

Alternatives Evaluation Matrix

IMPACT EVALUATION CRITERIA	MAIN BRIDGE				TIDE RELIEF BRIDGE	
	NO BUILD	LOW-LEVEL MOVABLE BRIDGE	MID-LEVEL MOVABLE BRIDGE	HIGH-LEVEL FIXED BRIDGE	NO BUILD	LOW-LEVEL FIXED BRIDGE
ROADWAY/BRIDGE ISSUES						
Overall Bridge Width	40'1"	62'7"	62'7"	62'7"	40'1"	62'7"
Width of Vehicular Travel Lanes	11'	11'	11'	11'	11'	11'
Shoulders (both sides)	2'	8'	8'	8'	2'	8'
Sidewalks	3' 6" (north side)	5' (north side)	5' (north side)	5' (north side)	3' 6" (north side)	5' (north side)
Pinellas Trail Spur	6' (south side)	15' (south side)	15' (south side)	15' (south side)	6' (south side)	15' (south side)
Vertical/Horizontal Clearance	20'"/90'	21'/100'	35'/100'	65'/100'	12.5'/45'	14.5'/144'
Meets Current Design/Safety Standards?	No	Yes	Yes	Yes	No	Yes
Structural Deficiencies Corrected?	No	Yes	Yes	Yes	No	Yes
Bridge Openings	No Change	No Change	50% Reduction	N/A	N/A	N/A
SOCIAL & ENVIRONMENTAL IMPACTS						
Private Property/Land Acquisition	None	None	None	None	None	None
Relocations	None	None	None	None	None	None
Visual Impacts	None	Minimal	Moderate	High	None	Minimal
Parks/Recreation	None	0.93 acres	0.93 acres	1.48 acres	None	None
	None	None	Gain 0.31 acres	Gain 0.94 acres	None	Lose 0.36 acres
Historic & Archaeological Resources	None	None	None	None	None	None
Wetlands (Temporary/Permanent)	None	0.21/0.11 (acres)	0.21/0.11 (acres)	0.24/0.27 (acres)	None	None
Seagrasses (Temporary/Permanent)	None	0.04 acres/None	0.04 acres/None	0.04 acres/None	None	None
Wildlife	None	Minimal	Minimal	Minimal	None	Minimal
Major Utilities	None	None	None	None	None	None
Potential Noise Impacts (Residential/Recreation)	None	None/Minimal	None/Minimal	None/Minimal	None	None/Minimal
COSTS						
Total Project Costs** (millions)	N/A	\$74.9	\$76.0	\$48.9	N/A	\$9.25
CONSTRUCTION IMPACTS						
Temporary Bridge Required	N/A	Yes	Yes	Yes	N/A	No***
Total Construction Time	N/A	4 years****	4 years****	4 years****	N/A	18 months
Anticipated Service Life	15 years	75 years	75 years	75 years	15 years	75 years

\* Does not meet United States Coast Guard vertical clearance requirements (21 feet)  
\*\* Costs include demolition, roadway and bridge construction, mobilization, maintenance of traffic, aesthetic enhancements, engineering design, construction engineering inspection (CEI) and contingency.  
\*\*\* Phased construction (traffic will be maintained)  
\*\*\*\* Disruption to traffic and recreational areas is anticipated to only occur for 2.5 years

Welcome to the Public Alternatives Workshop for the Dunedin Causeway Bridges Project Development and Environment (PD&E) Study. 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 brief video presentation will be shown continuously and can be viewed anytime between 5:00 pm and 7:15 pm.

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

About the Project

Pinellas County, in coordination with the Florida Department of Transportation (FDOT) and the Federal Highway Administration (FHWA) is conducting a PD&E study to evaluate rehabilitation or replacement of the existing bridges along Dunedin Causeway. The limits of the study extend from west of Royal Stewart Arms Parkway on Honeymoon Island to the intersection of Gary Place/Gary Circle on Ward Island. The Main Bascule (or movable) Bridge connects Ward Island to the causeway. The low-level fixed Tide Relief Bridge connects the causeway to Honeymoon Island. The study is primarily focused on the two bridges. Improvements to Causeway Boulevard, the causeway beaches and recreation areas will not be included in this study.



Public Alternatives Workshop

Date: Tuesday, March 29, 2016  
Time: 5:00 p.m. to 7:30 p.m.  
Where: Hale Activity Center  
330 Douglas Avenue, Dunedin



For More Information Contact:

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## Need for Improvements

Both bridges were constructed in 1963 and are considered “functionally obsolete” because of their narrow width. The bridges do not meet current engineering standards for resisting damage from high waves during hurricanes or in the event of a vessel impact. Ongoing maintenance and repair of the Main (movable) Bridge affects reliability and results in traffic delays. Major rehabilitation or replacement of both bridges is needed to keep the bridges open to traffic and the Main Bridge operating efficiently.

## Alternatives Considered

A Kick-Off Open House was held on March 31, 2015, to introduce the study to the community. More than 250 questionnaires and comment forms were received by the County from the Open House and during the post-meeting comment period. Since this meeting, the project team conducted a preliminary screening analysis of nine replacement alternatives for the Main Bridge, two replacement alternatives for the Tide Relief Bridge and rehabilitation of both bridges.

In addition to engineering issues, this evaluation considered potential environmental impacts including impacts to wetlands, wildlife and habitat; impacts to recreation areas, visual impacts and utilities. Based on preliminary screening and public input received at the Kick-Off Open House, three replacement alternatives for the Main Bridge and one replacement alternative for the Tide Relief Bridge were selected for further detailed study and evaluation. Rehabilitation would not improve the very narrow pedestrian and bicycle facilities on the bridges and was eliminated from further consideration. An evaluation matrix which compares characteristics and potential impacts of the viable alternatives is included on the back of this handout.

## Viable Alternatives Presented at Today’s Workshop

Detailed evaluation of the following viable alternatives was conducted.

### No-Build (for Both Bridges)

Only routine maintenance would be performed as needed to keep the bridges open to traffic until safety issues would require them to be closed. Repair or replacement would be considered at a later date. This alternative will be considered viable until after the public hearing.

### Replacement of the Tide Relief Bridge

The new bridge would have a minimum vertical navigational clearance of 14.5 feet, which is approximately two feet higher than the existing bridge navigational clearance. At its highest point, the new bridge would be about nine feet higher overall than the existing bridge and would be constructed in phases to maintain traffic.

### Replacement of the Main Bridge

The existing movable bridge, which provides 20 feet of navigational clearance in the closed position, would be demolished and replaced with a new two-lane bridge. Three alternatives providing different vertical clearances for navigation are currently under consideration. All three are located on approximately the same alignment as the existing bridge and require a temporary bridge to maintain traffic during construction.

- Low-Level Movable Bridge – Minimum vertical clearance 21 feet
- Mid-Level Movable Bridge – Minimum vertical clearance 35 feet
- High-Level Fixed Bridge – Minimum vertical clearance 65 feet



## Typical Sections

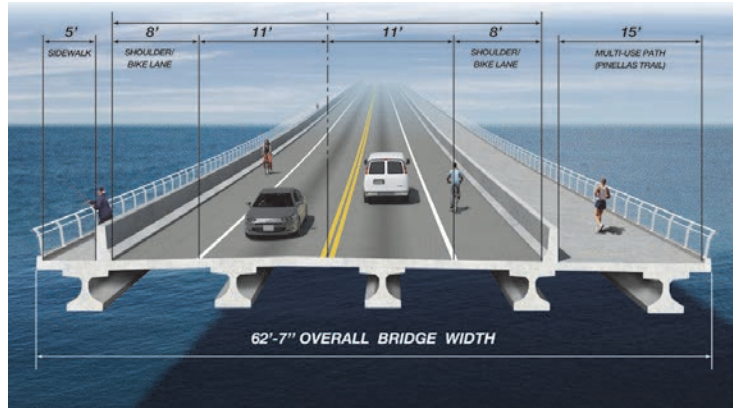
### Existing Bridges Typical Section

Both existing bridges provide one 11-foot travel lane with a 2-foot shoulder in each direction. A 3.5-foot wide sidewalk exists on the north side. A 6-foot sidewalk that serves as the multi-use path for the Honeymoon Island Spur of the Pinellas Trail is located on the south side. The overall width of both bridges is 40 feet 1 inch.



### Proposed Bridges Typical Section

The overall width of the proposed typical section for both bridges is 62 feet 7 inches. The replacement bridges would provide two 11-foot travel lanes with 8-foot outside shoulders, a 5-foot sidewalk on the north side and a 15-foot multi-use trail on the south side.



## Bridge Aesthetics

Based on public comments to date and results of the Visual Preference Survey distributed at the Kick-Off Open House in March 2015, two aesthetic themes were selected, Modern and Florida Vernacular. These themes were incorporated into the 3D models and architectural renderings for the viable replacement alternatives. The models, animations and renderings can be viewed in the video presentation, on the monitors and boards on display, and on the 3D virtual reality headset.

## What Happens Next

After tonight’s meeting, we will review your Comments and determine a Recommended Alternative. Additional opportunities for public input will be provided before a “Preferred Alternative” is selected.

- The Recommended Alternative, along with the No-Build Alternative, is expected to be presented at a Public Hearing in November 2016.
- The Recommended Alternative will require approval from FHWA after all Public Hearing comments are considered.

You can also provide your input anytime during the study by:

- Submitting your comments via the “Contact Us” page on the project website at <http://www.pinellascounty.org/dunedincauseway>
- Emailing your comments to Nancy McKibben, County Project Manager at [nmckibben@pinellascounty.org](mailto:nmckibben@pinellascounty.org)

Visit the Project Website at <http://www.pinellascounty.org/dunedincauseway>



Public participation is 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 contacting Mr. Paul Valenti, Pinellas County Office of Human Rights, 400 S. Ft. Harrison Ave, Suite 400, Clearwater, FL 33756, (727) 464-4880, (727) 464-4431 (VOICE/TDD), [pvalenti@pinellascounty.org](mailto:pvalenti@pinellascounty.org).