



# Beckett Bridge

Historic Whitcomb Bayou Circa 1921

County Project No. PID 2161 FDOT Financial Project No.: 424 385-1-28-01

January 2013

## Alternatives Workshop Scheduled

An Alternatives Workshop is scheduled for the ongoing Beckett Bridge (Riverside Drive) Project Development and Environment (PD&E) Study. The workshop will be held on Wednesday, January 23rd, 2013 from 5:00 pm until 7:30 pm at the Tarpon Springs Yacht Club, located at 350 N. Spring Boulevard in Tarpon Springs.

The purpose of this informal workshop is to provide you with an opportunity to learn more about the alternatives currently under consideration, ask questions, and express your comments and concerns. A court reporter will be available to record your comments. A brief video presentation will be shown continuously and can be viewed at any time during the meeting.

Information about the conceptual design and possible impacts of the various alternatives will be on display. Representatives of the project team will be available to answer questions and listen to your ideas. We look forward to your input!



### Alternatives Workshop

**Date:** January 23, 2013

**Time:** 5:00 p.m. to 7:30 p.m.

**Place:** Tarpon Springs Yacht Club  
350 N. Spring Boulevard  
Tarpon Springs, FL 34689

## About the Project

Pinellas County, in coordination with the Florida Department of Transportation and the Federal Highway Administration (FHWA), is conducting a PD&E Study to evaluate the removal, rehabilitation or replacement of the existing bridge. The study began in January 2011. Since then a number of alternatives have been evaluated. The results of this evaluation will be presented at the workshop.

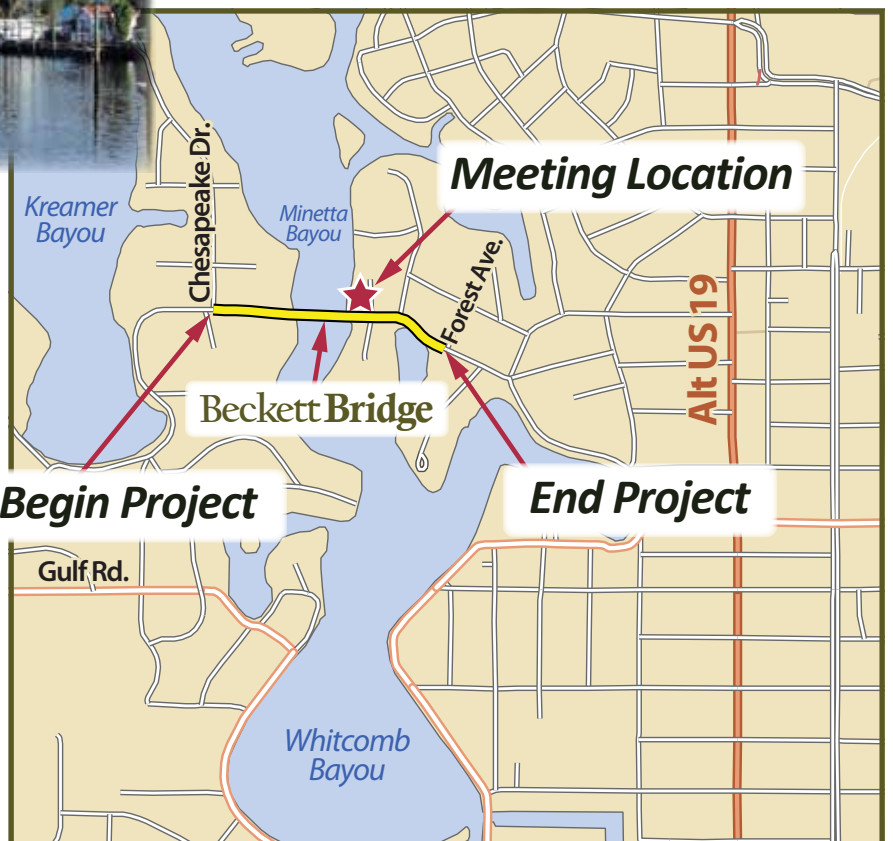
The existing Beckett Bridge crosses Whitcomb Bayou, which provides access to the Anclote River and eventually the Gulf of Mexico. The Bridge was originally constructed in 1924 as a timber structure with a steel movable span. The timber portions of the bridge were replaced with concrete in 1956. The bridge 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. Major rehabilitation or replacement of the bridge is needed to keep the bridge open and operating efficiently.

The bridge is eligible for listing in the National Register of Historic Places. The bridge played an important role in the early development of Tarpon Springs and is one of a few remaining historic bridges of similar design in Florida.



# Alternatives Considered

## No-Build

Only routine maintenance would be performed as needed to keep the bridge open to traffic until safety issues would require it to be closed. Repair or replacement would be considered at a later date.

## No-Build with Removal of the Existing Bridge

Only routine maintenance needed to keep the bridge open will be performed until it is no longer safe for traffic. The bridge would then be demolished. A new bridge would not be constructed.

## Rehabilitation

Extensive repairs would be required to extend the life of the bridge for approximately 25-30 years. The existing roadway configuration (typical section) and navigational clearances would remain the same. The bridge would not be widened. Repair of the bridge structure will include extensive concrete and steel repair. The electrical and mechanical systems would be replaced.

## New Movable Bridge

The existing bridge would be demolished and a new two-lane movable bridge would be constructed in approximately the same location. Traffic would be detoured during construction. The new bridge will provide 7.8 feet of vertical clearance and 25 feet of horizontal clearance for boats passing under the bridge.

## New Mid-Level Fixed Bridge

The existing bridge would be demolished and a new two lane, mid-level bridge would be constructed in approximately the same location. Traffic would be detoured during construction. The bridge will provide 28 feet of vertical clearance and 25 feet of horizontal clearance for boats passing under the bridge. Two options were developed for this alternative. The options impact different areas of adjacent property.

## Share Your Comments

We look forward to receiving your questions, ideas, and comments. Written comments will be included in the official project record. Comment forms will be available at the Alternatives Workshop.

Comments and questions can also be submitted via the project website:

[www.pinellascounty.org/beckettbridge](http://www.pinellascounty.org/beckettbridge)

or by contacting Tony Hornik, PE, SI, at:

[thornik@co.pinellas.fl.us](mailto:thornik@co.pinellas.fl.us)

or by phone: (727)464-3640

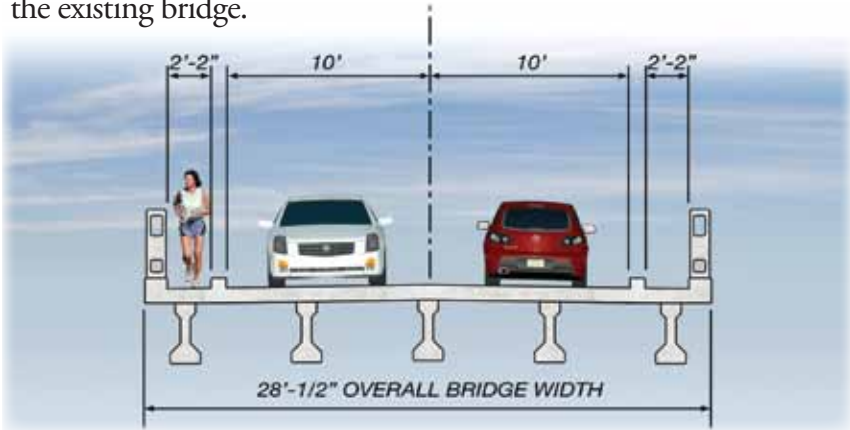
# Project Schedule

- Based on comments received from the public and further engineering and environmental analyses, a "Preferred Alternative" will be selected by the County and presented at a Public Hearing in Summer 2013.
- Approval of the selected alternative by the FHWA is anticipated to be obtained in Winter 2013.

# Typicals Sections

## Existing Bridge Typical

The existing typical section consists of one, 10-foot wide, travel lane in each direction and 2-foot 2-inch-wide sidewalks separated by a curb on both sides of the bridge. The typical section for the No-Build or Rehabilitation alternatives would remain the same as the existing bridge.

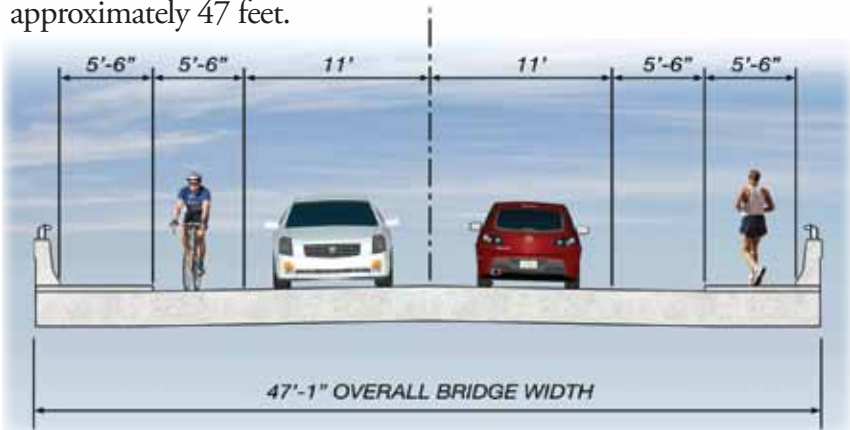


# Proposed Bridge Typicals

The proposed bridge typical section for the bridge replacement options are shown below.

## Movable Bridge Typical

A new movable bridge would provide two 11-foot lanes with 5½ foot wide outside shoulders, and 5½ foot wide sidewalks on both sides of the bridge. The width of the new bridge would be approximately 47 feet.



## Fixed Bridge Typical

A new fixed bridge would provide two 11-foot lanes with 5-foot outside shoulders on both sides and a 5-foot wide sidewalk on the north side only. The width of the new bridge would be 40 feet. Retaining walls which would block driveway access to some residents would be required.

