenting the bridge with photographs and other information for the Historic American Engineering Record. Additional mitigation could include creating a monument or educational kiosk in a public space, or incorporation of a portion of the existing bridge into the new bridge. Your comments on mitigation options are welcome.

Other impacts include:

- Impacts to approximately 0.03 acres of wetlands are unavoidable.
- Construction of the new bridge will change the views for some property owners, but visual impacts will be minimal. The existing bridge only provides about 1.8 feet more vertical clearance at the channel than the existing and will be constructed on approximately the same alignment.
- Temporary air and noise Impacts will occur during construction.
- Purchase of additional property will not be needed to construct the new bridge.
- Existing driveways will remain open.
- No noticeable changes in noise levels will occur for nearby residents.

Project Costs

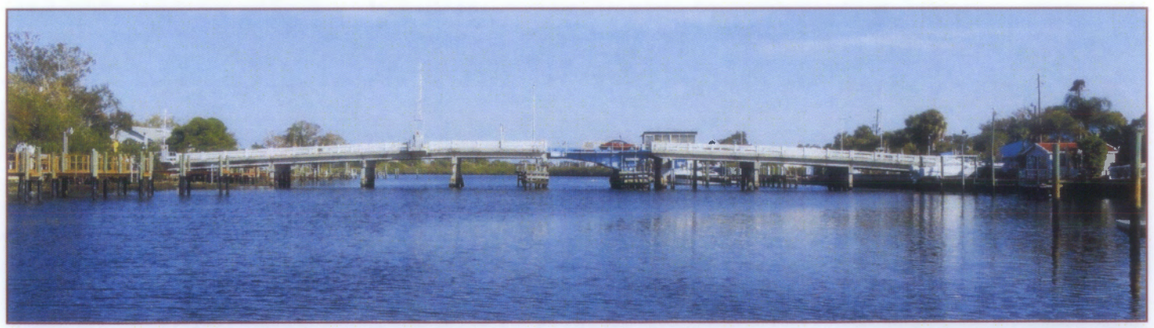
The estimated cost for construction of the Recommended Alternative is $15.8 M. This cost includes construction, design and construction inspection services. Approximately $0.8 M is allocated for aesthetic enhancements. There will be opportunities for community input concerning the aesthetics of the proposed bridge during the Design Phase.

What Happens Next?

All comments received tonight and in the ten-day comment period following the hearing will become part of the official public hearing record. A presentation will be made to the Board of County Commissioners at their April 15, 2014 meeting, beginning at 6:00 pm. The Commission will decide whether to confirm their approval of the Recommended Alternative to move forward as the Preferred Alternative. The public is invited to comment at this meeting.

After selection of a Preferred Alternative, Section 106 Coordination concerning the impacts to the historic bridge will be completed. Project documents will be finalized and forwarded to the Federal Highway Administration for approval.

Design is anticipated to begin in 2016 and be completed in 2018 contingent on funding availability. Construction is anticipated to begin in 2019 contingent on funding availability.



All of the graphics and information displayed at the hearing are available on the project website: www.pinellascounty.org\beckettbridge

Title VI and Title VIII

This hearing complies with Title VI and Title VIII of the Civil Rights Acts of 1964, as amended. This hearing is being held to give all interested persons the right to understand the project and comment on their concerns to the County. Public participation is encouraged and solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to compliance with Title VI and Title VIII may do so by canting Mr. Paul Valenti, Pinellas County Office of Human Rights, 400 S. Ft. Harrison Ave, Suite 500, Clearwater, FL 33756, (727) 464-3640, pvalenti@co.pinellas.fl.us.

Pinellas County

Beckett Bridge

Public Hearing Handout

Historic Whitcomb Bayou Circa 1921

County Project No. PID 2161 FDOT Financial Project No.: 424 385-1

February 2014

Welcome...

To the Beckett Bridge Project Development and Environment (PD&E) Study Public Hearing.

Agenda

Date: February 26, 2014
Time: 5:00 p.m. - Informal Open House
6:00 p.m. - Formal Presentation & Public Comments
Place: Tarpon Springs Yacht Club
350 N. Spring Boulevard
Tarpon Springs, FL 34689

Introduction

Pinellas County, in coordination with the Florida Department of Transportation (FDOT) and the Federal Highway Administration (FHWA) is conducting this Public Hearing to provide the public with an opportunity to express their views on the location, conceptual plan, social, economic and environmental effects of the proposed improvements.

The study, which began in January 2012, evaluated options for rehabilitation or replacement of the existing bridge, as well as the No-Build and No-Build with Permanent Removal of the Existing Bridge alternatives. The limits of the study extend along Riverside Drive from Chesapeake Drive to Forest Avenue in Tarpon Springs, Pinellas County, Florida.

During the informal portion of the Hearing, study team representatives are available to discuss the project, answer questions and receive your comments. Conceptual plans, reports and other supporting materials are available for your review. A court reporter is also available to receive your comments. The County will make a formal presentation at 6:00 pm which will be followed by public comments.

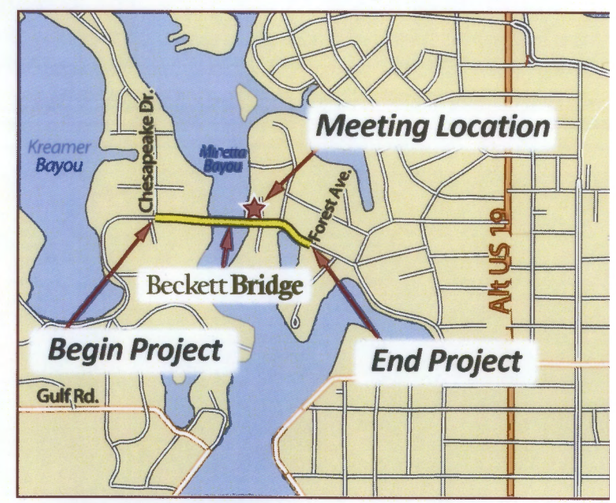
Share Your Comments

You may submit your comments regarding the proposed improvements in one of the following ways:

- Complete a "Speaker Card", available at the Sign-In table and make an oral statement at the microphone during the formal portion of the hearing.
- Make an oral statement to the court reporter during the informal portion of the hearing.
- Email your comments to the Project Manager – *thorrnik@co.pinellas.fl.us*
- Submit your comments on the project website – *http://www.pinellascounty.org/beckettbridge*
- Complete a comment form (or compose a letter) and drop it in the "Comment" box provided, or mail your written comments to the address below:

Mr. Tony Horrnik, P.E., S.I., Project Manager
Pinellas County
Dept. of Environment and Infrastructure
14 S. Fort Harrison Avenue
Clearwater, FL, 33758

Written comments postmarked, and email or website comments received, no later than March 8, 2014 will become a part of the official public record for this hearing.



Need for Improvement

The existing Beckett Bridge crosses Whitcomb Bayou which provides access to the Anclote River and eventually the Gulf of Mexico. Riverside Drive is an extension of Tarpon Avenue, which is a designated evacuation route. The Bridge was originally constructed in 1924 as a timber structure with a steel movable span. The timber portions of the bridge were replaced with concrete in 1956. The bridge is eligible for listing in the National Register of Historic Places (NHRP). The bridge played an important role in the early development of Tarpon Springs and is one of a few remaining historic highway bridges of similar design in Florida.

The bridge provides six feet of vertical clearance and 25 feet of horizontal clearance between the fenders for boats passing through the channel. In recent years costly and disruptive repairs have been required to keep the bridge operating safely. The bridge structure and machinery have deteriorated. Some of the bridge features do not meet current design standards. No shoulders are provided and the existing sidewalks are very narrow. The bridge is considered "functionally obsolete".

Structural deficiencies require weight restrictions on the bridge. School busses, some emergency vehicles, and some larger trucks are not permitted to cross the bridge. Major rehabilitation or replacement of the bridge is needed to keep the bridge open and operating efficiently.

Evaluation of Alternatives

Alternatives considered include No-Build, No Build with Permanent Removal of the Existing Bridge, Rehabilitation, Replacement with a New Movable Bridge (with 7.8 feet of vertical clearance) and Replacement with a New Fixed Bridge (with 28 feet of vertical clearance). These alternatives were presented at Public Alternatives Workshop in January, 2013.

Further evaluation of these alternatives, and evaluation of two additional Rehabilitation Alternatives was conducted following the workshop. Key factors considered include the following:

- Community input
- Impacts to the existing NRHP eligible bridge
- Impacts to navigation
- Impacts to historic structures
- The need for additional right-of-way
- Visual and noise impacts
- Impacts to community services
- Impacts to wildlife and habitat
- Impacts to wetlands, floodplains and marine resources
- Residential and business impacts
- The need for sidewalks and bicycle lanes
- Construction impacts
- Construction and Life-Cycle costs
- Need for safe and efficient transportation

Many factors, in addition to those above were considered. A table which compares the alternatives considered, the "Alternatives Evaluation Matrix", is included in your handout and is on display here tonight.

Draft technical reports which discuss all alternatives considered are available tonight at the hearing for your review. These reports are also available for public viewing until March 8, 2014 at the Tarpon Springs Public Library and the Tarpon Springs City Clerk's Office.

Tarpon Springs Public Library
138 Lemon Street
Tarpon Springs, FL 34689
Mon-Wed 10:00 a.m. – 9:00 p.m.
Thurs-Fri 10:00 a.m. – 6:00 p.m.
Sat 10:00 a.m. – 5:00 p.m.

Tarpon Springs City Clerk
410 North Ring Avenue
Tarpon Springs, FL 34689
Mon-Fri 8:00 a.m. – 5:00 p.m.

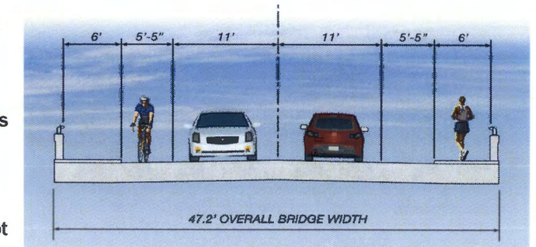
Proposed Improvements

Recommended Alternative Selected

The Recommended Alternative consists of removal of the existing bridge and construction of a new two-lane, movable bridge in approximately the same location. The new bridge will provide 7.8 feet of vertical clearance and 25 feet of horizontal clearance. The new bridge can be constructed within existing County right-of-way, and will not impact any driveways or intersections with Riverside Drive.

Proposed Bridge Typical Section

The proposed bridge typical section will provide two 11- foot lanes with 5.5-foot wide shoulders. Six-foot wide sidewalks are proposed on both sides of the bridge. The total width of the new bridge will be approximately 47.2 feet.

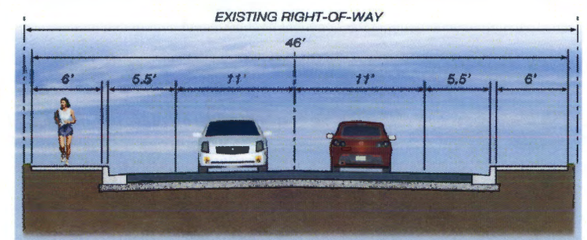


Proposed Bridge Typical

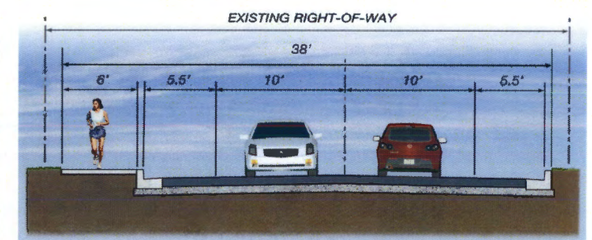
Proposed Roadway Improvements

The proposed roadway east of the bridge would provide two, 11-foot wide travel lanes. Six-foot wide sidewalks and 5.5-foot wide shoulders are proposed on both sides of the roadway.

To avoid property impacts west of the bridge, the proposed travel lanes are only 10-feet wide, and a 6-foot sidewalk is proposed only on the north side of the roadway.

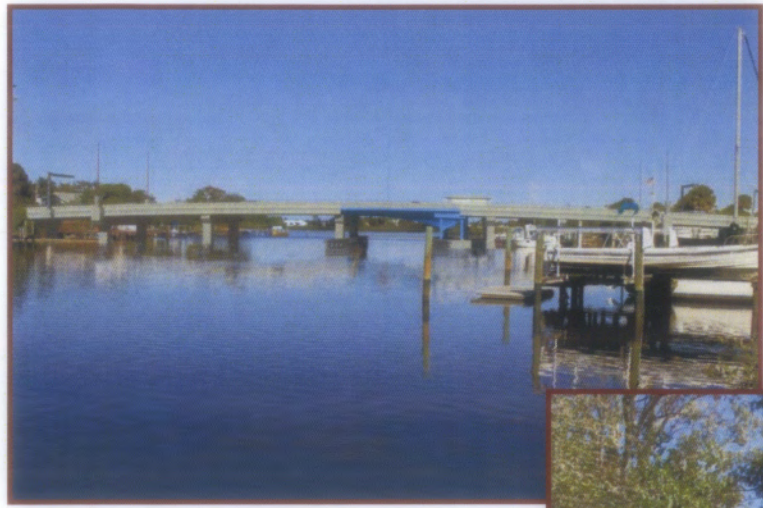


East of Bridge



West of Bridge

Recommended Alternative Simulations



Pinellas County

Beckett Bridge PD&E Study

Historic Whitcomb Bayou Circa 1921

Alternatives Evaluation Matrix

IMPACT EVALUATION CRITERIA	NO BUILD	NO BUILD/REMOVE BRIDGE	REHABILITATION	NEW MOVABLE BRIDGE	NEW FIXED BRIDGE	NEW FIXED BRIDGE
Roadway/Bridge Issues				**Recommended Alternative**	**OPTION A**	**OPTION B**
Width of Vehicular Travel Lanes	10 feet	N/A	10 feet	11 feet	11 feet	11 feet
Shoulders	None	N/A	None	5.5 feet	4.5 feet	4.5 feet
Sidewalks	2'2"	N/A	2' 2"	6 feet-Both Sides	6 feet-One Side Only	6 feet-One Side Only
Meets Current Design/Safety Standards	No	N/A	No	Yes	Yes	Yes
Structural Deficiencies Corrected	No	N/A	Yes	Yes	Yes	Yes
Vertical/Horizontal Channel Clearance	6 feet/25 feet	N/A	6 feet/25 feet	7.8 feet/25 feet	28 feet/25 feet	28 feet/25 feet
Bridge Openings	No Change	N/A	No Change	Minimal to No Change	None	None
Right of Way Issues						
Overall Bridge Width	28 feet	N/A	28 feet	47.2 feet	39.6 feet	39.6 feet
Area Impacted	None	None	None	None	2 acres	2 acres
Relocations	None	None	None	None	5 Residences	3 Residences, 7 Mobile Homes
Other Impacts	None	None	None	None	Yacht Club Parking Driveways on South Side, East of Bridge	Yacht Club Parking Driveways on South Side, East of Bridge
Environmental Impacts						
Impacts to Historic Resources	None	None	High	High	High	High
Wetlands	None	Low	Low	0.03 acre	0.02 acre	0.03 acre
Wildlife	None	Low	Low	Low	Low	Low
Parks/Recreation	None	None	None	None	None	None
Visual Impacts	None	None	Low	Low	High	High
Noise Impacts (Permanent)	None	None	None	Low	Low	Low
Costs						
Total Project Costs[1]	N/A	$0.9 M (Demolition)	$9.5 M	$15.8 M	$11.0 M (Plus ROW Costs = $4.0 M)	$11.0 M (Plus ROW Costs = $2.9 M)
Construction Impacts						
Detour Duration	N/A	Permanent	6 months	12 months	24 months	24 months
Total Construction Time	N/A	N/A	12 months	24 months	24 months	24 months
Anticipated Service Life	10 years or less	10 years or less	25-30 years	75 years	75 years	75 years

[1]Costs include demolition, roadway and bridge construction, mobilization, maintenance of traffic, aesthetic enhancements, engineering design, construction engineering inspection (CEI) and contingency.

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4 PUBLIC HEARING
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7 County Project Number PID 2161
8 FDOT FPN: 424385-1
9 ETDM NUMBER: 13040
10
11 *(Beckett Bridge Project Development and*
12 *Environment (PD&E) Study Riverside Drive from*
13 *Chesapeake Drive to Forest Avenue, Tarpon*
14 *Springs, Pinellas County, Florida)*
15
16
17 DATE: Wednesday, February 26, 2014
18 TIME: 5:00 p.m. - 7:01 p.m.
19 PLACE: Tarpons Springs Yacht Club
350 North Spring Boulevard
20 Tarpon Springs, Florida 34689
21
22
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REPORTED BY: CATHY J. JOHNSON MESSINA, RMR, FPR
Registered Merit Reporter
Florida Professional Reporter
MEMBER: NCRA, FCRA, STAR

1 I N D E X

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5 Public Comments:

6 BILL JOYCE..... 34
656 Bayhore Drive
7 Tarpon Springs, Fl 34689

8 WENDY CROSATO..... 35
616 Palm Avenue
9 Tarpon Springs, Fl 34689

10 MICHAELA GATES..... 36
675 Anclote Drive
11 Tarpon Springs, Fl 34689

12 STEPHEN KATSARELUS..... 36
10465 Greendale Drive
13 Tarpon Springs, Fl 34689

14 DONALD GOODRICH..... 38
1309 Hillside Drive
15 Tarpon Springs, Fl 34689

16 DAN CULLU..... 39
426 Inness Drive
17 Tarpon Springs, Fl 34689

18 STEPHEN KATSARELUS (Additional Comment).. 39

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24

25

1 MR. CLOSTERMAN: Welcome to the Public Hearing
2 concerning improvements to the Beckett Bridge.
3 My name is Tim Closterman. I am the Pinellas County
4 communications director. Joining me this evening is Tony
5 Horrnik, he is a Pinellas County project manager; Ann
6 Venables, a consultant project manager with URS; and Jim
7 Phillips is a chief bridge engineer with URS.
8 Thank you for attending this important meeting.
9 There are a number of elected and appointed officials or
10 their representatives here this evening. I know of
11 Tarpon Springs City Commissioner David Banther. Will you
12 please stand? Thank you very much for joining us this
13 evening.
14 If there are any other federal highway
15 administration, state, county, city elected or appointed
16 public officials who would like to be recognized, please
17 stand and introduce yourself.
18 (No response.)
19 The formal portion of this hearing includes an
20 introduction, a video presentation, and public testimony.
21 I will let you know that the video is approximately 30
22 minutes long tonight. So once we start that, just so you
23 know, it's about 30 minutes.
24 Initially, I will introduce the project and describe
25 the laws and the rules under which this public hearing

1 will be conducted for the official record. Then a video
2 presentation will be shown that discusses the Project
3 Development and Environment, or PD&E process. The
4 alternative is evaluated during the PD&E study and the
5 recommended alternative. After the video presentation,
6 we will conduct the public testimony portion of the
7 hearing.
8 If you want to make a public statement with the
9 microphone and have not filled out a speaker's card, you
10 can get one from a member of the project team. So I've
11 received one already, but we have cards up front as well
12 as the back corner over there.
13 You can also obtain a speaker's card after the
14 video presentation. Once I receive the cards, I will
15 call your name in the order that the speaker's cards were
16 received. Your comments will be included in the official
17 public record of this hearing. Please note that this is
18 an opportunity for you to state your views and comments
19 about the design, location and impacts of the recommended
20 alternative. If your statement includes questions, we
21 will be available to answer them after the formal portion
22 of the hearing is completed.
23 If you have questions related to the noise study,
24 please talk with the noise specialist, Carrol Fowler.
25 Carrol, if you could please raise your hand. Carrol's in

1 the back by the exit sign.
2 I will now proceed with the introduction for the
3 Public Hearing record.
4 The time is now 6:09 p.m. This Public Hearing is
5 being conducted on February 26, 2014, at the Tarpon
6 Springs Yacht Club located at 350 North Spring Boulevard,
7 Tarpon Springs, Florida.
8 This Public Hearing is being held in accordance with
9 the Federal Aid Highway Act of 1968 as amended 23 USC
10 12840 CFR 1500 to 1508, 23 CFR 771, Section 339.155,
11 Florida Statute and Executive Order 11988 Floodplain
12 Management and Executive Order 11990 Protection of
13 Wetlands of the Constitution of the United States of
14 America.
15 This Public Hearing was advertised consistent with
16 the federal and state requirements and is being conducted
17 consistent with the Americans with Disabilities Act of
18 1990.
19 The purpose of the Public Hearing is to share
20 information with the general public and community about
21 the proposed improvement, its conceptual design, all
22 alternatives under study and potential beneficial and
23 adverse social, economic and environment impacts upon the
24 community.
25 The Public Hearing also serves as an official forum

1 providing an opportunity to the public to express their
2 opinions and concerns regarding the location, conceptual
3 design and potential social, economic, and environmental
4 effects of the proposed improvements on the community.
5 A verbatim transcript is being made of all oral
6 proceedings. In addition, all written and oral material
7 will be made part of the official public record for the
8 project.
9 This Public Hearing is being held relative to State
10 Project Number 42438512801 and County Project Number PID
11 2161. The federal aid project number is to be determined
12 at a later date.
13 The Federal Highway Administration, in accordance
14 with federal law, cooperates with the State of Florida in
15 planning and developing Federal Aid Transportation
16 improvements. The FHWA reviews and approves all Federal
17 Aid actions proposed by the Florida Department of
18 Transportation.
19 The proposed improvement involves replacement of
20 the Beckett Bridge which crosses Whitcomb Bayou in Tarpon
21 Springs, Pinellas County, Florida. This Public Hearing
22 is being held to give all interested persons the right to
23 understand the project and comment on the concerns for
24 the County.
25 Public participation at this hearing is encouraged

1 and solicited without regard to race, color, creed,
2 religion, sex, age, national origin, disability, or
3 family status. This information is also provided in the
4 project handout and on the sign displayed at this
5 hearing.
6 Before we watch the video, I do have to -- please
7 note I have to make one correction to the video
8 presentation. It states that the no-build alternative,
9 or do nothing alternative, is not recommended for further
10 consideration. However, the no-build alternative will
11 remain viable until the end of the study.
12 So we'll go ahead and dim the lights now and start
13 the video. And as I mentioned at the beginning, it's
14 about a 30-minute video.
15 VIDEO PRESENTATION
16 Pinellas County welcomes you to the Public Hearing
17 for the Beckett Bridge Project Development and
18 Environment, or PD&E study.
19 Pinellas County, in coordination with the Florida
20 Department of Transportation and the Federal Highway
21 Administration is conducting a PD&E study for the
22 removal, rehabilitation or replacement of the Beckett
23 Bridge. The limits of the project extend along Riverside
24 Drive from Chesapeake Drive to Forest Avenue in Tarpon
25 Springs. The study has been underway since January 2012.

1 The existing two-lane bridge spans Whitcomb Bayou,
2 connecting areas west and north of the bayou to downtown
3 Tarpon Springs. Riverside Drive, also known as North
4 Spring Boulevard, is an extension of Tarpon Avenue, which
5 is a designated evacuation route. Beckett Bridge
6 provides access to major roadways including US 19 for
7 coastal residents during emergency evacuation. Boats in
8 Whitcomb Bayou must pass under the Beckett Bridge to
9 access the Anclote River and eventually the Gulf of
10 Mexico.
11 Beckett Bridge is a bascule, or moving bridge. It
12 was constructed in 1924 as a timber bridge with a steel
13 movable span. In 1956, the timber spans were replaced
14 with concrete. The bridge remains one of only a few
15 historic highway single-leaf bridges of similar design
16 left in Florida. The bridge has been in service for more
17 than 80 years but was originally designed to last about
18 50 years. Despite continual costly and disruptive
19 repairs, the bridge has deteriorated and is in need of
20 rehabilitation or replacement.
21 In recent Florida Department of Transportation
22 bridge inspection reports the bridge received a
23 "Sufficiency Rating" of 44.9 on a scale of one to a
24 hundred. This rating reflects the structural condition
25 and operational characteristics of the bridge.

1 Structural deficiencies include corrosion of the
2 steel in the concrete piles and beams which support the
3 bridge, and corrosion of the structural steel on the
4 movable portion of the bridge.
5 There are also indications that the piles
6 supporting the bridge may be settling because of unstable
7 soil conditions, caused in part by remnant sinkholes.
8 These deficiencies have resulted in weight restrictions
9 on the bridge. Large trucks, school buses and some
10 emergency fire-rescue vehicles cannot legally cross the
11 bridge.
12 Machinery that operates the movable span is in poor
13 condition and needs replacement.
14 The bridge is also considered "functionally
15 obsolete," primarily because of its narrow width. There
16 are no shoulders or bicycle lanes on the existing bridge.
17 The narrow bridge sidewalks do not meet standards
18 established by the Americans with Disabilities Act. The
19 bridge railings and guard rails do not meet current
20 roadside safety requirements.
21 The existing bridge provides about 6 feet of
22 vertical clearance and 25 feet of horizontal clearance
23 for boats traveling on the waterway. The U.S. Coast
24 Guard has no guidelines for clearances at this location.
25 They are determined on a case-by-case basis.

1 The bridge is owned, operated and maintained by
2 Pinellas County. The U.S. Coast Guard regulates the
3 bridge opening schedule which requires that it open on
4 demand if at least two hours' notice is given. According
5 to County records, the bridge opened 10 times in 2009, 20
6 times in 2010, 18 times in 2011, and 14 times in 2012.
7 The purpose of the PD&E Study is to determine the
8 best alternative for repair or replacement of the bridge.
9 The selected alternative must adequately address
10 transportation needs, and at the same time minimize
11 impacts to the community and environment. The PD&E Study
12 complies with the National Environmental Policy Act, or
13 "NEPA," which must be followed to qualify for future
14 possible federal funding.
15 The PD&E process includes engineering studies,
16 social and environmental studies, and community
17 involvement. Steps in the process include development of
18 alternative concepts, evaluation of alternatives, and
19 selection of a Preferred Alternative. The Preferred
20 Alternative will require approval by Pinellas County,
21 FDOT and the Federal Highway Administration.
22 Soliciting public input and consideration of the
23 community's concerns regarding the alternatives are key
24 elements in the decision making process.
25 In addition to this Public Hearing, opportunities

1 for public involvement during the study have included
2 numerous meetings with community groups including the
3 Chamber of Commerce, Tarpon Springs Yacht Club, the
4 Rotary Club, and the Tarpon Springs Historic Preservation
5 Society. The study team also coordinated with local
6 government staff and officials, and regulatory agencies
7 including the City of Tarpon Springs. A project website
8 was also developed to keep the community informed and
9 solicit comments.
10 Information about alternatives considered during the
11 study were presented to these groups and during the
12 Alternatives Public Workshop held in January of 2013.
13 This public hearing was advertised in the Tampa Bay Times
14 on February 2 and February 16, and in the Pinellas
15 Edition of the Suncoast News on February 6 and February
16 20th, 2014.
17 The purpose of tonight's Public Hearing is to
18 summarize the analysis and results of the PD&E study to
19 date, and to provide you with an additional opportunity
20 to comment on the location, conceptual design, social,
21 economic and environmental effects of proposed
22 improvements. Alternatives considered during the study
23 will be reviewed. The Recommended Alternative will be
24 presented in more detail. Engineering issues and
25 potential impacts of the Recommended Alternative will be

1 discussed.
2 The following alternatives have been evaluated:
3 The no-build alternative; the no-build with removal of
4 the existing bridge; the rehabilitation of the existing
5 bridge; and replacement of the existing bridge with a new
6 movable bridge with approximately 7.8 feet of vertical
7 clearance; and replacement with a new fixed bridge with
8 approximately 28 feet of vertical clearance.
9 The No-Build alternative would mean that no
10 modifications or major improvements to the existing
11 bridge would occur. Only routine maintenance and repairs
12 would be performed to keep the existing bridge operating
13 safely.
14 The remaining service life of the existing bridge is
15 estimated to be 10 years or less. Major repair or
16 replacement of the bridge may be considered at a later
17 date.
18 The advantages of the No-Build Alternative include:
19 No adverse impacts to the historic bridge, wetlands or
20 wildlife; no noise or visual impacts from construction.
21 The disadvantages of the No-Build Alternative
22 include electrical, mechanical and structural
23 deficiencies will not be corrected; the narrow lanes and
24 sidewalks would remain; no shoulders will be provided;
25 weight restrictions would continue on the bridge, large

1 trucks, school busses and some emergency fire-rescue
2 vehicles could not legally cross the bridge; replacement
3 would be needed after 10 years; and closures to traffic
4 would likely be required for extensive repairs and
5 maintenance.
6 The No-Build Alternative is not recommended for
7 further consideration.
8 A second No-Build Alternative, no-build with the
9 removal of the existing bridge, has also been evaluated.
10 As previously described, there would be no modification
11 to the existing bridge, and only routine maintenance
12 would continue until the bridge is no longer safe for
13 traffic. At that time, the bridge would be demolished.
14 A new bridge would not be constructed.
15 Advantages and disadvantages of this alternative
16 are the same as those for the No-Build Alternative while
17 the bridge is still operational. Additional advantages
18 resulting from eventual permanent removal of the bridge
19 include the following: Existing noise would be reduced
20 for adjacent properties; costs of maintenance of the
21 existing bridge and cost of a replacement bridge will be
22 eliminated; and restriction of a navigation channel will
23 be eliminated.
24 Disadvantages of permanent removal of the existing
25 bridge include: An alternate route for emergency

1 evacuation would be eliminated; emergency response time
2 could be affected; traffic on Whitcomb Drive and Meres
3 Boulevard will increase during peak hours; and an
4 important link to the Pinellas Trail would be eliminated
5 for the proposed Howard Park Trail.
6 The No-Build with Permanent Removal of the existing
7 bridge is not recommended for further consideration.
8 The Rehabilitation Alternative would consist of
9 extensive repairs to the existing bridge which would
10 extend its serviceable life for about 25 to 30 more
11 years. Extensive concrete and steel repairs would be
12 required to correct the structural deficiencies. The
13 geometry on the bridge would remain the same. The bridge
14 would not be widened. Navigational clearances would
15 remain the same.
16 The bascule, or movable span, and the bascule pier,
17 which supports the movable span, are the only remaining
18 elements of the original 1924 bridge. Rehabilitation
19 would require replacement of the bascule span.
20 Crutch bents which consist of additional piles will
21 be required to strengthen the foundations on most of the
22 existing piles.
23 Cathodic, or corrosion protection jackets will be
24 installed on all existing piles and the two piers that
25 support the removal span. This computer simulation shows

1 what the rehabilitated bridge would look like after the
2 addition of crutch bents.
3 Additional repairs for the rehabilitation
4 Alternative include: Replacement of the substandard
5 bridge railing; rehabilitation or replacement of the
6 control house; replacement of substandard approach
7 guardrails; replacement of traffic and barrier gates;
8 replacement of the fender system; replacement of
9 electrical systems and machinery.
10 In addition, a concrete overlay will be installed
11 on the bridge deck. Deck expansion joints will be
12 replaced. Concrete on the underside of the deck and pile
13 bent caps will be repaired. Concrete on piers that
14 support the movable span will be repaired.
15 Advantages of the Rehabilitation Alternative
16 include: Minimal impacts to wetlands and wildlife, and
17 no changes in access to local streets or driveways; a
18 full detour during construction will be limited to about
19 six months, which is less than other build alternatives;
20 structural, mechanical and electrical deficiencies will
21 be corrected, the bridge would no longer be
22 weight-restricted.
23 Disadvantages of the Rehabilitation Alternative
24 include the following: Existing substandard narrow lanes
25 and sidewalks will remain; shoulders will not be

1 provided; installation of additional crutch bents and
2 pile jackets would alter the appearance of the historic
3 bridge; a 6-month detour will be required; the bridge
4 will still need to be replaced in 25 to 30 years;
5 replacement of the bascule or movable span is anticipated
6 to be considered an adverse effect to the historic bridge
7 by the State Historic Preservation Officer.
8 The Rehabilitation Alternative is not recommended
9 for further study.
10 At the request of the State Historic Preservation
11 Officer and the Cultural Resource Committee established
12 for this project, two additional rehabilitation
13 alternatives were developed and evaluated. Both of these
14 alternatives would improve the pedestrian facilities on
15 the existing bridge by providing wider sidewalks on one
16 or both sides of the rehabilitated bridge.
17 Extensive engineering evaluations concluded that
18 both rehabilitation alternatives would require widening
19 the bridge replacement of the bascule or movable span and
20 replacement of the bascule pier. No elements of the
21 original bridge would remain.
22 Accordingly, neither of these rehabilitation
23 alternatives were recommended for further consideration.
24 Two fixed bridge alternatives, Option A and Option
25 B, were evaluated. Both would provide 28 feet of

1 vertical clearance and 25 feet of horizontal clearance at
2 the fenders. A new fixed bridge would be constructed on
3 approximately the same alignment as the existing bridge.
4 The anticipated service life for the new bridges is 75 to
5 100 years.
6 The advantages of the Fixed Bridge - Option A
7 Alternative include: Structural, mechanical, electrical
8 and geometric deficiencies would be corrected; shoulders
9 will provide an "undesignated bicycle lane"; bridge
10 openings that disrupt vehicular traffic will be
11 eliminated; initial and long-term maintenance will be
12 reduced; construction cost is less than the cost of a new
13 movable bridge.
14 Disadvantages of the Fixed Bridge - Option A
15 Alternative include: Retaining walls approaching the
16 bring would vary from 1 to 19 feet high within the
17 project limits, and would result in substantial visual
18 impacts to some residents; the bridge would impact about
19 two acres outside of existing right-of-way; the existing
20 intersection of Pampas Avenue and Venetian Court with
21 Riverside Drive will be eliminated; construction of a
22 connector road will impact the Tarpon Springs Yacht Club
23 property; five residential relocations will be required;
24 the existing bridge, which is eligible for listing in the
25 National Register of Historic Places will be removed;

1 sidewalks will only be provided on the north side of the
2 bridge; boats requiring more than 28 feet of vertical
3 clearance will not be able to navigate through the
4 channel; some private docks on the south side of
5 Riverside Drive will be inaccessible from the roadway;
6 the bridge will be closed to traffic for approximately
7 two years.
8 The advantages of the Fixed Bridge - Option B
9 Alternative are the same as those described for Option A.
10 Disadvantages of the Fixed Bridge - Option B
11 Alternative are the same as Option A except that three
12 residential relocations compared to five will be required
13 and that construction of a connector road will impact the
14 Tarpon Springs Yacht Club property and a vacant
15 residential parcel on the south side of Riverside Drive.
16 Fixed Bridge Alternatives - Options A and B are not
17 recommended for further consideration.
18 The Movable Bridge Alternative would provide a
19 minimum of 7.8 feet of vertical clearance and 25 feet of
20 horizontal clearance. The new movable bridge would also
21 be constructed on approximately the same alignment as the
22 existing bridge. The anticipated service life for the
23 new bridge is 75 to 100 years.
24 The advantages of the Movable Bridge Alternative
25 include: Electrical, mechanical and structural

1 deficiencies will be corrected; shoulders will provide an
2 "undesignated bicycle lane; 6-foot wide sidewalks will be
3 provided on both sides of the bridge; construction will
4 not require acquisition of any adjacent property, it can
5 be constructed within the existing County right-of-way;
6 no impacts to existing intersections with Riverside Drive
7 will occur; no impacts to existing driveways will occur;
8 the new bridge would provide slightly more vertical
9 clearance than the existing bridge; unlimited clearance
10 through the channel will be provided in the open
11 position; visual impacts will be minimal to adjacent
12 properties; the bridge will be closed for only one year
13 for construction compared to two years for a fixed
14 bridge.
15 Disadvantages of the movable bridge include: The
16 existing bridge, which is eligible for listing in the
17 National Register of Historic Places, will be removed;
18 construction costs are higher for a movable bridge than a
19 fixed bridge; costs for operation and maintenance over
20 the life the movable bridge are higher than for a fixed
21 bridge; the bridge will be closed to traffic for about
22 one year and a detour will be required.
23 A table which compares the alternatives, referred
24 to as an Alternatives Evaluation Matrix, was prepared.
25 Many factors, including impacts to the community and the

1 environment, costs and engineering issues were evaluated.
2 The matrix is on display here tonight. Project
3 representatives are available to answer your questions
4 about the matrix.
5 Draft engineering and environmental reports which
6 evaluate and discuss these alternatives were also
7 prepared and are on display here tonight.
8 After careful consideration of many engineering,
9 environmental and social factors, input from local
10 governments, project costs and consideration of all
11 public comments received, replacement of the existing
12 bridge with a new movable bridge was selected as the
13 Recommended Alternative.
14 The next portion of this presentation will focus on
15 describing the Recommended Alternative and potential
16 impacts from the construction of this alternative.
17 The proposed bridge typical section for the movable
18 bridge consists of two 11-foot lanes, one in each
19 direction, 5 and a half foot outside shoulders, and
20 six-foot wide sidewalks on both sides of the bridge. The
21 total width of the new bridge will be 47.2 feet,
22 approximately 19 feet wider than the existing bridge.
23 The proposed roadway east of the bridge would
24 provide two 11-foot wide travel lanes. Five and a half
25 foot wide shoulders and 6-foot wide sidewalks are

1 proposed on both sides of the roadway.
2 To avoid property impacts on the west of the bridge,
3 the proposed travel lanes are only 10 feet wide and a six
4 foot sidewalk is proposed only on the north side of the
5 roadway.
6 No additional right-of-way will be required to
7 construct the movable bridge alternative. No impacts to
8 existing residential driveways will occur. The entrances
9 to the Tarpon Springs Yacht Club and Bayshore Mobile Home
10 Park will not be impacted. No business or residential
11 relocations are necessary.
12 The proposed new bridge will be approximately eight
13 feet closer to the docks at yacht club than the existing
14 bridge. Measures to minimize impacts to access of these
15 docks will be considered, including possible elimination
16 of the fender on the south side and installation of
17 plastic timber bumpers on the piles or piers to prevent
18 boat damage.
19 The Beckett Bridge will be closed and traffic will
20 be detoured for about one year during construction.
21 Total construction time is expected to be about two
22 years.
23 Three detoured routes are available. The shortest
24 detour is Whitcomb Boulevard around Whitcomb Bayou.
25 Traffic can also be diverted from Alternate US 19 to

1 Florida Avenue using Meres Boulevard. Traffic from
2 further south can use Klosterman Road, Carlton Road, and
3 Curlew Road to reach Florida Avenue.
4 The Recommended Alternative will provide 7.8 feet of
5 vertical clearance at the fenders, which is slightly more
6 than six feet provided by the existing bridge.
7 Twenty-five feet of horizontal at the fenders will be
8 provide. The channel will remain open for boats
9 throughout construction. Only temporary brief closures
10 of the channel may be needed.
11 Replacement of the existing bridge with the
12 Recommended Alternative is consistent with local
13 government planning documents. The project is also
14 consistent with the State's Coastal Zone Management
15 Program.
16 We will now discuss the potential environmental,
17 social and physical impacts that will result from
18 construction of the Recommended Alternative.
19 Environmental reports that provide additional
20 information about the studies that were conducted and
21 possible impacts are also available for your review here
22 tonight. They are also on display at the Tarpon Springs
23 Public Library and the City of Tarpon Springs Clerk's
24 office until March 8, 2014.
25 In accordance with Executive Order Number 11988,

1 "Floodplain Management," the project has been evaluated
2 to determine possible impacts to floodplains. The bridge
3 is located within the 100-year floodplain; however, it
4 has been determined that there would be no significant
5 floodplain impacts associated with construction of the
6 Recommended Alternative.
7 Natural environmental impacts from construction of a
8 new movable bridge are anticipated to be minimal. In
9 accordance with Executive Order 11990, "Protection of
10 Wetlands," impacts to wetlands were evaluated. It is
11 anticipated that the proposed project will impact
12 approximately three-hundredths of an acre of wetlands
13 along the shoreline. All reasonable measures to avoid or
14 minimize impacts to wetlands were considered during
15 development of the design concept. Additional efforts to
16 reduce impacts to wetlands will be evaluated during final
17 design. Construction techniques which minimize possible
18 impacts will also be recommended. If required by
19 regulatory agencies, mitigation will be proposed to
20 offset unavoidable impacts. Coordination concerning
21 wetland impacts will continue during the design phase.
22 Portions of the project area are considered to be
23 "Essential Fish Habitat" by the National Marine Fisheries
24 Service. These areas consist of valuable marine
25 habitats. In accordance with the Magnuson-Stevens

1 Fishery Conservation and Management Act, an assessment of
2 potential impacts to Essential Fish Habitat has been
3 conducted. Because the project will minimally impact
4 some of these habitats, mitigation may be required.
5 A Water Quality Impact Evaluation was conducted.
6 The proposed stormwater treatment design will include
7 measures to assure that no adverse water quality impacts
8 result from construction of the proposed replacement
9 bridge. The design will comply with all water quality
10 requirements of the Southwest Florida Water Management
11 District.
12 Threatened and endangered species and marine mammals
13 are afforded special protection under the Endangered
14 Species Act and the Marine Mammal Protection Act. An
15 assessment of possible impacts to these species was
16 conducted.
17 A number of protected wildlife species, including
18 wading birds, the Florida manatee, sea turtles and the
19 gulf sturgeon occur in the vicinity of the bridge. All
20 of the proposed alternatives are anticipated to result in
21 minimal impacts to wildlife and wildlife habitat.
22 Special provisions required by the State and federal
23 regulations will be implemented to protect these species
24 during construction. Precautions will be required to
25 avoid impacts to the large number of manatees that are

1 known to travel through the channel. To assure that all
2 measures are taken to avoid and minimize impacts to
3 protected species, coordination with the US Fish and
4 Wildlife Service and Florida Wildlife Conservation
5 Commission will continue during design.
6 Public parks, recreation areas, wildlife and
7 waterfowl refuges and historic sites are afforded special
8 protection by the federal government under Section 4(f)
9 the 1966 US Department Transportation Act, as amended.
10 Impacts to these areas are allowed only if there are no
11 prudent and feasible alternatives.
12 The *Guide to Pinellas County Blueways* identifies an
13 unmarked paddling trail that begins just south of the
14 Beckett Bridge and continues to the Anclote River. The
15 proposed project will not adversely impact this existing
16 trail.
17 Beckett Bridge is located in the Pinellas County
18 Aquatic Preserve. The proposed movable bridge will not
19 impair or diminish the function and benefits of the
20 aquatic preserve. Accordingly, no Section 4(f)
21 recreation or wildlife refuge areas will be adversely
22 impacted by the Recommended Alternative.
23 A study was conducted to evaluate potential impacts
24 to cultural resources within the project corridor in
25 accordance with procedures contained in Section 36, Code

1 of Federal Regulations, Part 800. The State Historic
2 Preservation Officer, or SHPO, determined that 15
3 historic buildings located in the study area, including
4 the Tarpon Springs Yacht Club and 14 residences, are not
5 eligible for listing in the National Register of Historic
6 Places.
7 The SHPO and the Federal Highway Administration
8 determined that the Beckett Bridge is eligible for
9 listing in the National Register of Historic Places. The
10 bridge is a Scherzer rolling-lift bridge, and is one of a
11 few remaining bascule bridges of similar design remaining
12 in Florida. Its eligibility is based on its contribution
13 to the patterns of development and transportation in the
14 state and for its distinct engineering design. No
15 archaeological sites were found within the project
16 corridor.
17 Coordination in accordance with Section 106 of
18 Historic Preservation Act with the SHPO and the Federal
19 Highway Administration is ongoing and will be completed
20 after the Public Hearing. The study team has determined
21 that the removal of the Beckett Bridge will result in an
22 "adverse effect" under Section 106 and that removal of
23 the bridge will likely be considered a "taking" under
24 Section 4(f) of the U.S. Transportation Act of 1966, as
25 amended. It is anticipated that the SHPO and the Federal

1 Highway Administration will concur with this
2 determination. Coordination under both of these laws
3 will include completion of a Section 106 Case Study
4 Report and a Programmatic Section 4(f) document after the
5 Public Hearing and a determination of a "Preferred
6 Alternative."
7 If SHPO and the Federal Highway Administration
8 determine that the Preferred Alternative will have an
9 adverse effect, mitigation for the impacts for the bridge
10 will be required. Required mitigation will consist of
11 documenting the bridge with photographs and documents for
12 the Historic American Engineering Record.
13 Other options for mitigation could include:
14 Choosing an open bridge rail to preserve the viewshed
15 from the bridge; installation of a educational kiosk or
16 monument in a public space; incorporation of a monument
17 into a second control house; and incorporation of parts
18 or a portion of the existing bridge into the new bridge.
19 This option was used successfully for the South Park
20 Bridge in Seattle, Washington. Some of the bridge
21 machinery was incorporated into the bridge rail on the
22 replacement bridge. Your input on possible mitigation is
23 welcome.
24 Meetings were held with a Cultural Resources
25 Committee comprised of affected stakeholders, including

1 agencies, local governments, community representatives
2 and special interest groups to discuss Section 106 issues
3 and solicit input. If mitigation is required, the study
4 team will meet with this committee again to discuss
5 options.
6 A Contamination Screening Evaluation was conducted
7 to identify potential hazardous materials and petroleum
8 contamination involvement in accordance with the FDOT
9 PD&E Manual. Properties located within or near the
10 proposed project limits were evaluated. Eight sites with
11 the potential for contamination were identified. Two
12 sites were assigned a low contamination risk and only one
13 site was determined to have a medium potential. If
14 appropriate, additional investigation of these sites will
15 occur during the design phase of the project. No
16 asbestos-containing materials or lead paint were
17 identified on the bridge.
18 An air quality assessment was conducted to determine
19 potential impacts resulting from the proposed
20 improvements. No long-term air quality impacts are
21 anticipated. Construction activities may cause minor
22 short-term air quality impacts; however, these impacts
23 will be minimized by adherence to all state and local
24 regulations and the FDOT standard specifications for road
25 and bridge construction.

1 A noise study was conducted in accordance with
2 Federal Highway Administration approved procedures to
3 evaluate potential noise impacts from the Recommended
4 Alternative. The study concluded that traffic on the
5 proposed bridge will not result in noticeable changes in
6 noise levels for nearby residents, including residents of
7 the Bayshore Mobile Home Park, single-family residents,
8 and the Tarpon Springs Yacht Club. The noise analysis
9 indicated that noise levels at these locations did not
10 approach, meet or exceed the Federal Highway
11 Administration noise abatement criteria.
12 Temporary impacts during construction may occur.
13 If you have additional questions about noise impacts, a
14 noise specialist is here tonight to address your
15 individual questions and concerns.
16 Construction of the new movable bridge will have
17 minimal visual impacts to views from adjacent properties.
18 We will now review computer-generated graphics that have
19 been prepared to help you visualize what the Recommended
20 Alternative would look like from various viewpoints.
21 Here is a view of the replacement alternatives from
22 the Tarpon Springs Yacht Club entrance. Existing bridge.
23 Recommended Alternative.
24 View from a boat dock located southeast of the
25 bridge. Existing bridge. Recommended Alternative.

1 View from boat dock northwest of the bridge.
2 Existing bridge. Recommended Alternative.
3 View from the driveway entrance to the Bayshore
4 Mobile Home Park. Existing bridge. Recommended
5 Alternative.
6 View from the Bayshore Mobile Home Park waterfront.
7 Existing bridge. Recommended Alternative.
8 A computer-generated dynamic animation of the
9 Recommended Alternative was developed. We will view this
10 animation now.
11 Construction of the Preferred Alternative will cost
12 approximately $15.8 million. This estimate includes
13 construction, design, post design and construction
14 engineering inspection services. About $800,000 is
15 allocated for aesthetic enhancements. The County will
16 coordinate with the local community concerning the
17 details of how the bridge will look and other aesthetic
18 enhancements during the design phase of the project.
19 What happens next? Following this Public Hearing
20 and a 10-day comment period, all public comments will be
21 considered. Coordination with federal and state agencies
22 will continue. Engineering and environmental documents
23 will be finalized.
24 A presentation which summarizes the results of the
25 Public Hearing will be made to the Board of the County

1 Commissioners at their April 15th, 2014, meeting,
2 beginning at 6:00 p.m. The Commission will design
3 whether to confirm their approval of the Recommended
4 Alternative to move forward as the Preferred Alternative.
5 The public is invited to attend and provide comments at
6 this meeting.
7 After selection of a Preferred Alternative,
8 Section 106 coordination will be completed. The
9 Preferred Alternative will be forwarded with final
10 documents to the Federal Highway Administration for
11 approval.
12 Funds for design are programmed. Design is schedule
13 to begin in early 2016. Construction is anticipated to
14 begin in 2019, but the construction schedule is
15 contingent on funding availability.
16 The County invites your comments, which will become
17 part of the official public hearing record. Please
18 complete one of the comment forms provided tonight. You
19 can leave it in the box provided or mail it to Mr. Tony
20 Horrnick, P.E., S.I., Project Manager, Pinellas County.
21 Environment and Infrastructure, 14 S, Fort Harrison
22 Avenue, Sixth floor, Clearwater, Florida, 33756.
23 You can also provide your comments on our project
24 website: www.pinellascounty.org/beckettbridge. Please
25 provide your comments by March 8, 2014. These addresses

are also listed in the handout you received at the registration desk and the comment forms provided tonight.

You may also provide an oral statement, which will be recorded by a court reporter during the public comment portion of the hearing, immediately following this presentation.

After the public comment period, you can review the exhibits provided here tonight. The study team will be available to address your questions and concerns and receive your input.

Thank you for your interest and participation in this important project. We hope you find tonight's Public Hearing informative. We look forward to your comments.

(End of Presentation.)

MR. CLOSTERMAN: All right. Anyone desiring to make a statement or present written views and/or exhibits regarding the location, conceptual design, social, economic and environmental effects of improvements will now have an opportunity to do so.

If you're holding a speaker's card, please give it to the project staff members. If you have not received a speaker's card and wish to speak, please raise your hand so you can receive a card to fill out.

Written statements and exhibits may be presented in

1 lieu of or in addition to oral statements. All written
2 material received at this Public Hearing and at the
3 Pinellas County office located at 14 South Fort Harrison,
4 Clearwater, Florida, 33756, and postmarked no later than
5 10 days following the date of the Public Hearing will
6 become a part of the Public Hearing Record for this
7 hearing.
8 All written comments shall be addressed to Tony
9 Horrnik, Project Manager, Pinellas County Department of
10 Environment and Infrastructure. Comments may also be
11 emailed to thorrnik@pinellascounty.org. The mailing
12 address and email address will be provided in the project
13 handouts and on comment forms available here this
14 evening. Additional comment forms are available.
15 Comment forms can also be completed tonight and dropped
16 in the box provided.
17 If you do not wish to speak at the microphone, you
18 can provide comments directly to the court reporter after
19 the formal portion of the hearing. In addition, you may
20 submit written documents to the court reporter for
21 inclusion in the official record.
22 I will now call the first speaker. Because of
23 limited time and to give everyone a chance to speak, I
24 ask that you please limit your comments to three minutes.
25 Please state your name and address when you come to the

1 microphone for the record, please.
2 Our first speaker is Bill Joyce.
3 MR. JOYCE: Good evening. My name is Bill Joyce.
4 I'm a retired engineer. I live at 656 Bayshore Drive,
5 which is on the west side of the Beckett Bridge.
6 I have two concerns: Number one -- well, first of
7 all, I'd like to compliment the selection of the
8 replacement inside of the single-leaf bascule bridge. I
9 believe that will have the least impact on the
10 neighborhood and the final appearance.
11 My two concerns are: One, the closure of the
12 bridge. I live on the west side of the bridge and we
13 really can't live with a one-year closure or more if they
14 have problems of that bridge. And I'm suggesting a
15 temporary bridge, either one lane or two lanes on the
16 north side of the project, so that we will have
17 continuous travel between the west side of town and the
18 east side of town.
19 The second concern is construction technique.
20 All of the papers are presenting selection of a design of
21 bridge which I agree with.
22 The next thing is the contract documents. You've
23 got to think of a way -- I see you show -- is it 12
24 months I think for the construction? There are ways to
25 expedite a project, you know, 24/7, prefabricated. I

1 mean the technology today is fantastic. I think you have
2 to either put in a temporary bridge or reduce the
3 construction time, cut it in half from what's proposed
4 right now. Thank you.
5 MR. CLOSTERMAN: Thank you very much. Our next
6 speaker is Wendy Crosato. And I apologize if I
7 mispronounced your name.
8 MS. CROSATO: My name is Wendy Crosato, 616 Palm
9 Avenue, Tarpon Springs, and I'm for it. I know that a
10 lot of -- there will be a lot of different opinions here.
11 I'm for it because I've experienced exercising, trying to
12 ride my bike as my husband's running around the bridge,
13 and it's impossible to ride my bike over that bridge. I
14 can't do it. I can't even sit on it and do this with my
15 foot. I can't do that. And it's so unsafe trying to
16 cross with vehicles going up over it, especially at the
17 same time, and I've observed as I'm driving people trying
18 to ride their bikes over the road and people flying up
19 behind them not even knowing that they're on the road on
20 the opposite side of the bridge.
21 So, to me, I don't want to see one life lost and
22 people will forever be exercising, and it's nice to be
23 able to go over that bridge and run and bike and walk and
24 there's families with little kids that I see, and I just
25 don't want to ever want to see one person die or get hurt

1 from an accident.
2 So I think it needs to be replaced, and I do like
3 the alternative movable bridge that I saw here tonight.
4 I thought that was a good idea. Thank you.
5 MR. CLOSTERMAN: Thank you very much. Our next
6 speaker is Michelle Gates.
7 MS. GATES: Good evening. My question has to do
8 with the -- first of all, I want to say I approve and
9 support the option that was chosen as well, but my
10 question has to do with the chronic puddling and drainage
11 issues that we have on either side of the bridge and if
12 the County is going to consider looking into working with
13 that as well. That's my question.
14 MR. CLOSTERMAN: Thanks. Our next speaker -- and I
15 apologize if I mispronounce your last name -- Steven
16 Katsarelus.
17 MR. KATSARELUS: Thank you. I grew up on Venetian
18 Court and I own two homes. One of them is most effected
19 because it's directly adjacent to the bridge and I guess
20 I have a number of concerns I just want to raise.
21 Most importantly, when I saw the simulation I'm
22 concerned about privacy, because currently I have a wall
23 on the side of my property, and I'm concerned that the
24 bridge, with it being higher at the end of the bridge,
25 that people are going to basically drive over the bridge

1 and look down on you in your pool or your hot tub. So
2 that's one of my major concerns. Perhaps I could get a
3 bigger wall built on the side of my property or some type
4 of privacy wall that mitigates that concern.
5 I'm also concerned about safety. And I agree with
6 the other folks who said they support the current
7 proposal, but I grew up on the street. My parents moved
8 there in 1978. So, to my knowledge, there hasn't been
9 any safety issues to date, and I think the new bridge
10 will be better, but one thing that I'm concerned about is
11 living there and watching cars pass the bridge sometimes
12 at 40, 50 or 60 miles an hour or more, I've seen a number
13 of accidents over the years. We've had cars flip into
14 our property, across the street. I would like to see
15 something done to mitigate the speed across the bridge,
16 because when you build a bridge bigger and wider people
17 are going to drive much faster. That's a fact.
18 So also I'd like to see them perhaps think about
19 making more effective speed humps in the area that would
20 slow down traffic a little bit.
21 We're also concerned about noise. The existing
22 bridge has a lot of joints, makes a lot of noise when the
23 cars go over. We hope that the new bridge will be
24 constructed in such a way that there's less noise from
25 the bridge.

1 Another concern I have that was raised in the video
2 was contamination risks. It mentioned that there were
3 eight sites that possibly were identified in the study as
4 far as being contaminated, or possibly being contaminated
5 from the bridge. I'd like to know what those eight sites
6 are and what the contamination risk will be.
7 And then also I'm concerned about the harming of my
8 property, my privacy wall, my hedge that's taken ten
9 years to build and grow to provide a little extra
10 privacy. And so I'm concerned about those things as well
11 and I hope that someone at some point will address these
12 issues with me. Thank you.
13 MR. CLOSTERMAN: Thank you very much. The last
14 speaker's card that I have is Donald Goodrich.
15 MR. GOODRICH: I just moved down from Rhode Island
16 three weeks ago. We went through a very similar
17 situation in the area in which I lived in Rhode Island.
18 And instead of elevating or putting any sort of movable
19 bridge in, the existing fixed bridge was replaced. And
20 I'm wondering why that we have not heard anything at all
21 about a fixed bridge for this location.
22 If I remember right, the statistics show no more
23 than 20 down to 10 openings in any given year. It would
24 be unfortunate for those up river or up bayou not to be
25 able to bring their boats out, but it would seem to me a

1 lot less expensive to put a fixed bridge in, maybe
2 elevate it a little bit so you can get power boats over,
3 but not to put a movable span bridge in this location.
4 Thank you.
5 MR. CLOSTERMAN: Thank you, sir. Our next speaker
6 is Dan Cullu.
7 MR. CULLU: Hey, fellow neighbors and residents.
8 Dan Cullu, 426 Inness Drive, Tarpon Springs.
9 I appreciate what you've done. You have a very good
10 presentation, and I support the presentation of the
11 selection that you all have made.
12 One of my concerns is, and I think mine and
13 everybody's concern in Tarpon Springs, is the egress and
14 ingress to the bridge.
15 Riverside Drive was a County-maintained road that's
16 been neglected for decades. It needs to go from Tarpon
17 Avenue to be redone and come all the way underneath the
18 bridge and in front of the bridge to be redone all the
19 way out to at least the high school where the buses go
20 and let the City maintain it and have the responsibility
21 for that. You can't have a very wide bridge and no
22 sidewalks that will feed that bridge.
23 So I really hope that you all will address Riverside
24 Drive from Tarpon Avenue to the high school as well.
25 Thank you very much.

1 MR. CLOSTERMAN: Thank you, Mr. Cullu.
2 Anyone else desire to speak?
3 MR. KATSARELUS: I want to add one more thing, if
4 possible.
5 MR. CLOSTERMAN: You want to add one more thing?
6 MR. KATSARELUS: Can I do that.
7 MR. CLOSTERMAN: Sure.
8 MR. KATSARELUS: Another concern I failed to address
9 that I jotted down was the noise during construction and
10 demolition as far as, like, what would the hours be when
11 they're able to work and will they be working seven days
12 a week, six days a week, five days a week, that type of
13 thing. I think that would be good to maybe put on the
14 website so that people that live in the area that are
15 affected by the noise will be able to understand when
16 they can expect some noise.
17 MR. CLOSTERMAN: Thank you.
18 Anyone else desire to speak?
19 If you have completed the speaker's card, please
20 repeat your name and address. If not, state your name
21 and address when you complete the speaker's card after
22 you've given your statement for the public record.
23 The verbatim transcript of the hearing, the oral
24 proceedings, together with all written material received
25 as part of the hearing record, and all studies, displays

1 and informational material provided at the hearing will
2 be made a part of the project decision making process and
3 will be available at the County office for public review
4 upon request. The display and informational materials
5 are also posted on the project website
6 www.pinellascounty.org/Beckett Bridge.
7 I want to thank you for attending the Public Hearing
8 and for providing your input into this project.
9 It is now 7:00 p.m. I hereby officially close the
10 Public Hearing for the Beckett Bridge PD&E study. Thank
11 you again and have a good evening.
12 And I'd also, just before we conclude, I want to
13 recognize Commissioner Norm Roach who joined us this
14 evening so welcome to Mr. Roach.
15 Thank you very much.
16 (The Public Hearing concluded at 7:01 p.m.)
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1 STATE OF FLORIDA)
2 COUNTY OF HILLSBOROUGH)
3 I, CATHY J. JOHNSON MESSINA, Registered Merit
4 Reporter, Registered Florida Reporter, and Notary Public in
5 and for the State of Florida at large, hereby certify that
6 the Public Hearing proceedings were recorded in Stenotypy by
7 me and that the foregoing pages constitute a true and correct
8 transcription of my recordings thereof.
9
10 WITNESS my hand and seal this 11th day of
11 March, 2014, at Tampa, Hillsborough County, Florida.
12
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14
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16 _____
Court Reporter
17 My Commission Expires:
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Summary of Comments Received

An invitation letter, project fact sheet and public notice were mailed to approximately 1,200 property owners and other stakeholders three weeks prior to the Public Hearing.

100 individuals signed in at the Public Hearing

6 individuals spoke at the Public Hearing

Comments received between the date notifications were mailed and 10 days after the hearing (the official Public Hearing Comment Period) included:
21 comment forms
1-email to Tony Horrnik from Mr. Faison
1 letter from Ms. Tarapani

Summary of Comments

19 – Supported Recommended Alternative
1 – Requested a new low-level fixed bridge
1 - Requested preservation of existing bridge
1 – Requested consideration of a fixed bridge or repair of existing bridge with the elimination of the "drawbridge functionality".

Speakers at Public Hearing:
Five of the six speakers specifically stated that they supported the Recommended Alternative.
One objected and expressed desire for a low-level fixed bridge.

Comment Forms, Letters and Emails Received
14 individuals specifically supported Recommended Alternative
1 individual expanded on comments made at public hearing
2 individuals (Ms. Cyndi Tarapani and Mr. Robert Faison) objected to the Recommended Alternative

- Ms. Tarapani requested preservation of the existing bridge
- Mr. Faison requested consideration of a fixed bridge or repair of the existing bridge but eliminate the functionality of the drawbridge

4 individuals did not specifically state support for the Recommended Alternatives, but stated concerns or raised questions associated with the proposed replacement of the existing bridge.

Comments and Concerns Included:
Comments related to the Proposed Detour

- Is it possible to construct a temporary pedestrian bridge or provide a "ferry" for pedestrians during construction?
- Requested a temporary bridge during construction for vehicles and for emergency evacuation
- Suggested that construction techniques exist that could reduce detour time in half
- Requested detour signage that was clear to travelers, provided a specific detour signage plan

- Requested that roadways on the detour routes be repaired prior to closing the bridge

Comments related to the design/looks of the Recommended Alternative

- Requested design similar to existing, but wider with sidewalks and bike lanes as proposed.
- Requested that the new bridge be designed similar to existing historic bridge

Comments Related to Roadway and Drainage

- Spring Boulevard needs to be elevated because it floods during high tides during storms, preventing access to the bridge for evacuation.
- Requested that drainage improvements be made to the approach roadways.

Funding and Cost

- How will the bridge be funded?
- Will my property taxes be raised to pay for the bridge?

Other Comments

- Can future Commissioners change the status of the project since it will take several years to design?
- Boat access to the Bayou is needed for sanctuary during hurricanes.
- The new bridge should be "boat friendly" with bumpers that don't obstruct the slips at the Tarpon Springs Yacht Club.
- A number of individuals expressed support for incorporating parts of the existing bridge into the new bridge.
- The existing speed bumps are not necessary. The speed bumps cause safety problems for two-wheel vehicles. Local police should enforce the speed limits.
- Are there plans to deepen or restore the channel?
- There is an active osprey nest near the site.
- Requested that boat owners be able to operate the movable span remotely to eliminate the need for County staff to open the bridge

Two individuals who own property immediately adjacent to the bridge expressed concerns about how the proposed project could affect their property.

Stephen Katsarelis, owner of the single family residence in the southeast corner of the bridge, across from the Yacht Club **supported the recommended alternative** but expressed the following concerns:

- Concerned about privacy of his pool and hot tub from the raised bridge
- Concerned about impacts to his privacy fence and hedge
- Concerned about safety – specifically speeding on wider bridge, stated that more effective speed bumps should be considered
- Requested additional information about contaminated sites mentioned in the public hearing presentation

Robert Faison, resident at 408 Riverside Drive, immediately adjacent to the bridge in the northwest quadrant, across from Bayshore Mobile Home Park, **objected to the Recommended Alternative.** Mr. Faison recommended that the County consider a fixed bridge or repair the existing bridge but eliminate "the draw bridge functionality". He also expressed the following concerns about impacts from the Recommended Alternative:

Impacts from traffic noise from additional traffic
Impacts to view
Safety exiting residential driveway
Increase in traffic accidents
Impacts of Construction noise
Impacts to wood privacy fence
Impacts to his current access to the sidewalk on Riverside Drive

Ms. Tarapani , president of the Tarpon Springs Preservation Society, requested that the existing bridge be restored.
Please note that the Beckett Bridge is not one of only 7 remaining bascule bridges in Florida. It is one of only a few historic (older than 50 years) highway single-leaf bridges of similar design left in Florida. There are other similar bridges in Florida, including railroad bridges of similar design that are not yet considered historic.

List of Individuals who Submitted Comments

Speakers at Public Hearing

Bill Joyce
Wendy Crosato
Stephen Katsarelis
Donald Goodrich
Dan Culo

Comment Forms

John Stamas
William Stamas
Bill Stamas
James Stamas
Anna Stamas
Adrienne Blakely
Mary Klimas Coburn
Kathryn Demos
Teresa DeWeerd
Dichtas (no first name)
Shawna Flanders
Carol Garnaut
Herzog

Barbara Hodges
Bill Joyce
Tim Keffalas
James Kolianos
Phyllis Kolianos
Dorothy Lee
R Scott Moorhead
L Plowright

Emails

Robert Faison
Cyndi Tarapani (emailed and mailed letter dated March 8, 2014)

COMMENT FORM
Beckett Bridge PD&E Study
Public Hearing, February 26, 2014

Pinellas County

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COMMENTS: In order to preserve the functionality of the bridge, is it possible to hire a "stop" after for ~~[illegible]~~ lowering & raising the bridge? ?

Adrienne Blakely
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793 Chesapeake Dr #69
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Tarpon Springs, FL 34689
City, State, Zip Code
ablakely07@msn.com 770-579-8175
E-mail Address and Phone Number (Optional)

Please Mail Comments To:

Tony Horrnik, P.E., S.I.
Pinellas County
Environment and Infrastructure
14 S. Ft. Harrison Ave, 6th Floor
Clearwater, Florida 33756
Email: thornik@co.pinellas.fl.us

Note: All comments are part of the public record and are available for viewing by the public and the media.

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COMMENTS: THE ABSOLUTELY ONLY CHOICE HERE IS THE MOVABLE NEW BRIDGE. ANYTHING ELSE IS A DISASTER. IN THE PAST DURING HURRICANES (WHEN THE ARMY CORPS DREDGED) THE BAYOU AREA WAS A SANCTUARY FOR LARGER VESSELS. THAT COULD BE NECESSARY IN THE FUTURE. IT WOULD BE FOOLISH TO CLOSE ACCESS. BUT TO DESTROY THE AREA AND TAKE OUT SO MANY HOMES TO BUILD THIS RIDICULOUSLY HIGH ALTERNATIVE BRIDGE IS CRAZY AND COMPLETELY UNFAIR TO EVERYONE WHO LIVES IN THE AREA AND THE YACHT CLUB. A MINI-SKYWAY IN A RESIDENTIAL AREA; NUTS!!! EITHER FIX THE OLD BRIDGE OR PUT IN A NEW MOVABLE ONE. DURING HURRICANES THERE HAS TO BE ACCESS FROM THIS PART OF TOWN BECAUSE IT IS VERY VERY CONGESTED ON OTHER ROUTES. I KNOW THIS BECAUSE I LIVE AROUND THE BAYOU. AND WHEN THIS BRIDGE WAS CLOSED TRAFFIC WAS RE-ROUTED IN FRONT OF MY HOUSE FOR MONTHS. WOW! SO MUCH TRAFFIC, BUMPER TO BUMPER ALMOST, STEADY ALL DAYS. SO ITS A KEY ROUTE AND MUST BE MAINTAINED.

THANK YOU FOR LISTENING TO THE PEOPLE AND ADJUSTING. YOU'VE DONE A GREAT JOB W/ THIS!!

MARY KLIMIS COBURN
Name

425 S. SPRING BLVD.
Address

TARPON SPRINGS, FL 34689
City, State, Zip Code

mail@coburnlaw.com
E-mail Address and Phone Number (Optional)

Please Mail Comments To:

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COMMENTS:

YOUR RECOMMENDED PLAN SOUNDS VERY GOOD.
I CONCUR WITH IT.
MY CONCERN: HOW WILL THE ESTIMATED
$15.8M COST BE FUNDED? WILL MY TAXES
BE INCREASED?

KATHRYN N. DEMOS
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E-mail Address and Phone Number (Optional)
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COMMENTS: I like the recommended alternative movable bridge.

(1) The new bridge will be similar in size and style so as not to impact the historical appeal.

(2) The new bridge will be wider. Much more safe for pedestrians and bikers.

(3) By choosing the movable over fixed there is not such an impact on neighbors near the bridge.

(4) I appreciate the fact that you have involved the neighbors with your planning.

(*) One caution on detour route from Kramer to Whitcomb bayou. Left turn on road off of Kramer is very difficult when heavy school traffic.

Teresa DeWeerd
Name

806 Chesapeake Dr. Lot #16
Address

Tarpon Springs, Fl 34689
City, State, Zip Code

E-mail Address and Phone Number (Optional)

Summer address
1769 - 116th Ave
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Please Mail Comments To:

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COMMENTS: W.O.W! WHAT — A WONDER IN THIS PROJECT!
KUDOS MR. ARMANIA AND HIS WHOLE STAFF.....
IT'LL BE A BEAUTY — WITH ALL THAT WILL SOLVE TRAFFIC PROBLEMS ALSO...
THANKING YOU —

RESPECTFULLY
[signature]

5 FEB 14

Name: LOUIS RICHTAS
Address: 31 KREAMER AVE.
City, State, Zip Code: TARPON SPRINGS, FL. - 34689
E-mail Address and Phone Number (Optional)

Please Mail Comments To:

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COMMENTS: Old bridge. SIB removed w/ all pilings.
new bridge. SIB more "boat friendly" w/ Bumpers that do not obstruct the ships & TSYC
Right of way SIB available for Kayaking & wildlife. throughout construction
company awarded contract SIB finally significantly for 600 day project is overdue. Projects in Tarpon Springs have been grossly overdue.
TSYC SIB given the equivilent space taken on the other side, & the pylon to eight SIB removed by city & dredged.
~~TS~~ The road is terrible. + lack of sidewalks + SIB fund a part of this.

Shawna Flanders
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COMMENTS: Is it possible to construct a temporary pedestrian walkway to help alleviate traffic during the construction period?
or
Maybe a small "ferry" service for pedestrians?

Carol Garnaut
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COMMENTS: How can that possibly cost ~~[illegible]~~ be done with it!

Herzog
Name

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City, State, Zip Code

asherzog@comcast.net
E-mail Address and Phone Number (Optional)

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Pinellas County
Environment and Infrastructure
14 S. Ft. Harrison Ave, 6th Floor
Clearwater, Florida 33756
Email: thornik@co.pinellas.fl.us

Note: All comments are part of the public record and are available for viewing by the public and the media.

COMMENT FORM
Beckett Bridge PD&E Study
Public Hearing, February 26, 2014

Pinellas County

Thank you for your interest in this project. We encourage you to submit your written opinions and comments concerning this study. If more space is needed, please use an additional sheet of paper. Drop your comments into the comment box provided at this meeting or mail them to the address on the bottom of this form. **Please mail your comments by March 8, 2014. All comments postmarked by this date will be included in the official public hearing record.**

COMMENTS: The recommended alternative design appears to be the best and least disruptive choice.

Please consider repairing the extremely poor drainage along the western approach on Riviera Drive. Drainage on the eastern approach is also poor.

There is an Osprey nest with an active nesting pair situated on an old utility pole on the southeast side of the bridge. The female Osprey is currently sitting on eggs.

Thank you for your excellent work on this project.

BARBARA HODGES
Name
1579 MAC CHESNEY DRIVE
Address
TARPON SPRINGS FL. 34689
City, State, Zip Code
bhodges8@tampabay.rr.com
E-mail Address and Phone Number (Optional)

Please Mail Comments To:

Tony Hormik, P.E., S.I.
Pinellas County
Environment and Infrastructure
14 S. Ft. Harrison Ave, 6th Floor
Clearwater, Florida 33756
Email: thormik@co.pinellas.fl.us

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COMMENTS: MANY RESIDENTS WHO LIVE ON THE WEST SIDE OF THE BRIDGE ARE VERY CONCERNED ABOUT EVACUTION AND EMERGENCY SERVICE ACCESS AND RESPONSE TIME DURING THE 2 YEAR CONSTRUCTION TIME CLOSURE OF THE BRIDGE. CAN YOU EXPEDITE AND REDUCE BRIDGE CLOSURE TIME?
CAN YOU PROVIDE A TEMPORARY BRIDGE ON THE NORTH SIDE DURING THE NEW BRIDGE CONSTRUCTION?

BILL JOYCE P.E.
Name
656 BAYSHORE DRIVE
Address
T.S, FL. 34689
City, State, Zip Code
BJOYCE13@TAMPABAY.RR.COM
E-mail Address and Phone Number (Optional)

Please Mail Comments To:

Tony Hornik, P.E., S.I.
Pinellas County
Environment and Infrastructure
14 S. Ft. Harrison Ave, 6th Floor
Clearwater, Florida 33756
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COMMENTS: A NUMBER FOR BOATERS TO CALL FOR REMOTE OPENING OF BRIDGE SHOULD BE PART OF THE REPLACEMENT OR REPAIR OF BRIDGE. BOATER COULD HAVE A CODE TO OPEN BRIDGE TO PREVENT HOAX CALLS.

CAN FUTURE COUNTY COMMISSIONERS CHANGE THE STATUS IF IT TAKES SEVERAL YEARS TO DESIGN?

IS THERE FUNDING GUARANTEED FOR ANY OF THIS?

SUGGEST ~~[illegible]~~ PRIOR TO CLOSING BRIDGE ALTERNATIVE ROUTES SHOULD BE REQUIRED. LIKE MLK FROM 4th ST TO 118th IF ONE NEEDS REPAIR.

WORK WITH T.S. HISTORICAL SOCIETY TO PRESERVE REMOVED PARTS AND PHOTO HISTORY.

TIM KEFFALAS
Name
205 LENGWOOD ROAD
Address
TARPON SPRINGS, FL 34689
City, State, Zip Code
TimKeffalasCampaign@gmail.com
E-mail Address and Phone Number (Optional)

Please Mail Comments To:

Tony Hornik, P.E., S.I.
Pinellas County
Environment and Infrastructure
14 S. Ft. Harrison Ave, 6th Floor
Clearwater, Florida 33756
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COMMENTS: CURRENT BRIDGE PLANS, IF INCORPORATED WITH SOME EFFORT TO INCLUDE PARTS OF THE EXISTING STRUCTURE, I.E. GEAR WHEELS, ETC., WILL BE AN ASSET TO OUR CITY.

WE CANNOT WAIT YEARS FOR THE COUNTY AND THE CITY TO MAKE REPAIRS TO THE ROAD. WHY CAN'T TWO GOVERNMENT ENTITIES GET TOGETHER AND FIX THE WORST ROAD IN TARPON SPRINGS.

THE CURRENT SPEED BUMPS ARE NOT NECESSARY. THE EXCUSE OF SLOWING TRAFFIC IS BOGUS. IF PINELLAS CO. HAS A PROBLEM WITH SPEEDING THEN CONTACT THE POLICE DEPT. FOR RESOLUTION. WHEN YOU CLOSED THE SPACE, WHICH ARE USED FOR TWO WHEEL VEHICLES TO USE, YOU CREATED A SIGNIFICANT SAFETY PROBLEM. I HAVE NEVER ENCOUNTERED THIS CLOSURE IN THE APPROACH TO OTHER BRIDGES IN PINELLAS COUNTY.

JAMES A. KOLIANOS
Name
1406 CIRCLE DR.
Address
TARPON SPRINGS, FL 34689
City, State, Zip Code
727-741-2132
E-mail Address and Phone Number (Optional)

Please Mail Comments To:

Tony Hornik, P.E., S.I.
Pinellas County
Environment and Infrastructure
14 S. Ft. Harrison Ave, 6th Floor
Clearwater, Florida 33756
Email: thornik@co.pinellas.fl.us

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COMMENTS: The new movable bridge is a good plan and alternative to replace our historic bridge. I urge you now to come forward with plans and incorporating historic elements into the bridge design. Some ideas presented at the public hearing are feasible, especially those that are near or part of the bridge itself.

Visitors come to Tarpon Springs because of its rich cultural history & historic past. Residents love their city and its history and care deeply about preserving those elements.

I look forward to seeing plans on how historic parts of the old bridge can be incorporated into the new movable bridge along with placques relating the historic bridge's past importance.

Phyllis Kolianos
Name
880 Seminole Blvd.
Address
Tarpon Springs, FL 34689
City, State, Zip Code
727-937-8779
E-mail Address and Phone Number (Optional)

Please Mail Comments To:

Tony Hornik, P.E., S.I.
Pinellas County
Environment and Infrastructure
14 S. Ft. Harrison Ave, 6th Floor
Clearwater, Florida 33756
Email: thornik@co.pinellas.fl.us

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COMMENTS: (1) What is the estimated time for length of construction once project begins in 2019?

(2) Favorable for project as long as there is no additional purchase needed for right-of-way of the project.

(3) Are any provisions made to deepen or restore the channel?

Dorothy Lee
Name

611 Royal Drive
Address

Tarpon Springs, Fl 34689
City, State, Zip Code

E-mail Address and Phone Number (Optional)

Please Mail Comments To:

Tony Hornik, P.E., S.I.
Pinellas County
Environment and Infrastructure
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COMMENTS: MY CONCERNS WITH THE UPCOMING CONSTRUCTION OF THE BECKETT BRIDGE IS TRAFFIC RE-DIRECTION. THE LAST FEW TIMES THE BRIDGE HAS BEEN CLOSED, THE ROAD BLOCKS & DETOUR SIGNS HAVE BEEN CONFUSING CAUSING MANY CARS PASSING THROUGH VENETIAN COURT. I THINK THE DETOUR SIGNS SHOULD INCLUDE — "DETOUR TO RIVERSIDE DRIVE AND FRED HOWARD PARK", ALSO THE SIGNS TO FRED HOWARD PARK SHOULD BE COVERED SO THEY CAN'T BE SEEN THUS LESS CONFUSION. THE BARRICADE NEAR THE BRIDGE SHOULD BE AT PAMPAS. THIS SHOULD HAVE SIGNAGE THAT LEAVES NO DOUBT THERE IS NO THRU TRAFFIC AND TO DETOUR THEM TO PAMPAS → HIGH → CANAL → SPRING BLVD → BANANA → MLK → SOUTH SPRING → BEACHES OR RIVERSIDE DRIVE. WITH ARROWS

BARRICADES SHOULD ALSO BE AT THE ENTRANCE OF SPRING BOULEVARD AT THE INTERSECTION OF GRAND & ORANGE. "DETOUR TO RIVERSIDE & HOWARD PARK" SHOULD BE AT TARPON AVE/SPRING BLVD INTERSECTION AND THE SPRING BLVD/ORANGE AVE WITH ARROWS POINTING SOUTH ONTO BANANA ETC.

THANK YOU FOR YOUR ATTENTION - Scott Moorhead

R. SCOTT MOORHEAD
Name

12 VENETIAN CT
Address

TARPON SPRINGS FL 34689
City, State, Zip Code

CAPTAINMOORHEAD@GMAIL.COM
E-mail Address and Phone Number (Optional)

Please Mail Comments To:

Tony Hornik, P.E., S.I.
Pinellas County
Environment and Infrastructure
14 S. Ft. Harrison Ave, 6th Floor
Clearwater, Florida 33756
Email: thornik@co.pinellas.fl.us

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COMMENTS: I support the proposed project plan as described in the notice #PID2161.

L. Plowright
800 Chesapeake Dr. Unit 53
T.S.

L. Plowright
Name

800 Chesapeake Dr. Unit 53
Address

Tarpon Sp.
City, State, Zip Code

FL 34689.
E-mail Address and Phone Number (Optional)

Please Mail Comments To:

Tony Hornik, P.E., S.I.
Pinellas County
Environment and Infrastructure
14 S. Ft. Harrison Ave, 6th Floor
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COMMENTS: We have a business on Pampas Ave. And a fixed span would interfer with transporting boats to and from the boat plant. We like the thought of a new bridge but with a moveable span and stay in the current footprint.

Anna Stamas
Name

300 Pampas Ave.
Address

Tarpon Springs Fl. 34689
City, State, Zip Code

Annastamas@gmail.com
E-mail Address and Phone Number (Optional)

Please Mail Comments To:

Tony Hornik, P.E., S.I.
Pinellas County
Environment and Infrastructure
14 S. Ft. Harrison Ave, 6th Floor
Clearwater, Florida 33756
Email: thornik@co.pinellas.fl.us

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COMMENTS: I like the new proposed bridge. The Current Sidewalk System is dangerous for pedestrians and bikers.

Bill Stamas
Name
740 Chesapeake Dr
Address
TS 34689
City, State, Zip Code
bstamas@msn.com
E-mail Address and Phone Number (Optional)

Please Mail Comments To:

Tony Hornik, P.E., S.I.
Pinellas County
Environment and Infrastructure
14 S. Ft. Harrison Ave, 6th Floor
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COMMENTS: SPRING BLVD. NEEDS TO BE SLIGHTLY ELEVATED BOTH WEST AND EAST OF THE BRIDGE AS THIS IS AN EVACUATION ROUTE AND FLOODS EASILY FROM BOTH RAIN AND HIGH TIDE. HURRICANES QUICKLY CAUSE THIS ROUTE TO BECOME IMPASSABLE, SO EVEN INCHES WOULD MAKE A DIFFERENCE.

JAMES STAMAS
Name
11 VENETIAN CT.
Address
TARPON SPRINGS, FL. 34689
City, State, Zip Code
727-937-4649
E-mail Address and Phone Number (Optional)

Please Mail Comments To:

Tony Hornik, P.E., S.I.
Pinellas County
Environment and Infrastructure
14 S. Ft. Harrison Ave, 6th Floor
Clearwater, Florida 33756
Email: thornik@co.pinellas.fl.us

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COMMENTS: I feel that a new span should be built to be exactly like the old, with the exception of it being wider to allow for safe walk way on either side of the road way

John P Stamas
Name

752 Chesapeake Dr
Address

Tarpon Springs, FL 34689
City, State, Zip Code

john@stamas.com
E-mail Address and Phone Number (Optional)

Please Mail Comments To:

Tony Hornik, P.E., S.I.
Pinellas County
Environment and Infrastructure
14 S. Ft. Harrison Ave, 6th Floor
Clearwater, Florida 33756
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COMMENTS: Please stay with the moveable span and current footprint as proposed.

William Stamas
Name

740 Chesapeake Dr
Address

TS 34689
City, State, Zip Code

bstamas@msn.com
E-mail Address and Phone Number (Optional)

Please Mail Comments To:

Tony Hornik, P.E., S.I.
Pinellas County
Environment and Infrastructure
14 S. Ft. Harrison Ave, 6th Floor
Clearwater, Florida 33756
Email: thornik@co.pinellas.fl.us

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From: Horrnik, Tony
To: Venables, Ann
Cc: Fernandez, Ivan J; Fernandez, Ivan J; Bellhorn, Paul A
Subject: FW: Beckett Bridge
Date: Thursday, February 27, 2014 4:59:07 PM

FYI

Tony Horrnik, P.E., S.I.
Civil and Structural Systems Unit
DEI - Eng & Tech Support Division
14 St. Ft. Harrison
Clearwater, Fl 33756
Work 727-464-3640
Cell 727- 272-8630
Fax 727-464-3595
thorrnik@pinellascounty.org
All government correspondence is subject to the public records law.

From: Bobby Faison [mailto:tsllsoftballcoach@yahoo.com]
Sent: Thursday, February 27, 2014 2:48 PM
To: Horrnik, Tony
Subject: Beckett Bridge

Dear Mr Horrnik:

It was a pleasure meeting you last night at the Beckett Bridge PD&E Study, Public Hearing at the Tarpon Springs Yacht Club.

As I mentioned to you, my family has lived at 408 Riverside Drive since the early 1920's, and we have seen our share of changes/growth in our community. I am a third generation, Florida native and this property has significant sentimental value to me. The push to construct a "bigger" more modern bridge is clearly driven by the tremendous growth and development west of Beckett Bridge. While the City and County decision makers allowed this development to occur, fully recognizing the infrastructure (roads, bridge, etc.) was not sufficient; it is now, not fair to ask those who live by Beckett Bridge to be significantly inconvenienced by the proposed construction of a new bridge to accommodate this growth.

I want it noted and recognized that the proposed "recommended" alternative of a new movable bridge will significantly affect our view of the river (increased bridge height, and width); increase our exposure to daily traffic noise (new bridge, more traffic, larger trucks, higher speed of traffic), and **has the potential to put me and my family at increased risk of injury.** With a new bridge, larger trucks and vehicles traveling at higher rates of speed will increase utilization of this route making our entrance and exit from our driveway extremely dangerous. The seasonal traffic in and out of the trailer park, just across the street from us has resulted in several serious accidents over the years. The incidence and severity of these accidents will only increase with the construction of a new bridge for the reasons I highlight

above. My wife and I have (3) children that drive and I cannot allow their lives to be put at increased risk because of this proposal. Therefore I plead with you to not allow this proposed construction of a new movable bridge.

Furthermore, the proposed "recommended" alternative of a new movable bridge will have significant impact to me and my family; our daily quality of life; the curb appeal of our property and overall property value. Not to mention the impact on our lives during the estimated 2 year duration of construction. The project team stated that the impact of the construction to neighboring residence would be minimal, to which **I strongly disagree**. The **daily** pounding, construction traffic, workers, dust, noise and longer daily commute into town will have significant impact to me and my family and this has been obviously minimized in the presentation. I work from home and the daily construction noise would significantly impact my ability to continue to do so- background construction noise during teleconferences, distractions, etc. The proposed construction to the bridge and unknown impact to neighboring residences has already significantly decreased my property value. This concerns me a great deal and leaves us unable to sell, if something were to happen and we needed to do so. It is unknown how the construction of a new bridge will impact our property value in the future, if approved. We recently had a new, professionally hand crafted wood privacy fence custom built just off our property line along Riverside Drive. The proposed new bridge construction would result in a concrete barrier built along our fence, significantly decreasing the curb appeal of this fence, our property as a whole and also creating an area between our fence and barrier wall where grass and weeds will grow and trash will accumulate. Furthermore, we included a wood gate next to the sea wall that allows us quick access to the side walk from the water. The current proposed construction of this barrier wall would block this access to the side walk.

Through my daily observation over the past 16 plus years, the draw bridge utilization is minimal. The records presented show less than 20 openings per year. That translates to less than (10) boat's per year entering and exiting the draw bridge (almost all boat traffic is from the art festival, Epiphany and the Christmas boat parade). It is also important to note that the depth of the river around the bridge is not sufficient for larger boats. Therefore, if the county must do something, either eliminate the draw bridge functionality of the current bridge or persue the possibility of a fixed bridge alternative.

In summary, my family and I strongly oppose the "recommended alternative" of a new movable bridge presented for the Becket Bridge PD&E Study. Beckett Bridge is a historical monument in Tarpon Springs and it serves its purpose. Therefore, I strongly urge you and the Pinellas County Commissioners to do everything they can to keep it functional.

Sincerely

Robert N Faison
408 Riverside Drive
Tarpon Springs, FL 34689
(727) 943-0010

tsllsoftballcoach@yahoo.com

Tarpon Springs Area
Historical Society

March 8, 2014

Mr. Tony Hornik, P.E.
Pinellas County Environment & Infrastructure Dept.
14 S. Ft. Harrison Avenue, 6th Floor
Clearwater, Florida 33756

Re: Historic Beckett Bridge

Dear Mr. Hornik:

I am writing on behalf of the Tarpon Springs Area Historical Society who has voted unanimously to continue to oppose the demolition of the historic Beckett Bridge in Tarpon Springs, Florida. We have taken this position based on a careful review of all project documents, attendance at all presentations, workshops and presentations including at a special presentation on January 16, 2014 to the Board and members of the Historical Society and the County's February 26, 2014 public hearing.

Our in-depth evaluation of this issue has revealed the following reasons for preserving and restoring the Historic Beckett Bridge:

1. The Historic Beckett Bridge is a nationally historic significant bridge and is eligible for listing on the National Register of Historic Places. This determination that the Bridge should be listed on the National Register was made by the County's historic resources consultant, Janus Research; and the State Division of Historic Resources is in agreement that the Bridge should be listed on the National Register. Listing on the National Register acknowledges the historic importance of the Beckett Bridge at a national level comparable with other historic structures throughout the United States.

2. The Historic Beckett Bridge was built in 1924 and is one of only seven remaining bascule bridges (drawbridges) in the entire state of Florida and is the oldest of these remaining bridges.

3. The Historic Beckett Bridge is important to the development of the City of Tarpon Springs since it created more convenient access to lands west of the bridge for new residents.

4. The County's Alternatives Evaluation Matrix presented at the February 26, 2014 public hearing acknowledges that restoration of the Historic Beckett Bridge is significantly less costly than construction of a new bridge ($9.5 million for restoration versus $15.8 million for a new bridge).

160 East Tarpon Avenue Tarpon Springs, Florida 34689 (727) 943-4624

5. The additional $6.3 million proposed to be used for the new construction could be used to develop construction solutions to extend the service life of the Historic Beckett Bridge.

6. Since the Historic Beckett Bridge is historically significant, it is a federal requirement that "mitigation" be done if this historic structure is demolished. Rather than put up a monument to the demolished Bridge that does not in any way make up for or "mitigate" the bridge which will be lost forever, why not apply the mitigation funds to the restoration of the Historic Bridge?

The Historic Beckett Bridge is a tangible reminder of our history and of the many talented people who designed and built this engineering marvel. From time to time, we Floridians may be influenced to let the desire for something shiny and new overwhelm the importance of our history. In a state that is over 169 years old, a County that just celebrated its Centennial and a City that recently celebrated the 125th anniversary of its founding, our heritage as expressed in buildings and structures should be celebrated and preserved to show our children and grandchildren that we Floridians are creative, resourceful pioneering people who value our shared history.

The restoration of historic bridges has been done in other parts of Florida, notably the Kennedy Boulevard Bridge near downtown Tampa and the Bridge of Lions in St. Augustine. Further, there are historic bridges through the United States and Europe that have been lovingly restored and maintained for centuries. We should evaluate the engineering, technical and construction lessons learned from the restoration of these bridges to assist us in the restoration of the Historic Beckett Bridge.

The Tarpon Springs Area Historical Society urges you to reject construction of a new bridge, direct the staff to fully evaluate the national and international advancements in historic bridge restoration and apply the best practices to the restoration of the Historic Beckett Bridge. Restoration of the Beckett Bridge is the right thing to do to demonstrate that Pinellas County values its heritage.

Thank you for your consideration of our opinion.

Sincerely,

Cynthia Tarapani
President

c: Board of Directors and General Membership
Pinellas County Board of County Commissioners
City of Tarpon Springs Board of Commissioners

Beckett Bridge PD& E Study

Presentation to:

Board of County Commissioners

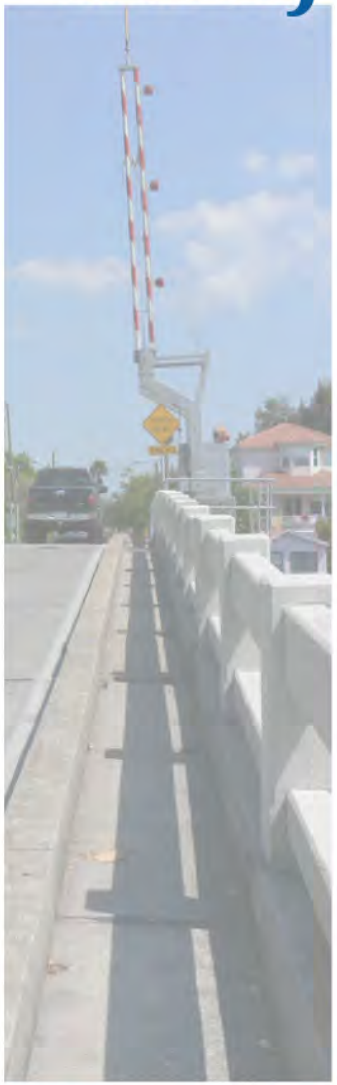
Pinellas County Project Number: PID 2161
FDOT FPID Number: 424385-1-28-01
ETDM Number: 13040

April 15, 2014

Presentation Overview

- Review of Rehabilitation Alternative
- Review of Recommended Alternative
- Impacts of Recommended Alternative
- Review of Public Hearing
- Summary of Public Hearing Comments

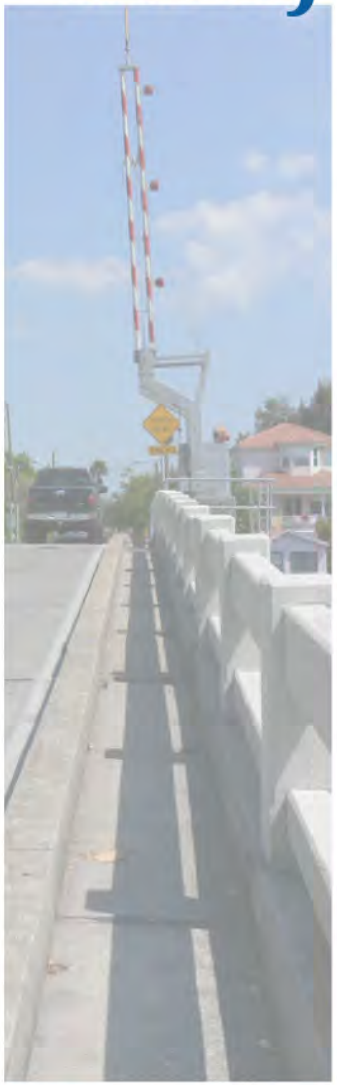
Rehabilitation Alternative



- Extensive Concrete/Steel Repairs
- Correct Structural Deficiencies
- No Widening
- No Change in Navigational Clearances

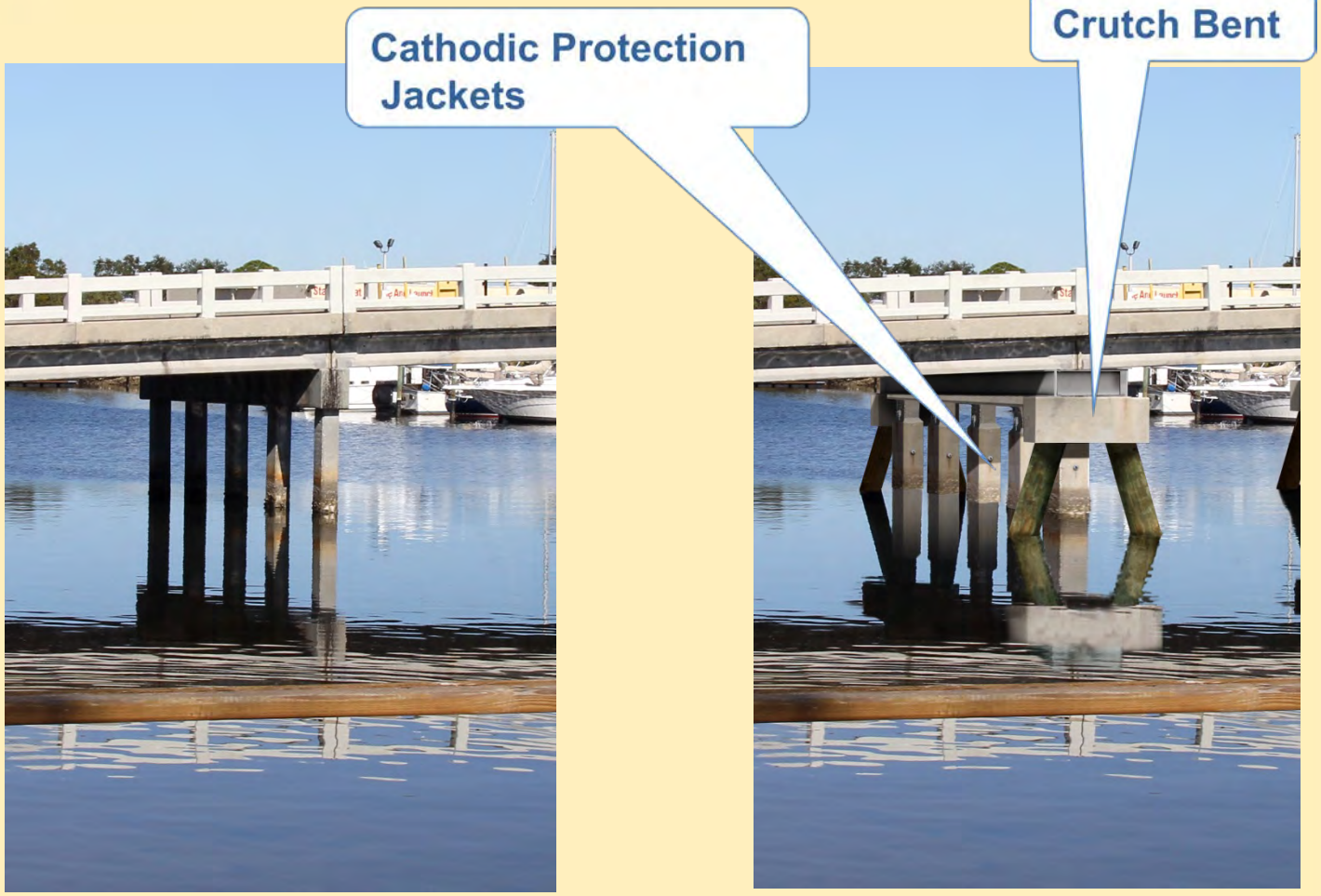
Extend Service Life 25-30 years

Rehabilitation
Original 1924 Elements



Replace Bascule Span

Rehabilitation - Repairs



Existing Bent **Proposed Repairs**

Rehabilitation - Repairs

Replace Bridge Rail

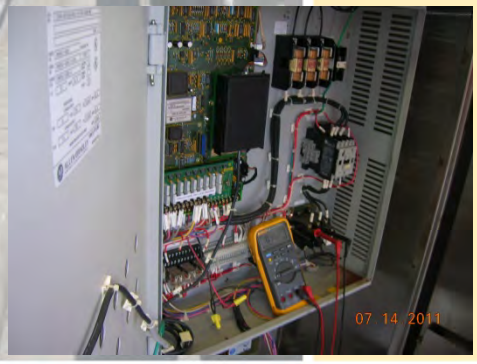
Replace or Repair Control House

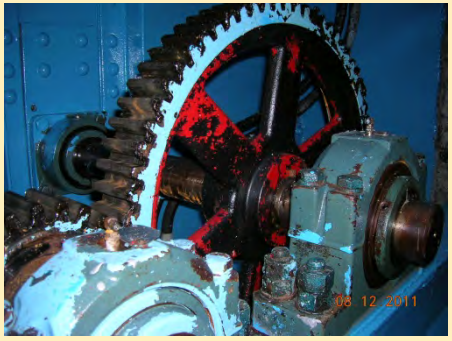
Replace Guard Rail

Replace Traffic and Barrier Gates

Rehabilitation - Repairs

Replace Electrical Systems and Machinery





Replace Bridge Fender

Rehabilitation - Repairs

Install Concrete Overlay on Bridge Deck

Replace Expansion Joints

Rehabilitation - Repairs

Bent Cap

Bascule Pier

Repair Concrete on Underside of Deck, Bent Caps and Bascule Piers

Rehabilitation - Advantages

- No Impacts to Adjacent Property
- Minimal Impacts to Wetlands or Wildlife
- No Visual Impacts
- 6 Month Detour
  - Shorter than for Replacement Alternatives
- Electrical, Mechanical and Structural Deficiencies Corrected

Rehabilitation-Disadvantages

- Narrow Lanes and Sidewalks Remain
- No Shoulders
- Crutch Bents and Pile Jackets – Alter Bridge Appearance
- Adverse Effect to Historic Bridge – no elements of the original bridge would remain
- 6 Month Detour
- Replacement Bridge needed in 25-30 Years

Rehabilitation Alternative
Not Recommended for Further Consideration

Evaluation of Two Rehabilitation Alternatives with Sidewalk Improvements

Conclusion of Extensive Engineering Evaluation

Both Options Require:

- Bridge Widening
- Replacement of Bascule Span
- Replacement of Bascule Pier
- No elements of original bridge will remain

Additional Rehabilitation Alternatives Not Recommended for Further Consideration

Recommended Alternative

Based on extensive evaluation and consideration of:

- Engineering and Costs
- Safety of vehicles, bicyclists and pedestrians
- Potential socioeconomic and community impacts
- Impacts to the natural and physical environment
- Impacts to cultural resources
- Impacts to adjacent properties
- Impacts to the boating community
- Consideration of public input
- Other potential impacts

Replacement with a New Movable Bridge was Selected as the "Recommended Alternative"

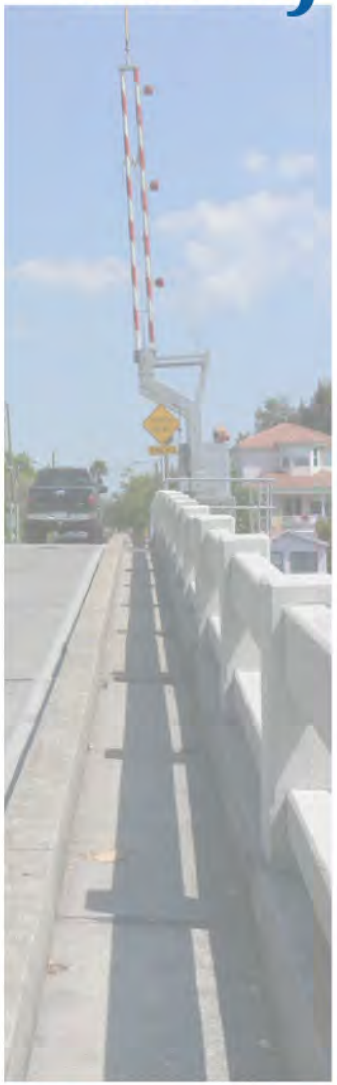
Recommended Alternative

7.8 feet Vertical Clearance

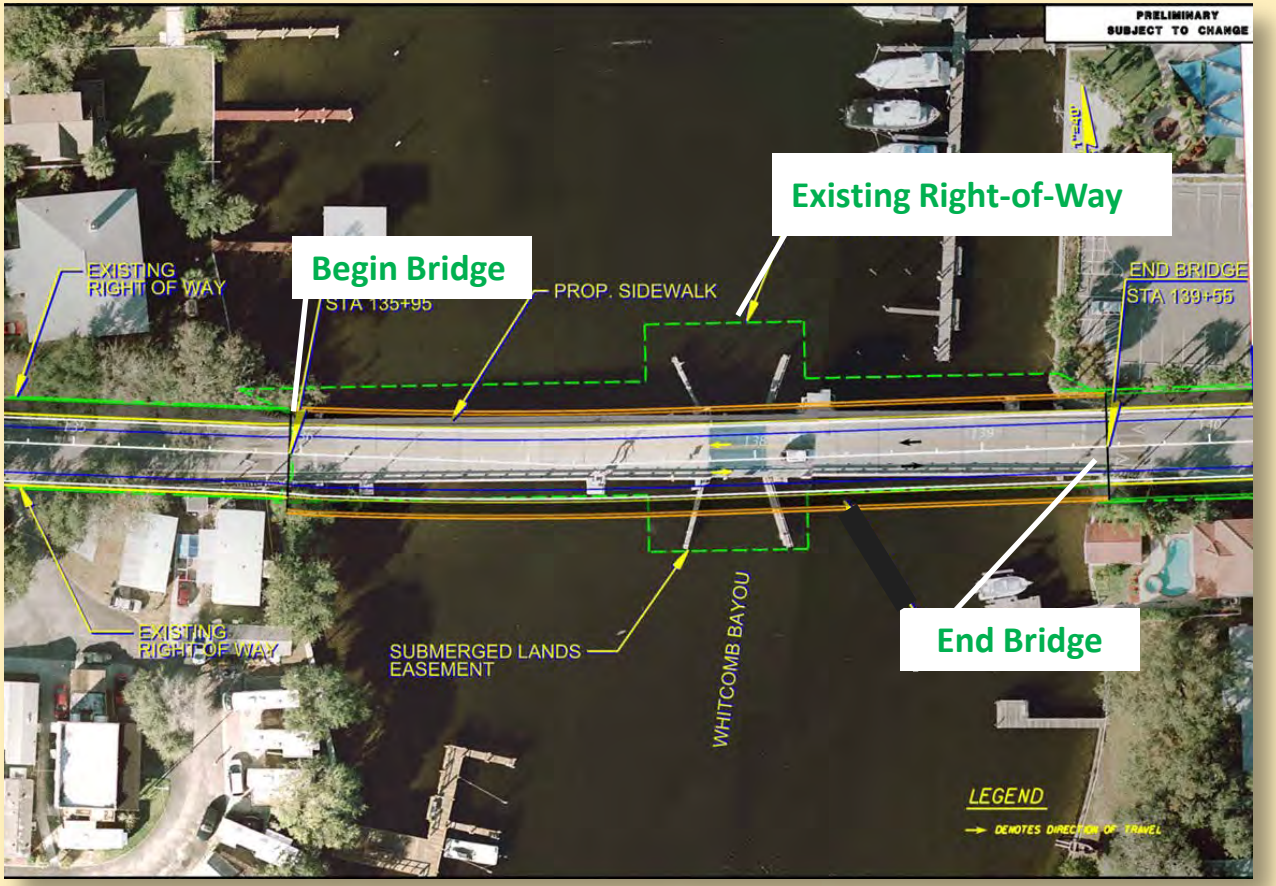
25 feet Horizontal Clearance between Fenders

75 Year Design Life

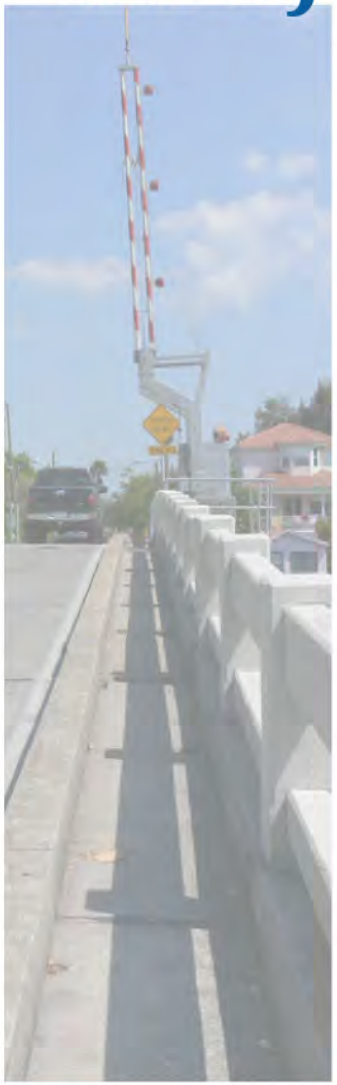
Recommended Alternative



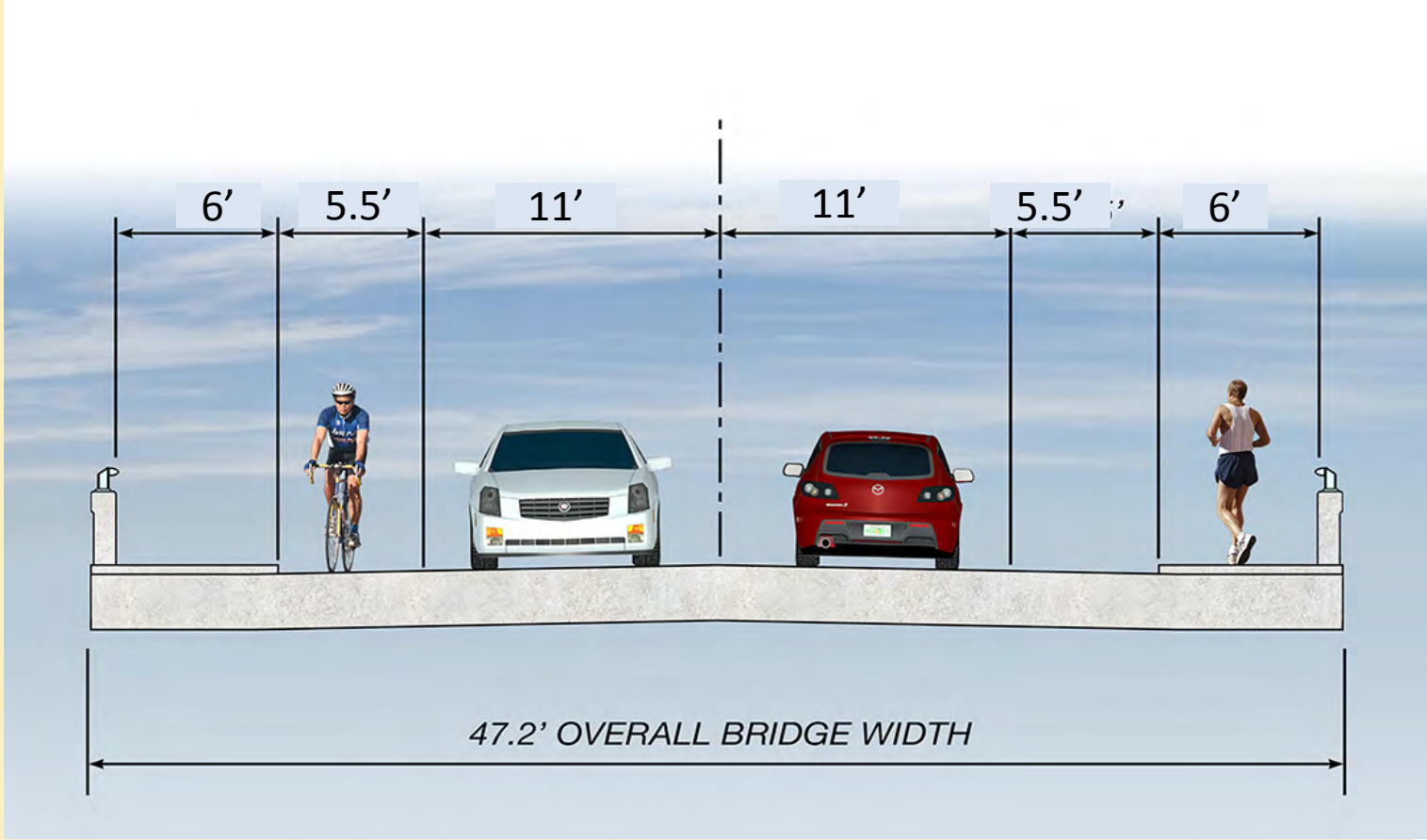
No Impacts to Adjacent Property



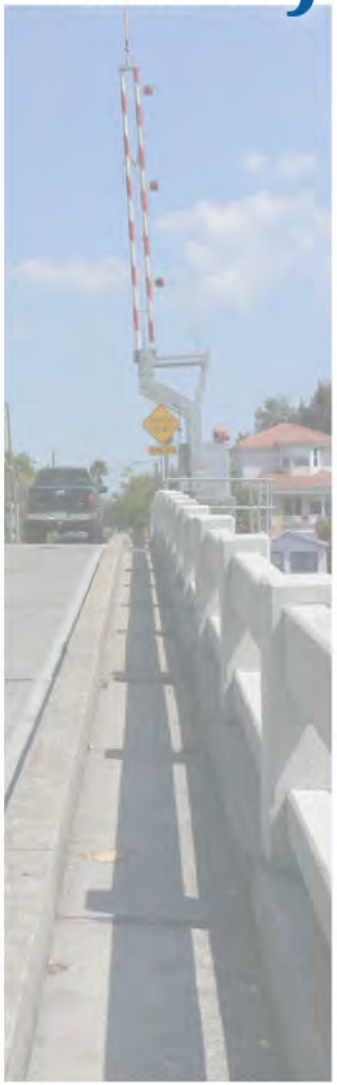
Movable Bridge Typical Section



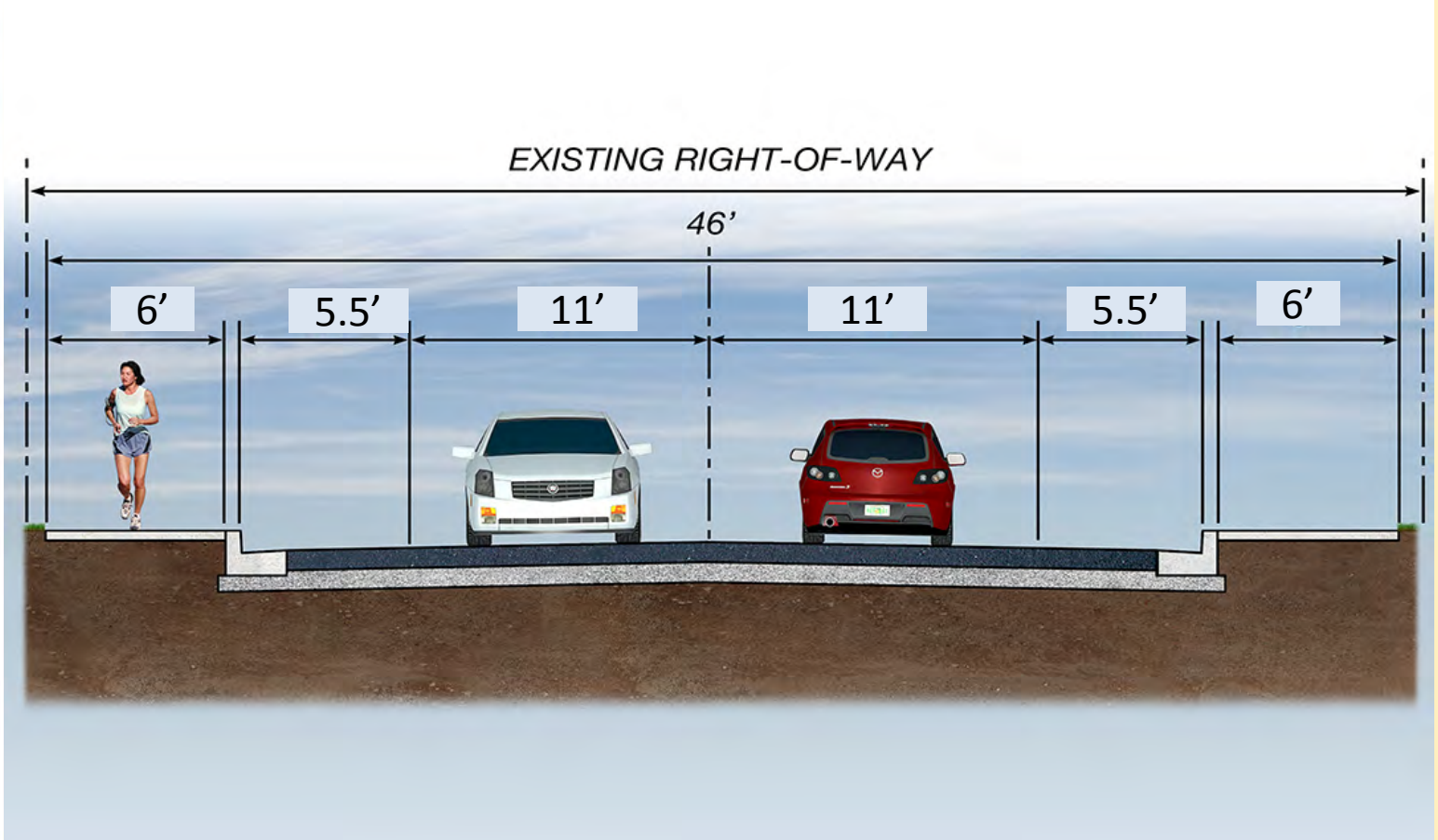
Total Bridge Width – 47.2 feet



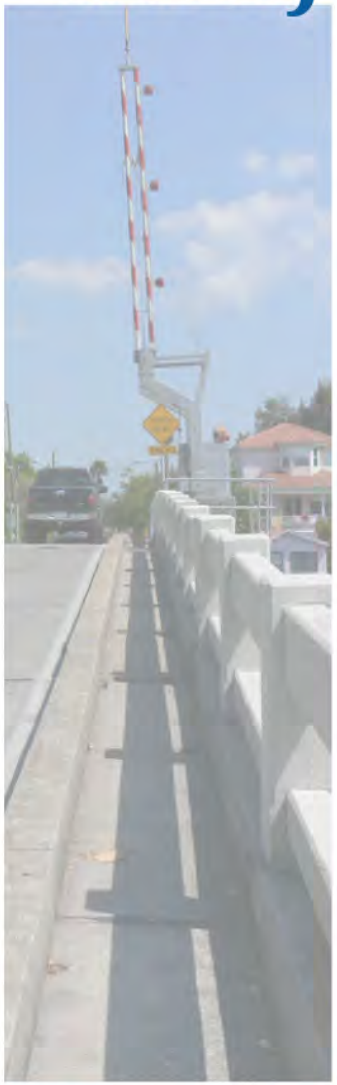
Proposed Roadway Typical Section – East of Movable Bridge



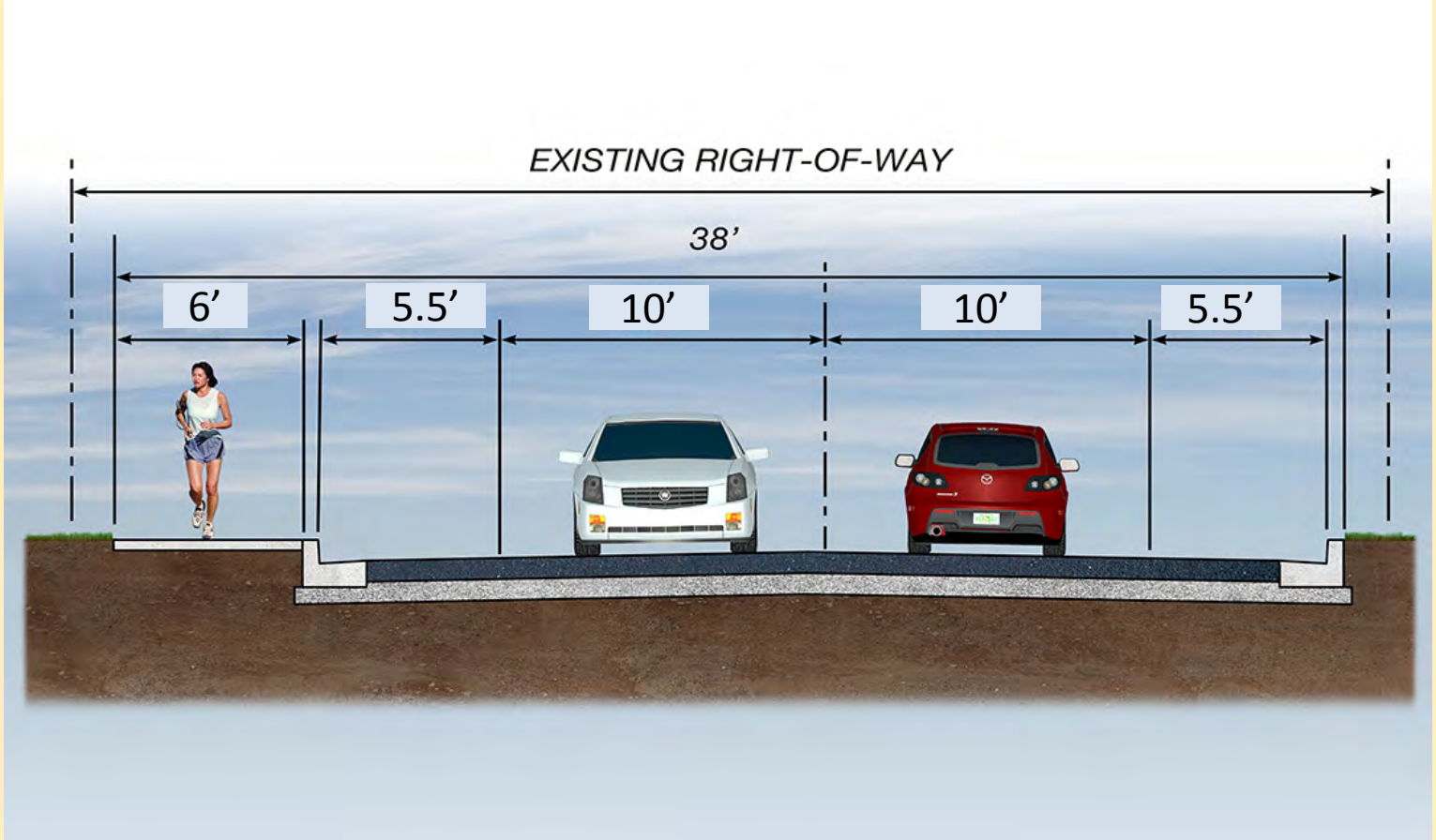
Total Width – 46 feet



Proposed Roadway Typical Section – West of Movable Bridge



Total Width – 38 feet

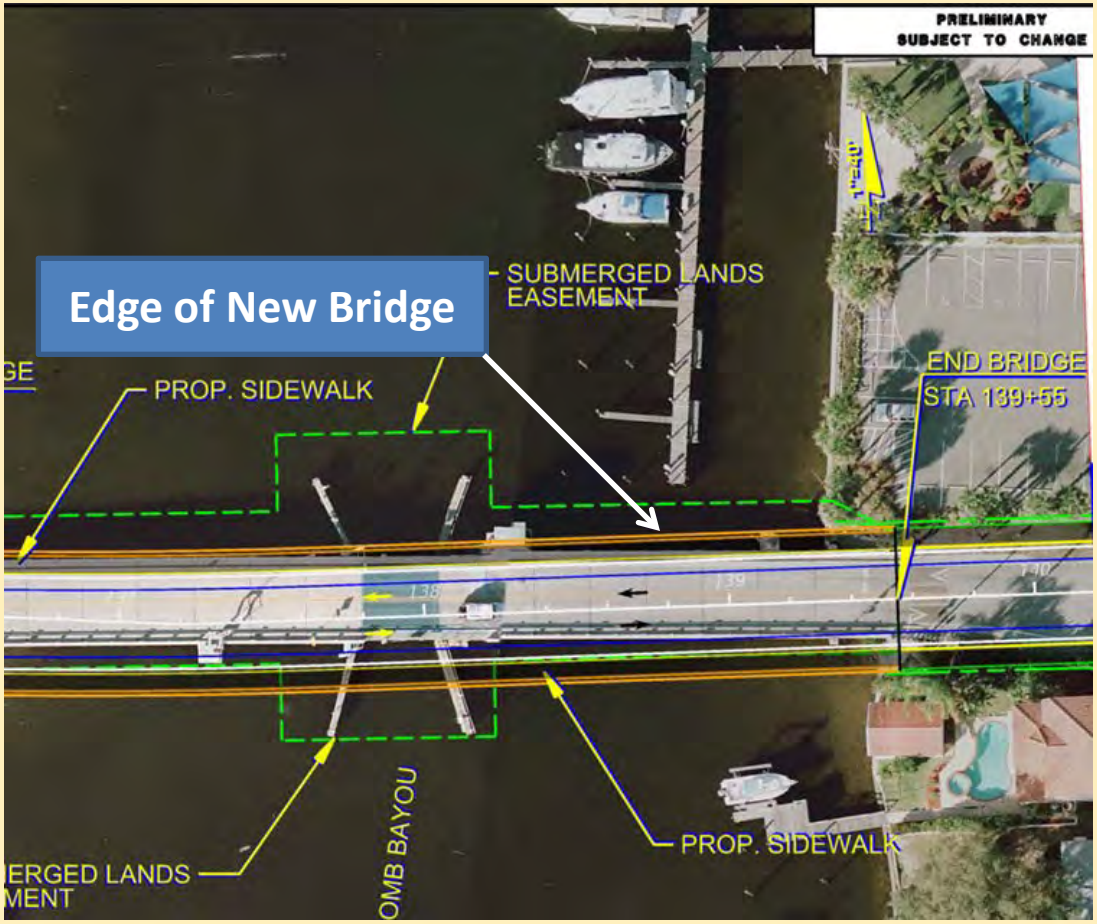


Recommended Alternative Closer to Yacht Club Docks

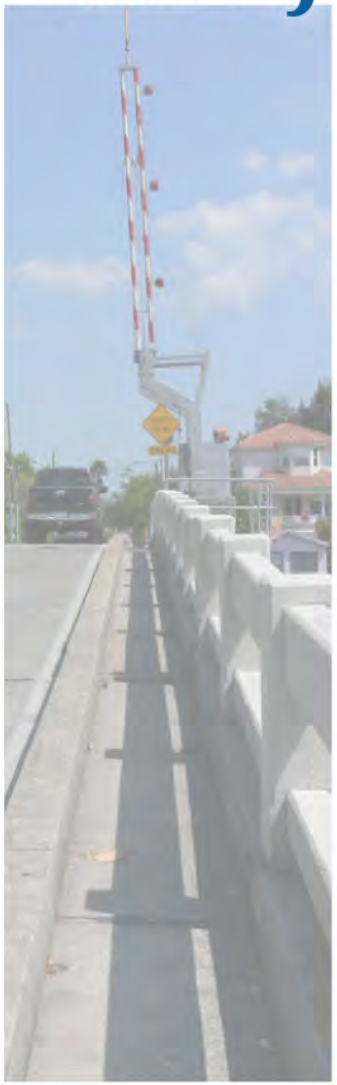
- **South Edge of Bridge 8 feet closer to docks**

Measures to Mitigate Potential Access Issues

- Consider Eliminating Fender on South Side
- Install Plastic Timber Bumpers on Piles or Piers to Prevent Boat Damage



Construction Detour

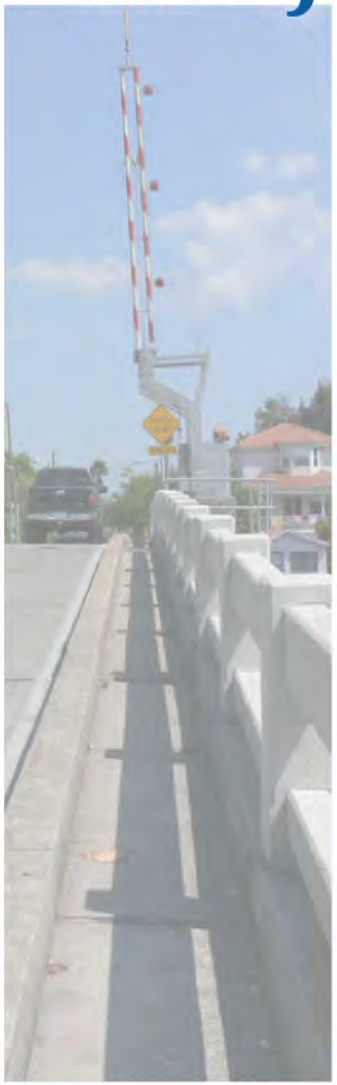


Total Construction Time – 2 Years

Bridge Closed – 1 Year

Detour Routes

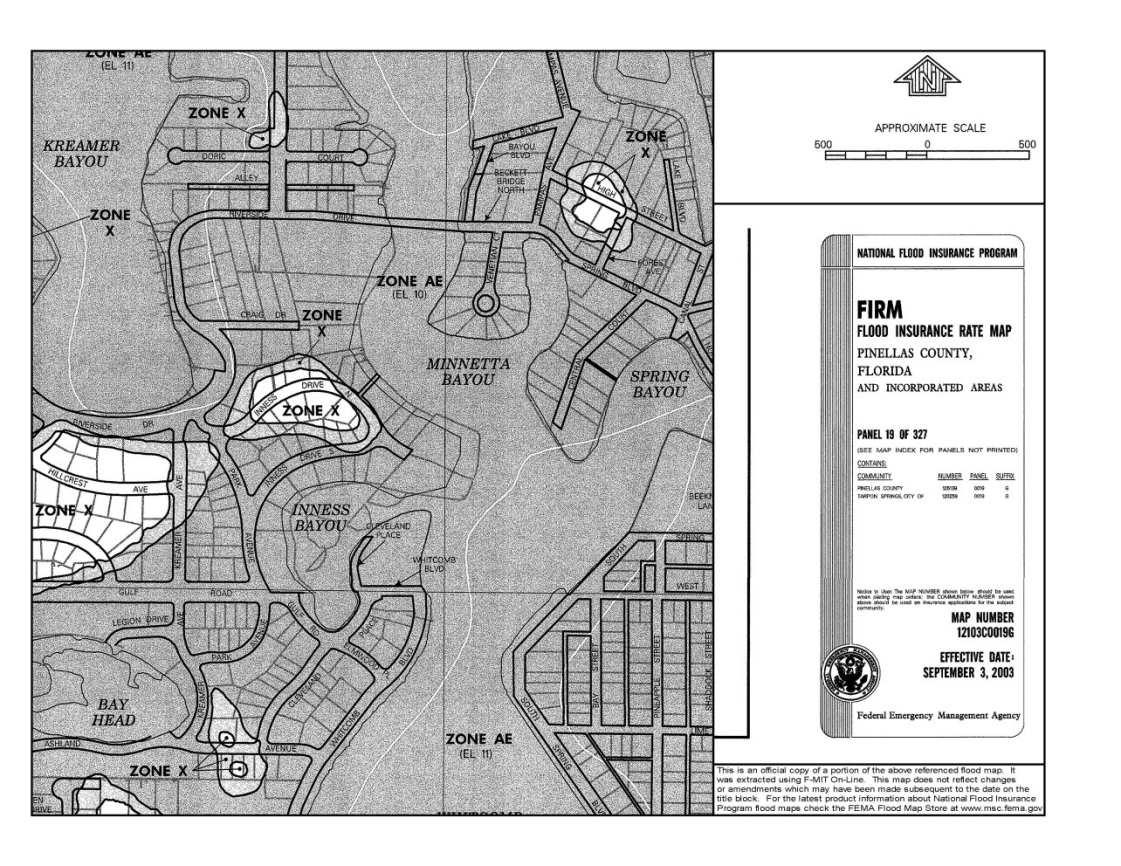
Recommended Alternative



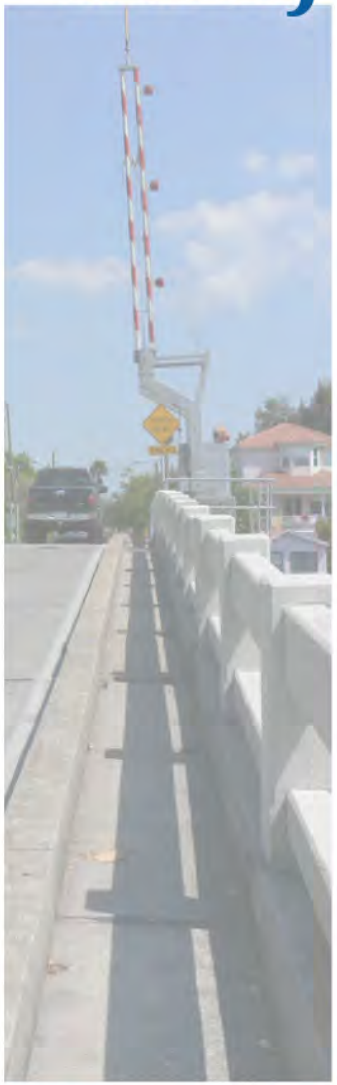
- **Consistent with Local Government Planning Documents**
- **Consistent with State's Coastal Zone Management Plan**

Environmental Impacts
Floodplains

No Significant Impacts



Environmental Impacts Wetlands



No Significant Impacts

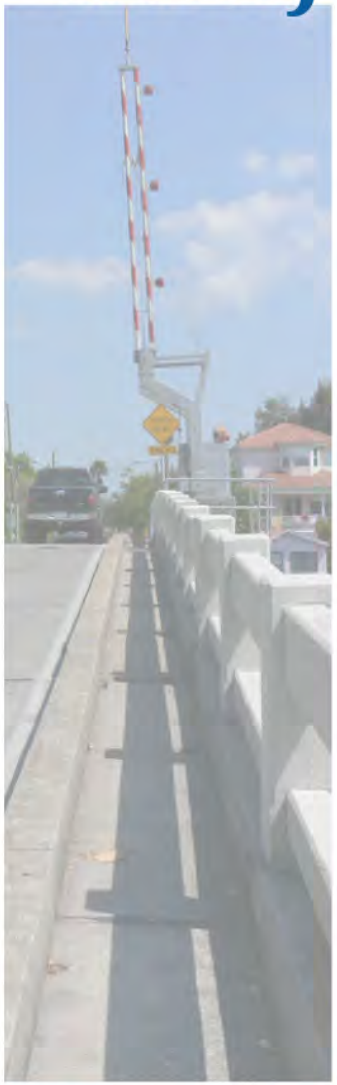
0.03 acres Unavoidable Impacts

Environmental Impacts
Essential Fish Habitat

Minimal Impacts Anticipated

- Valuable Marine Habitats
- Impacts Mitigated if Required

Environmental Impacts
Water Quality



No Significant Impacts

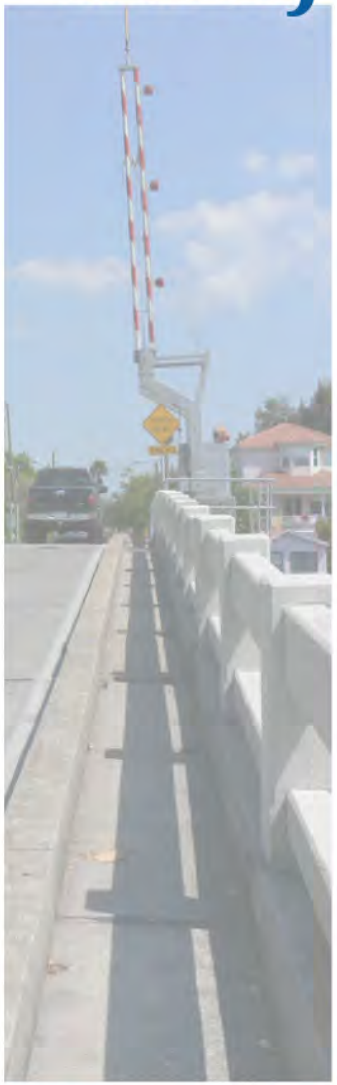
- Compliance with Southwest Florida Water Management District Requirements
- Best Management Practices

Environmental Impacts
Wildlife and Habitat

No Significant Impacts

- Coordination with State and Federal Agencies will continue during Design and Construction
- All Measures will be taken to Avoid and Minimize Impacts during Construction

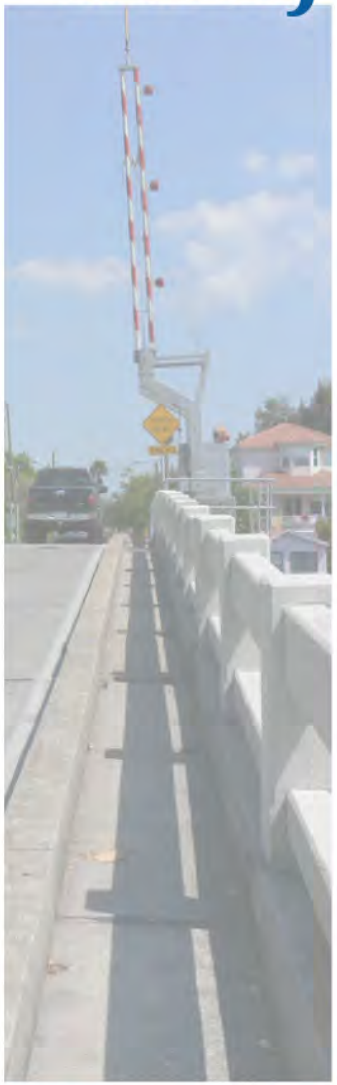
Environmental Impacts
Air Quality



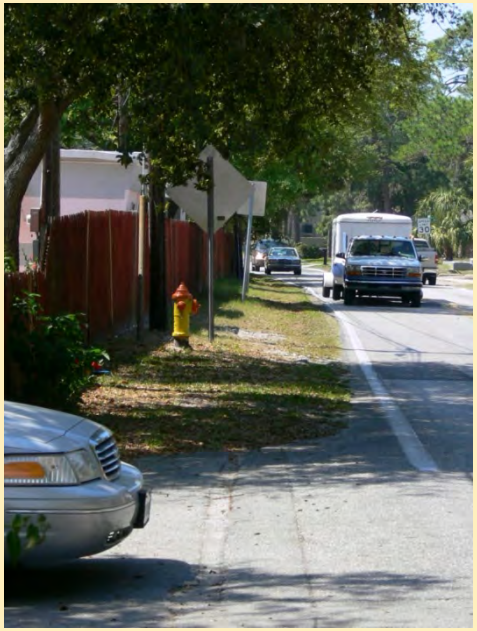
No Long Term Significant Impacts

- **Temporary Construction Impacts**

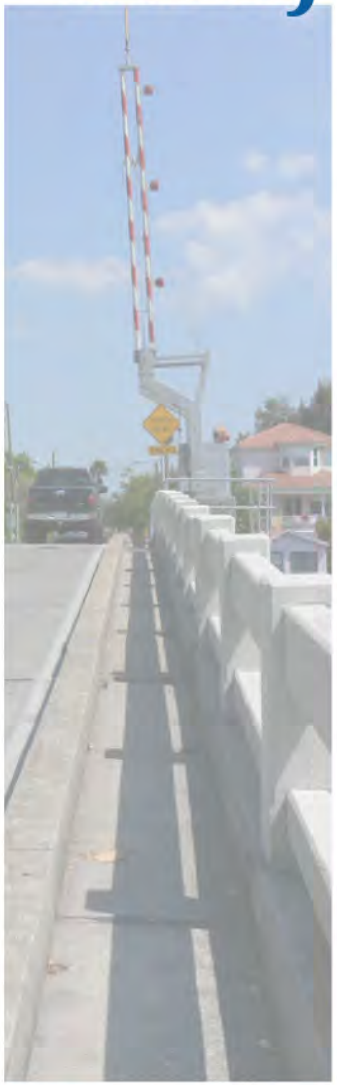
Environmental Impacts
Noise



- **Noise Levels do not Exceed FHWA Noise Abatement Criteria**
- **No Noticeable Changes for Residents**
- **Temporary Construction Impacts**



Environmental Impacts
Hazardous Materials

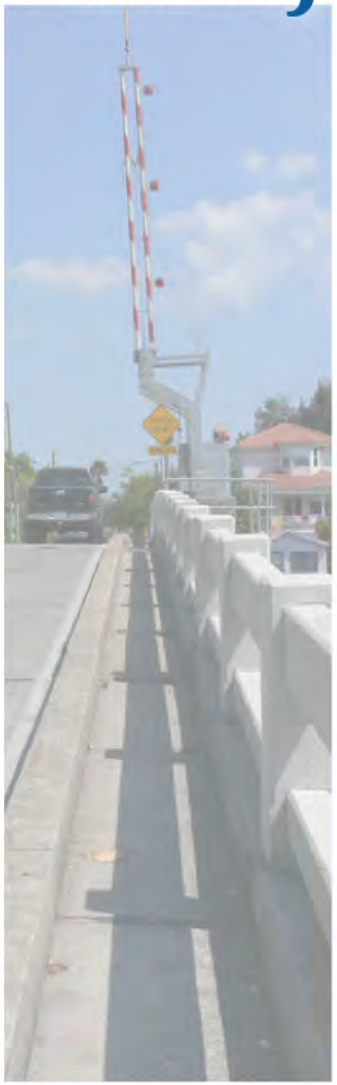


No Significant Impacts

- 8 Sites Identified
  - 1 Medium Risk
  - 2 Low Risk

- No Asbestos in Control House
- No Lead Paint on Bridge

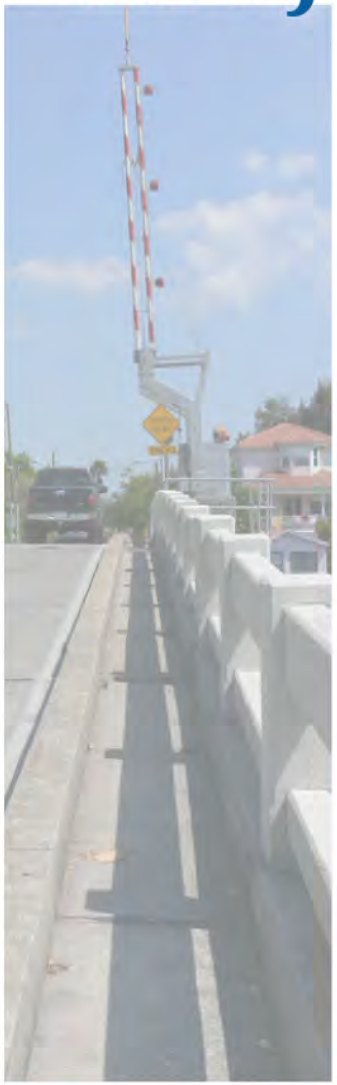
Environmental Impacts Section 4(f) Lands



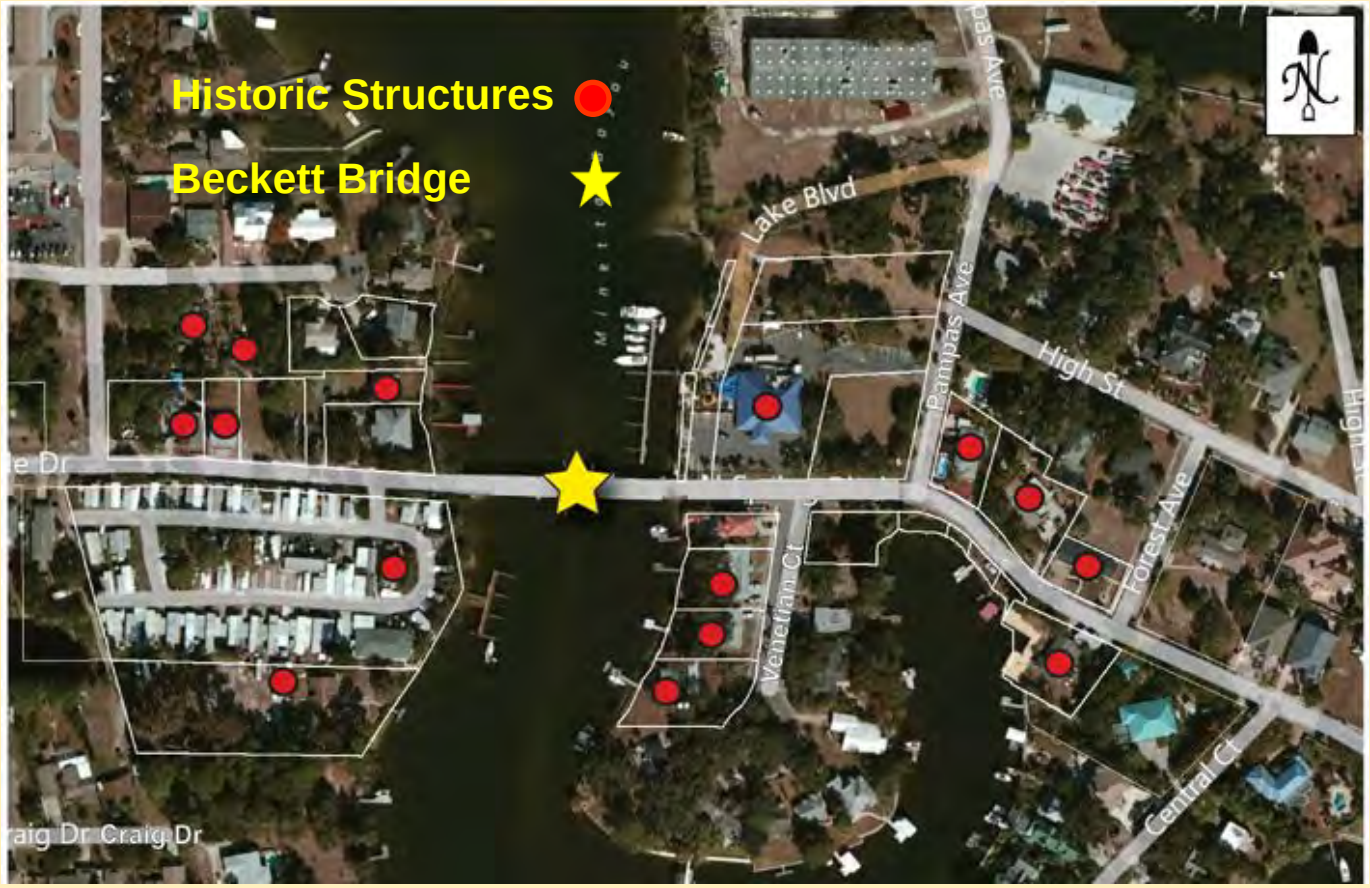
No Significant Impacts

- Pinellas County Blueways Paddling Trail
- Pinellas County Aquatic Preserve

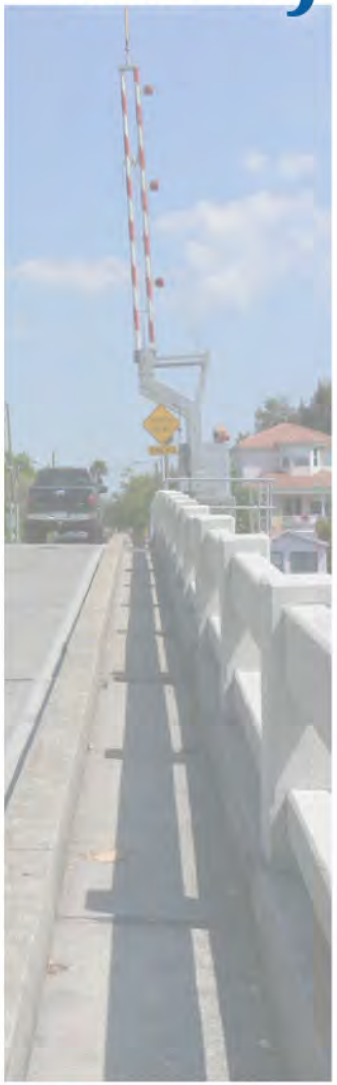
Environmental Impacts
Historic Resources



Bridge is only NRHP eligible resource within Area of Potential Effect



Environmental Impacts
Historic Resources

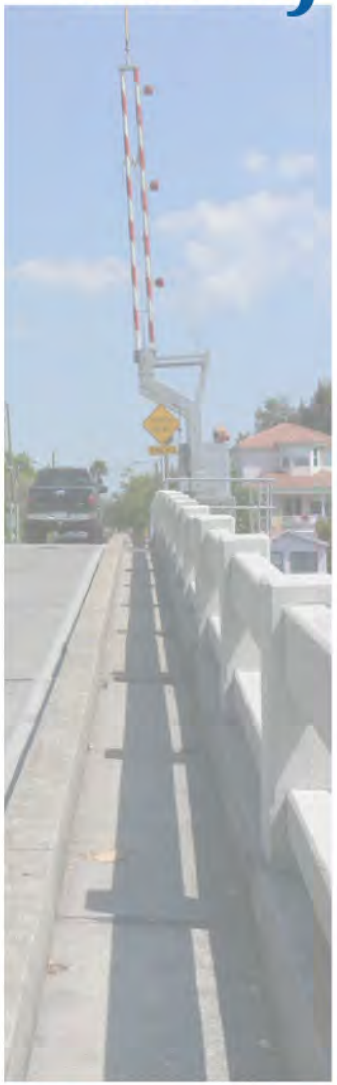


Beckett Bridge is Eligible for Listing in National Register of Historic Places

- Distinct Engineering Design
- Contribution to Patterns of Development

- **No Archaeological Sites in Project Corridor**

Environmental Impacts
Historic Resources



Coordination with State/Federal Agencies

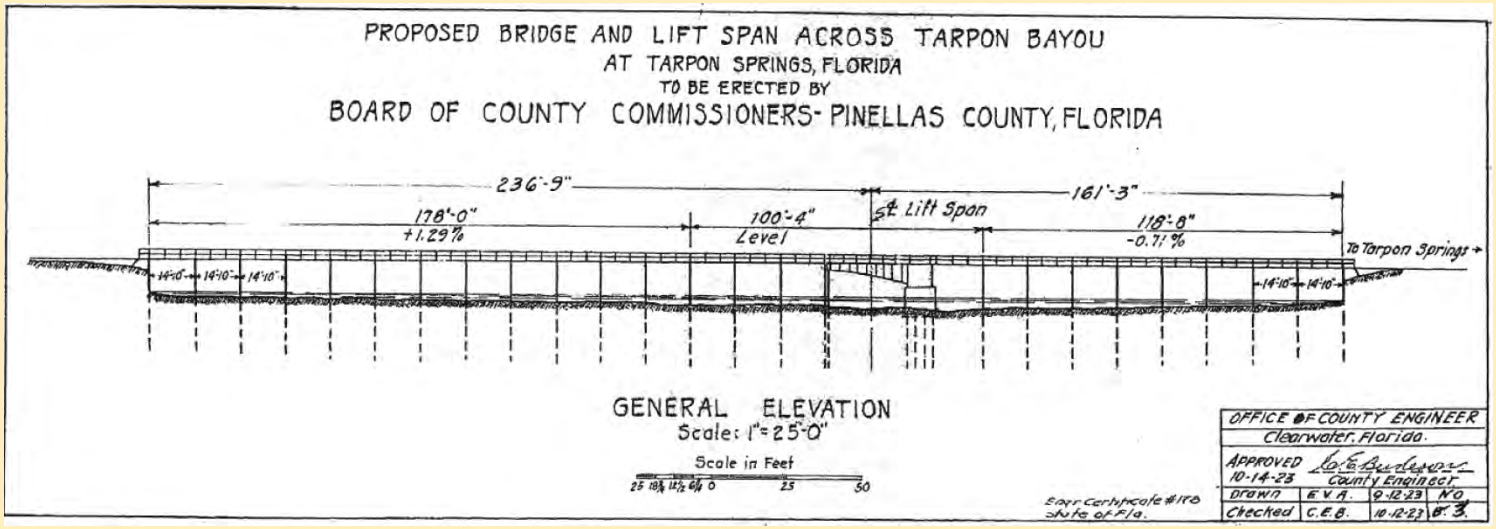
- "Adverse Effect" - Section 106
- "Taking"– Section 4(f)
- Documents Completed after Public Hearing
  - Section 106 Case Study Report
  - Programmatic Section 4(f) Document

Environmental Impacts
Historic Resources

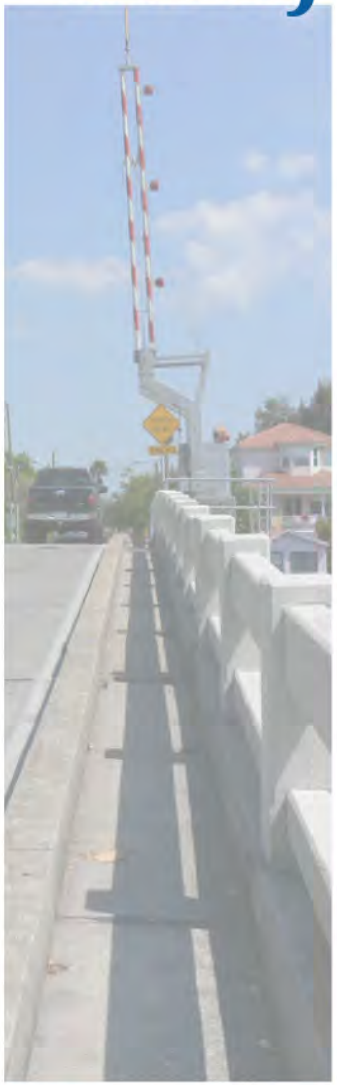
Required Mitigation

Historic American Engineering Record (HAER) Documentation

- Large format photographs
- Written history/narrative
- Historic bridge plans copied on archival paper



Environmental Impacts
Historic Resources



Mitigation Options

- Choose Bridge Rail to Preserve Viewshed from Bridge
- Educational Kiosk/Monument in Public Space
- Incorporate Monument into Second Control House
- Incorporate Portion of Original Bridge into New Bridge

Environmental Impacts
Historic Resources

Mitigation Example - South Park Bridge, Seattle

Incorporating Part of Existing Bridge into New Bridge

Environmental Impacts Section 106 Coordination

Cultural Resource Committee

Affected Parties included:

- Federal/State agencies
  - SHPO, USCG, FDOT, FHWA,
- Stakeholders with special interest in historic preservation
- Local government representatives
- Local community representatives

Meetings Held October 2012, March 2013

Recommended Alternative Visual Impacts

Minimal Impacts to Adjacent Property

COMPUTER SIMULATIONS OF RECOMMENDED ALTERNATIVE

NOT ACTUAL DESIGN

View from Tarpon Springs Yacht Club Entrance

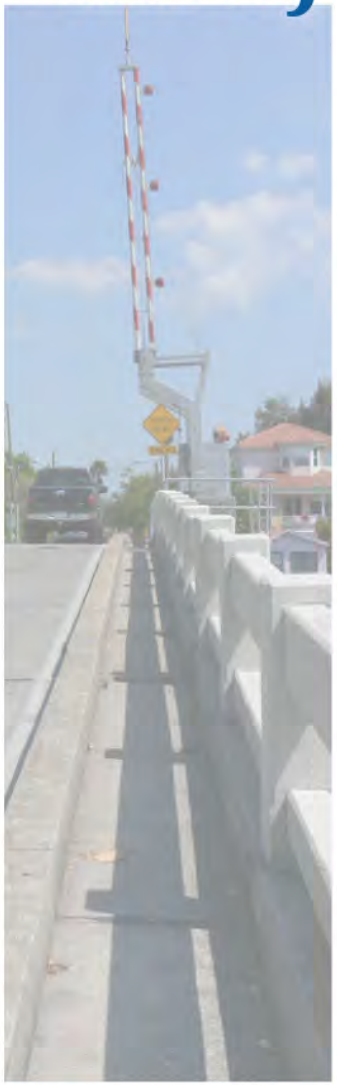
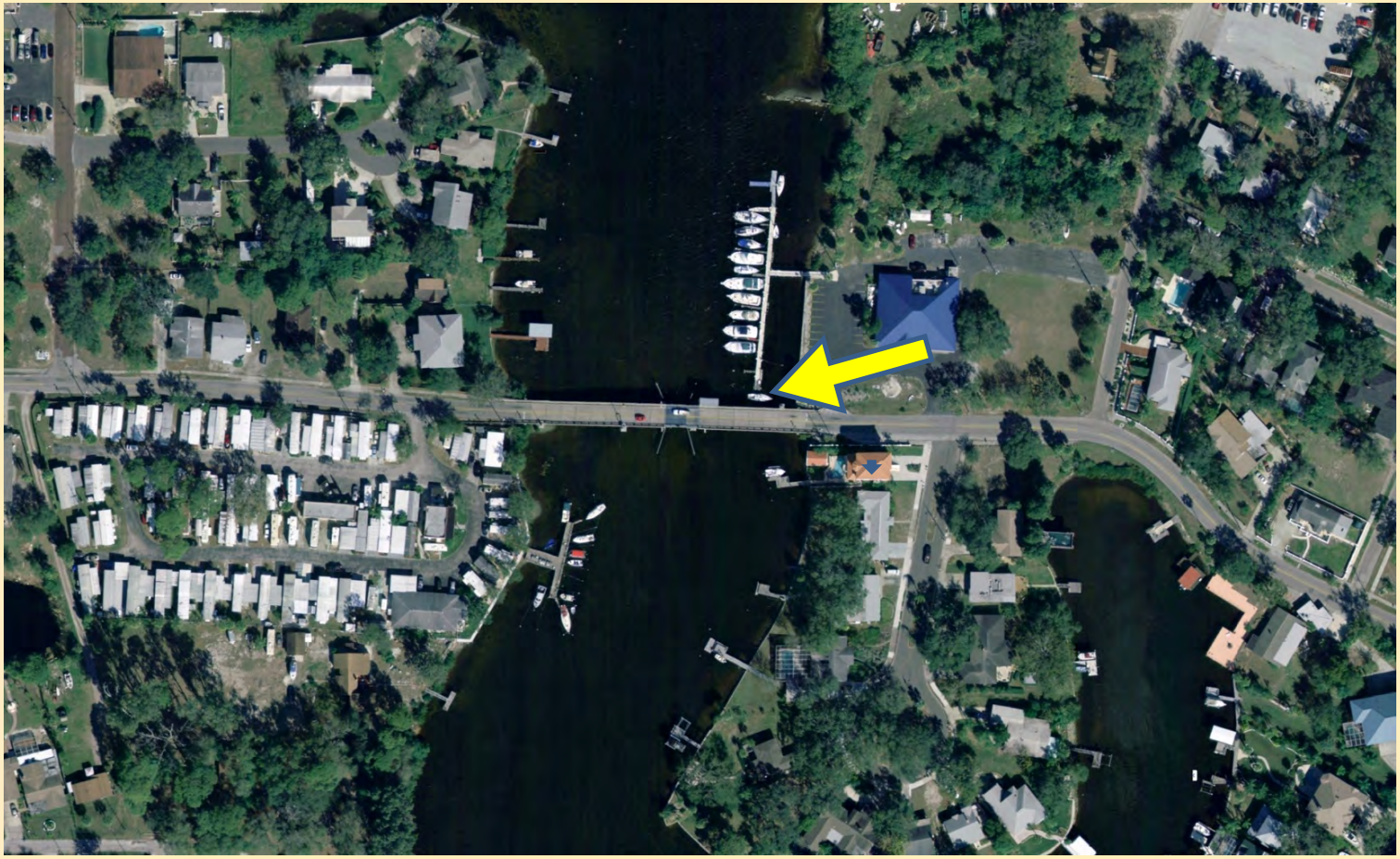
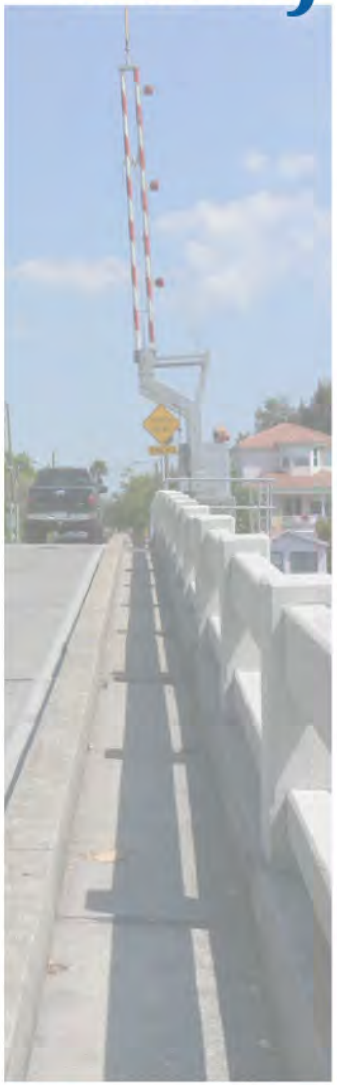


Photo Location and View Direction

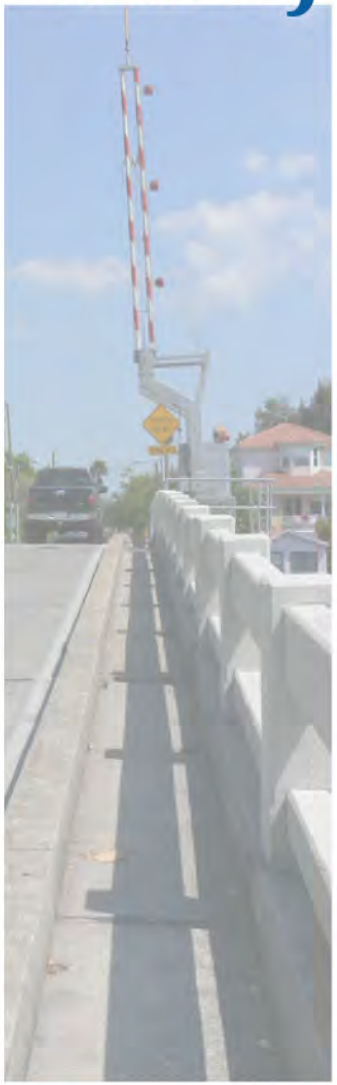


View from Tarpon Springs Yacht Club Entrance



Existing Bridge

View from Tarpon Springs Yacht Club Entrance



Recommended Alternative

View from Dock Southeast of Bridge

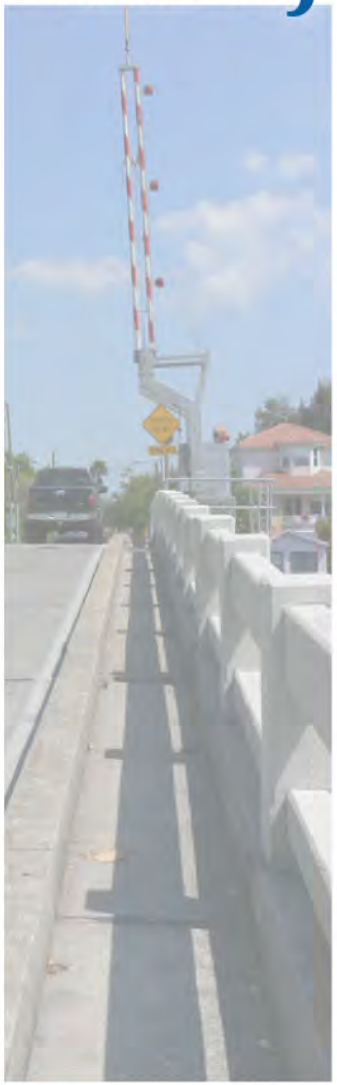
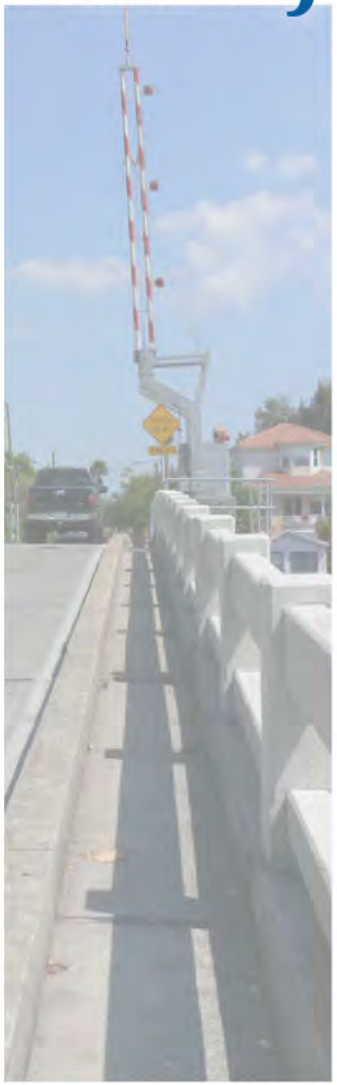


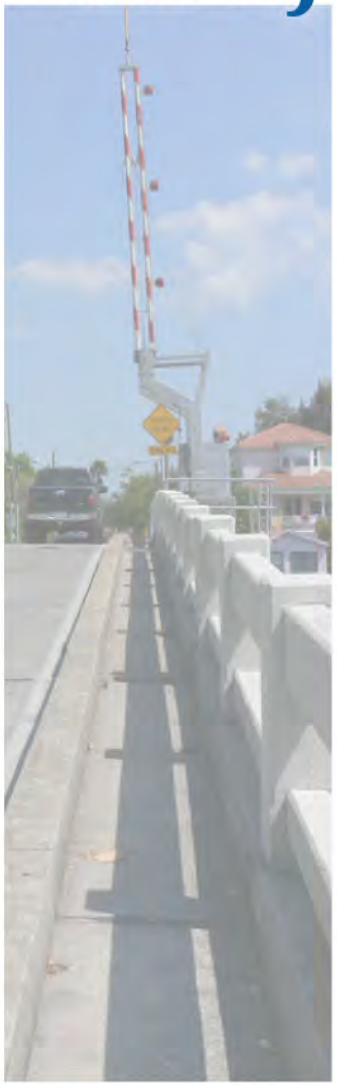
Photo Location and View Direction

View from Dock Southeast of Bridge



Existing Bridge

View from Dock Southeast of Bridge



Recommended Alternative

View from Dock Northwest of Bridge

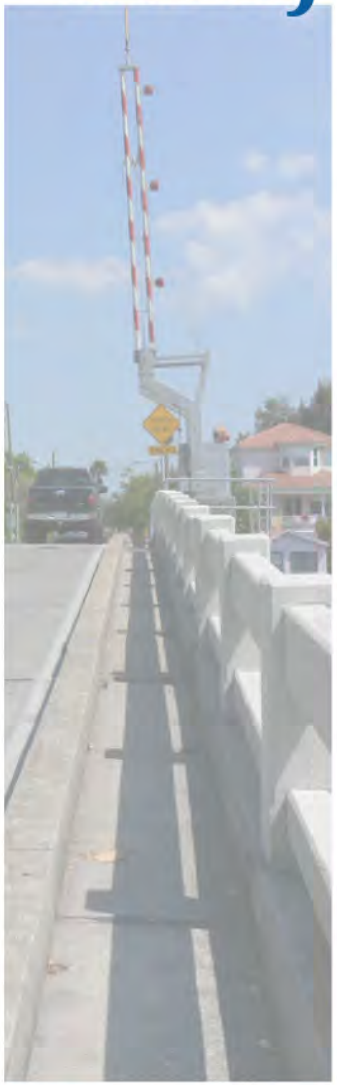
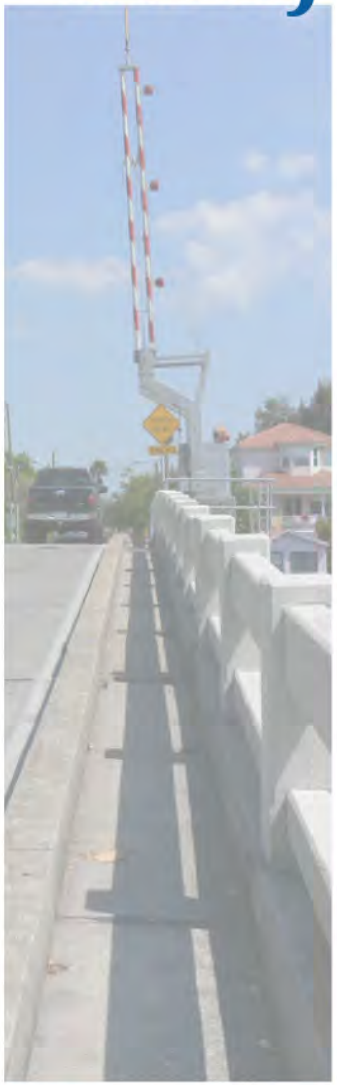


Photo Location and View Direction

View from Dock Northwest of Bridge



Existing Bridge

View from Dock Northwest of Bridge

Recommended Alternative

View from Mobile Home Park Entrance Driveway

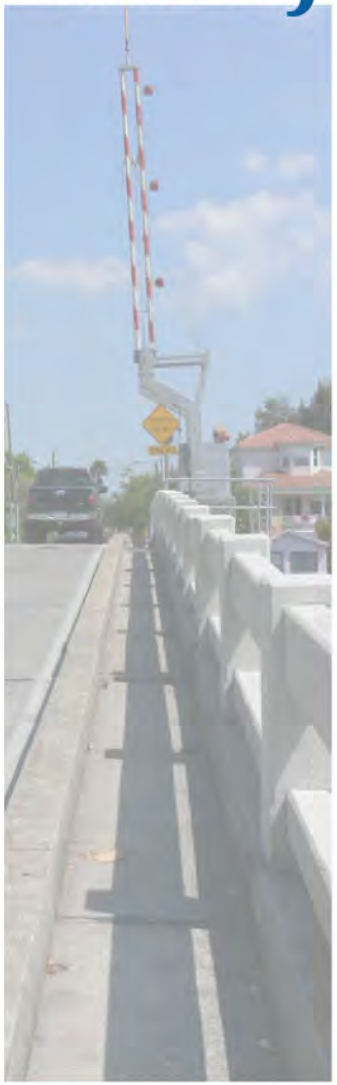
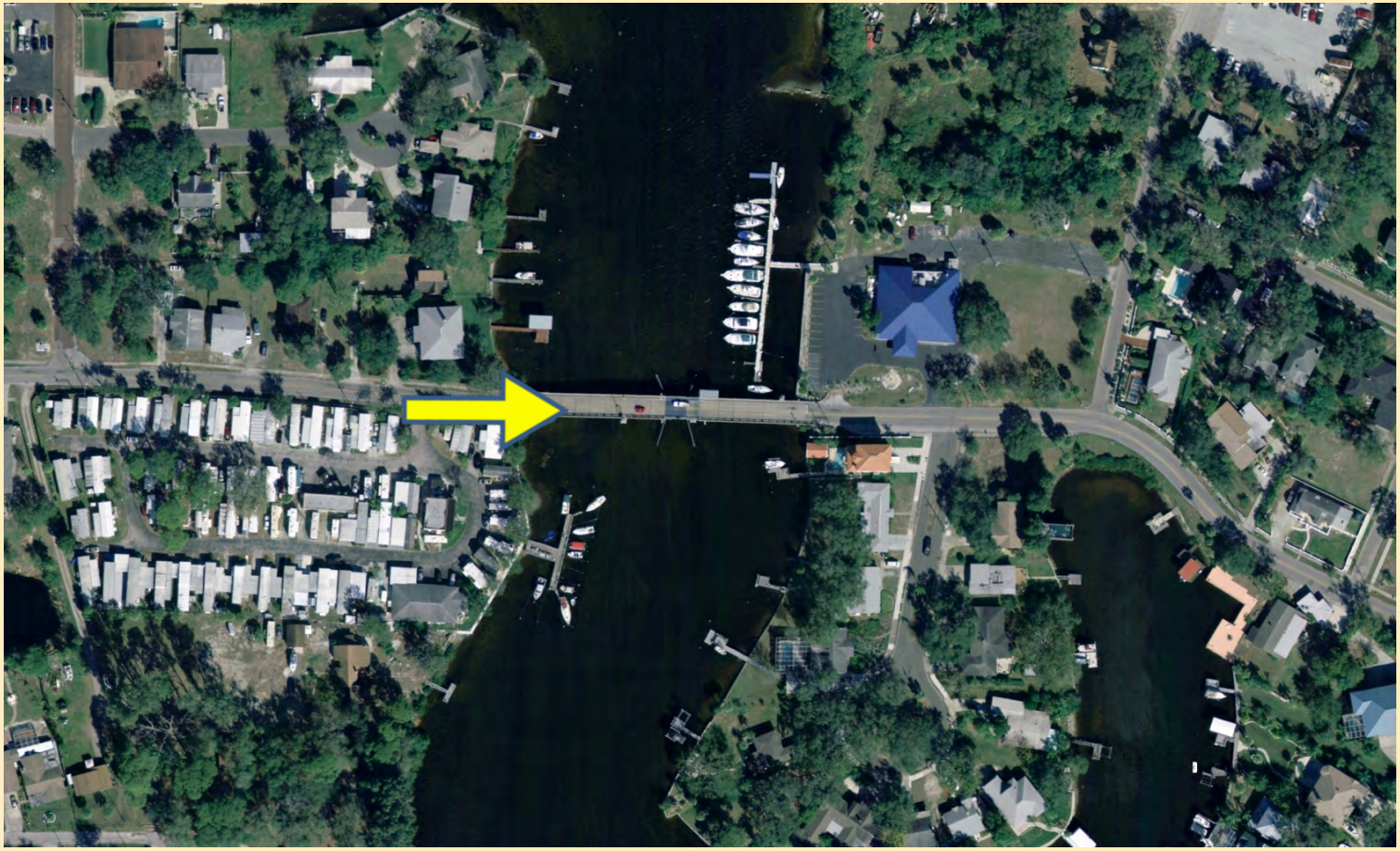
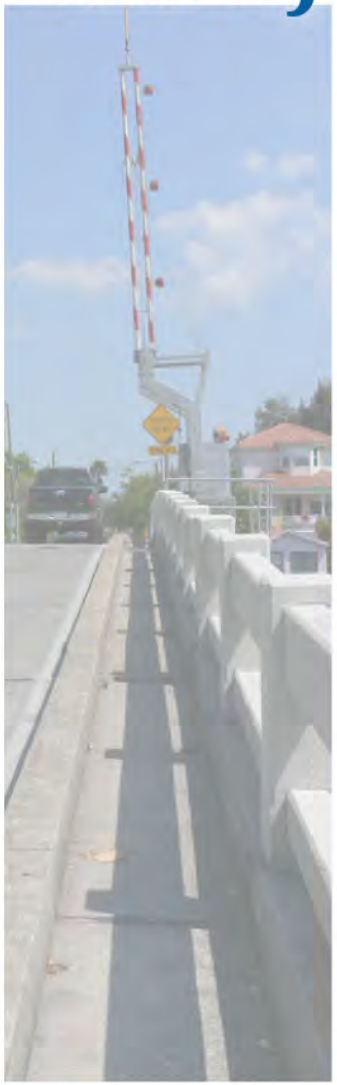


Photo Location and View Direction



View from Mobile Home Park Entrance Driveway



Existing Bridge

View from Mobile Home Park Entrance Driveway

Recommended Alternative

View from Mobile Home Park Waterfront

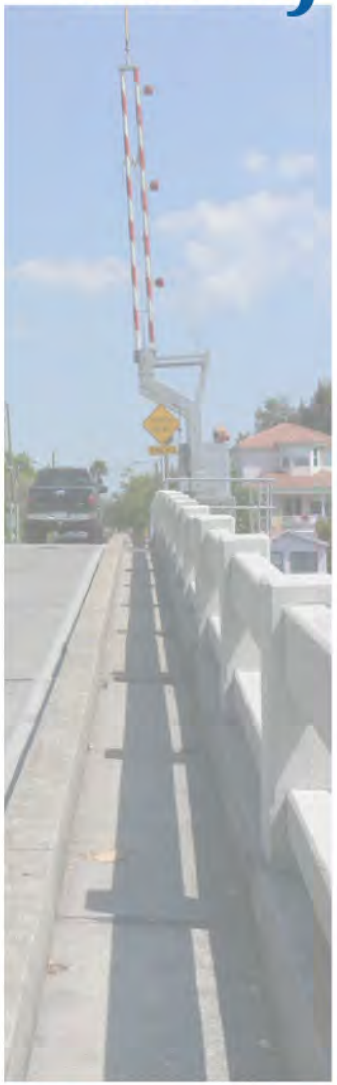
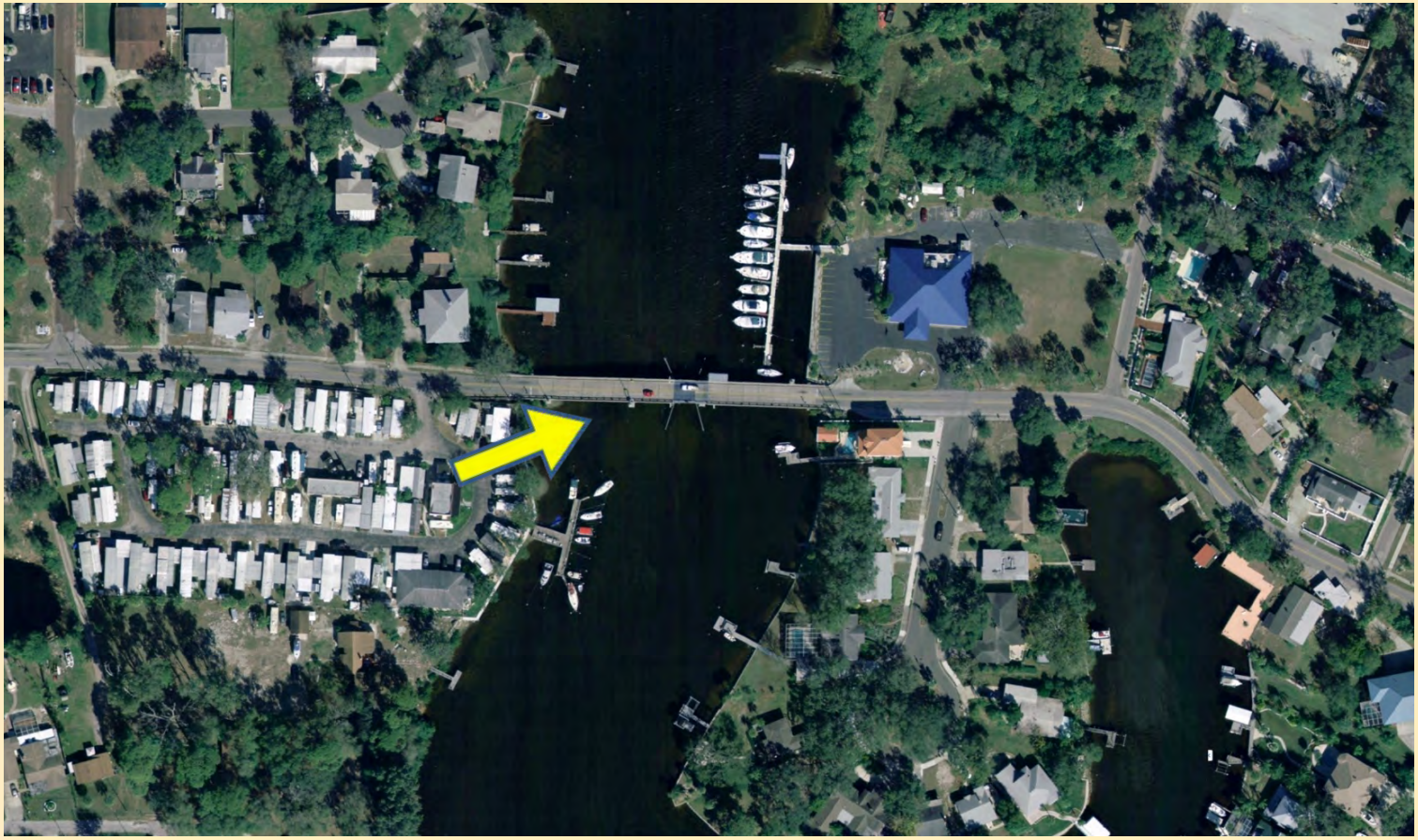
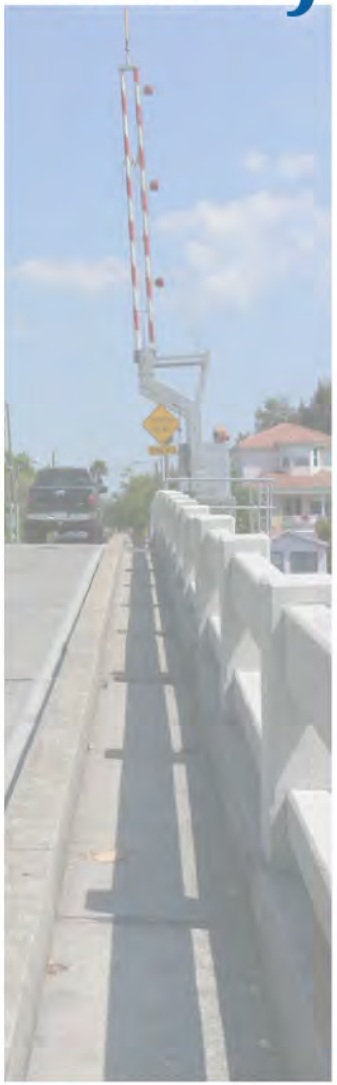


Photo Location and View Direction



View from Mobile Home Park Waterfront



Existing Bridge

View from Mobile Home Park Waterfront

Recommended Alternative

Proposed Movable Bridge Animation

Recommended Alternative Cost Estimate

Total Cost $15.8 M*

Includes $800,000 for Aesthetic Enhancements

Community Input During Design to determine the "Look " of the Bridge and Aesthetic Enhancements

*Includes Design, Post Design, Construction Engineering Inspection and Contingency

Project Schedule

Final Design to begin Early 2015

Construction to begin in 2019 depending on funding availability

Public Hearing -Summary

February 26, 2014

- More than 1,200 Invitation Letters Mailed to Property Owners and Other Stakeholders
  - Public Hearing Notice
  - Fact Sheet
  - Comment Form
- 100 Persons signed in at Hearing
- 30 Minute Video Presentation
- Opportunity to Speak Privately to Court Reporter
- Handout and Comment Forms Available

Public Hearing - Summary

Official Public Hearing Comment Period –

21 days Prior and 10 days after Public Hearing

21 Comment Forms

1- email (Mr. Faison)

1- letter – (Ms. Tarapani)

6 Oral Statements at Public Hearing

Public Hearing - Summary

19 – Supported Recommended Alternative

1 – Requested New Low-level Fixed Bridge

1 – Requested Preservation of Existing Bridge

1 – Requested Fixed Bridge or Repair of Existing with "Elimination of the Drawbridge Functionality"

Public Hearing - Summary

Concerns/Comments

- Roadway Drainage
- Roadway Repairs on Detour Routes
- Potential for Speeding on New Bridge
- Funding for Construction
- Protection of Boats Docking at Yacht Club
- Length (time) of Detour
- Need for Temporary Bridge or Pedestrian Bridge During Construction

Public Hearing - Summary

Concerns/Comments

- Supported Incorporation of Parts of Existing Bridge into New Bridge as Mitigation
- Concern about Speed Bumps Causing Safety Problems for Two –Wheeled Vehicles
- Boaters should be able to Open Bridge Remotely without Bridge Tender
- Design of New Bridge should be Similar to Existing Bridge

What Happens Next?

If Commission Concurs that Recommended Alternative should be submitted to the FHWA as the Preferred Alternative:

- **Finalize Reports**
- **Complete Section 106 Coordination**
- **Submit "Preferred Alternative" and Final Documents (including Public Hearing Transcript) to the Federal Highway Administration for Approval**