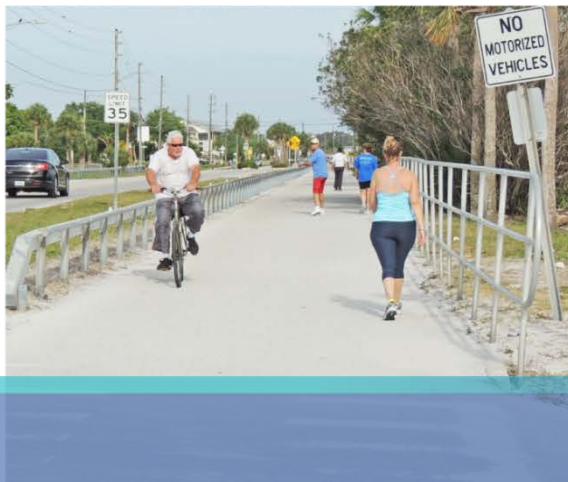




# Dunedin Causeway Project Development and Environment Study

RFP No. 134-0092-NC(RM)

## KICK-OFF PRESENTATION



Board of County Commissioners Meeting  
January 27, 2015

# URS

# Project Limits



Begin  
Project

State Park

Honeymoon Island State Park, west of  
Royal Stewart Arms Parkway east to  
the intersection of Gary Place/Gary  
Circle on Ward Island

Approximately 2.0 miles long

End  
Project

Ward Island

Woody

1000 ft



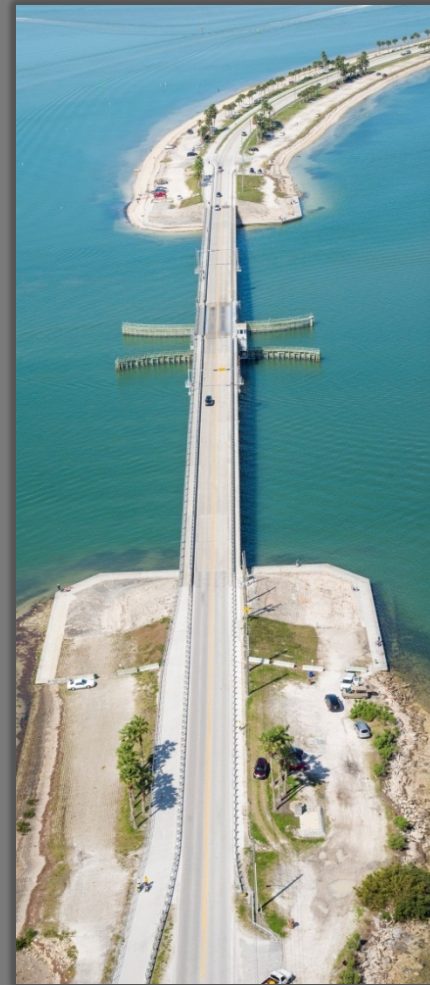
# Project Need – Bridge Condition

- Relief Bridge (#150067)
  - Sufficiency Rating- 58.0 / 100
  - Year Built -1963 (51 years old)
  - **Functionally Obsolete**
    - Deck Width – “Intolerable”
    - Substandard Bridge Rails
    - **Narrow Multi-Use Path – 6 ft**
  - Substandard Capacity to Resist Wave or Vessel Impact Damage
  - Scour Critical



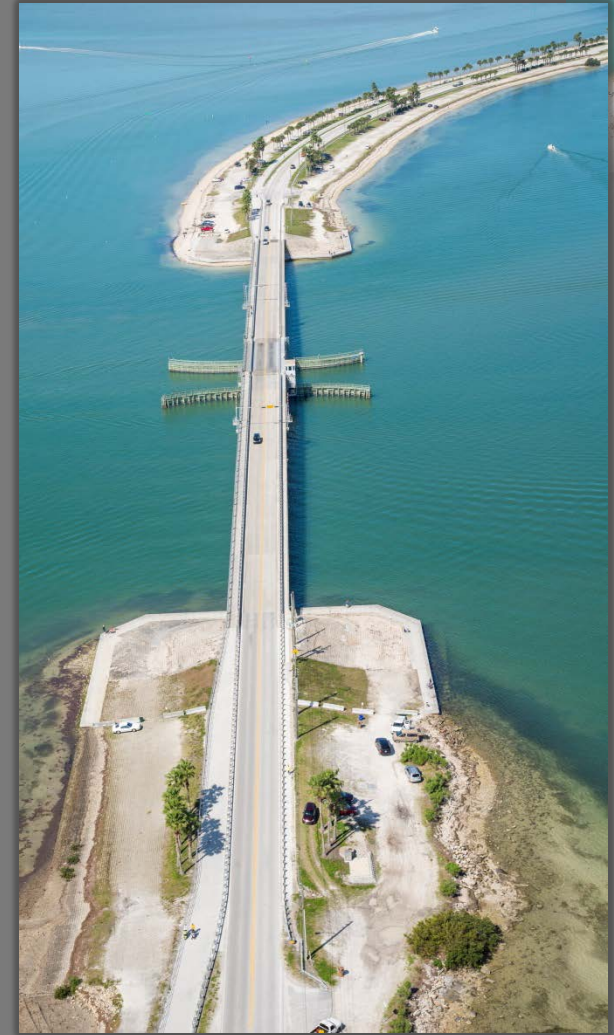
# Project Need – Bridge Condition

- Main Bridge (#150068)
  - Year Built 1963 (51 years old)
  - Sufficiency Rating: 48.6 / 100
  - **Functionally Obsolete**
    - Deck Width – Intolerable
    - Substandard Bridge Rails
    - **Narrow Multi-Use Path – 6 ft**
  - Substandard Capacity to Resist Wave or Vessel Impact Damage
  - Ongoing Maintenance and Repair Affects Reliability
  - Scour Critical



# Project Scope

- Relief Bridge / Main Bridge Alternatives
  - No Build
  - Rehabilitation
  - Replacement





# Project Goal

Identify and develop a Preferred Alternative that is supported by a consensus of stakeholders and addresses transportation and community needs for mobility and safety, with minimal environmental, social and economic impacts



# Overview of NEPA

## National Environmental Policy Act of 1969

- Federal Highway Administration (FHWA) Approval Assures NEPA Compliance
  - Final Authority – Approval of Preferred Alternative
  - Approval required if federal funds are used
  - Approval required to qualify for future federal funding

**FDOT PD&E Process – Assures compliance with NEPA**



# Overview of NEPA

## FHWA NEPA Process

“The FHWA NEPA project development process is an approach to balanced transportation decision making that takes into account the potential impacts on the human and natural environment and the public’s need for safe and efficient transportation.”

Source: FHWA Website

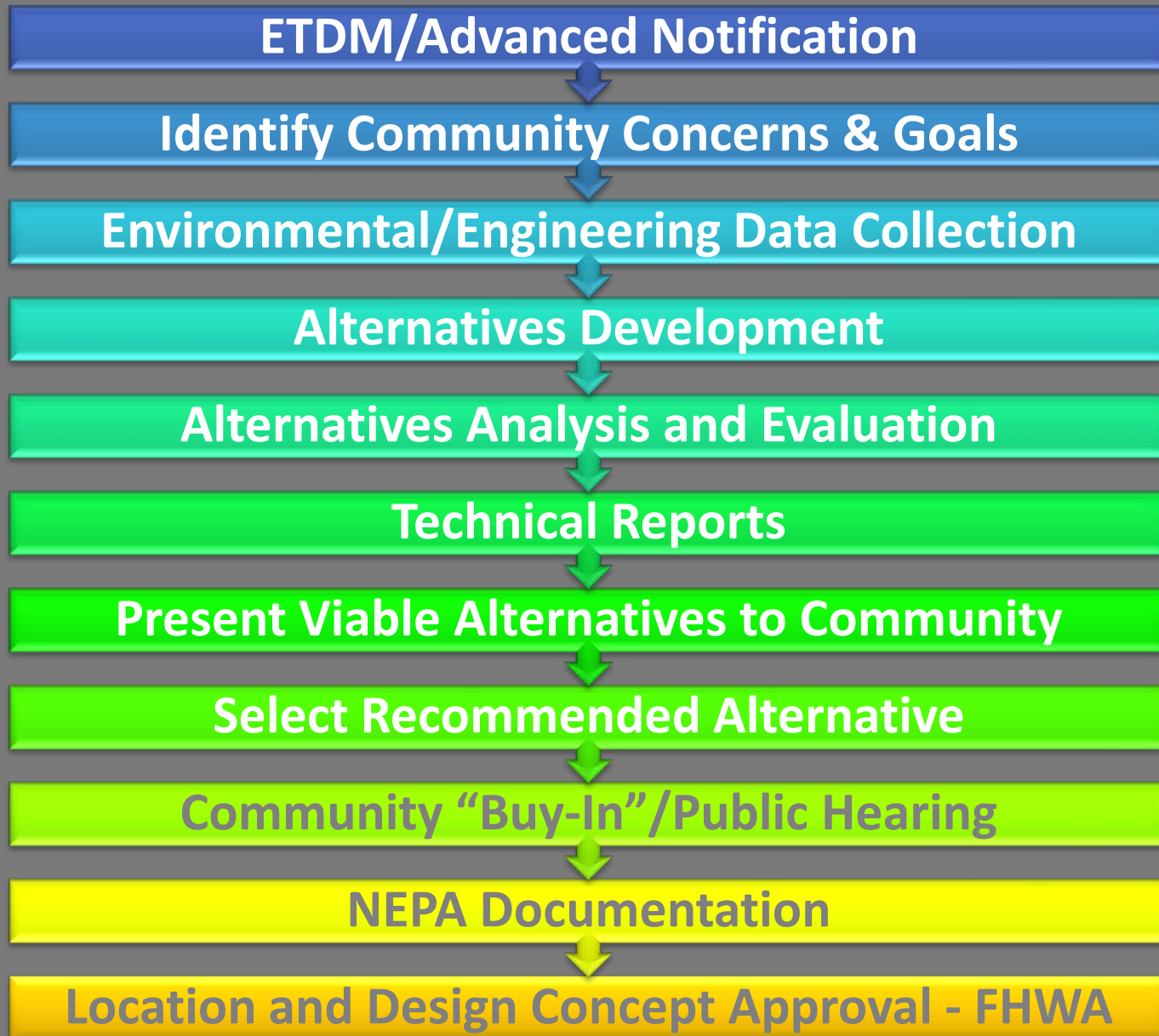


Dunedin Causeway  
Project Development and Environment Study





# Overall Project Approach



# Key Issues - Community Involvement

## Wide Range of Stakeholders

- Pinellas County
- City of Dunedin
- Residents
- Boaters
- Local Visitors /Tourists
- Business Owners
- Honeymoon Island State Park
- Emergency Services
- Pinellas Trail Users





# Community Groups

- Dunedin Causeway Bridge Ad Hoc Advisory Committee
  - Causeway and Coastal Waterway Committee
  - Dunedin Causeway Preservation Group
  - Dunedin Beach Civic Association
    - Ward Island Condominium Residents
    - Mediterranean Manor (on Alt US 19)
  - Royal Stewart Arms Condominiums
    - 7 separate HOAs
    - 450 units
  - Waterfront Task Force
    - More than 30 community groups/businesses represented



# Community Concerns

- Direct Involvement/Representation during Study
- Preservation of Beach and Unique Recreational Access
- Preservation/Enhancement Natural Beauty
- Bicycle/Pedestrians Facilities on Bridges
- Potential Visual Impacts





# Community Involvement Approach

- Solicit Input Early
  - Initial Community Kick-Off Meeting to Identify Concerns
  - Initial Meeting with Local Governments/Agencies
- Dunedin Ad-Hoc Advisory Committee
  - Key Community Representatives
- Provide Clear, Accurate and Timely Information
  - About the PD&E Process
  - Costs and Potential Impacts of Alternatives
  - Computer Renderings/Animations



# Community Involvement Approach

- Alternatives Workshop
- Project Website
- Newsletters
- Post Information at State Park
- Post on Organization Websites
- Stakeholder Group Meetings
- Public Hearing





# Key Issues - Environmental

- Wetlands and Essential Fish Habitat
  - Conduct Seagrass Surveys
  - Minimize Seagrass- Wetland Impacts
  - Develop Mitigation



# Key Issues - Environmental

## Wildlife and Habitat

- Surveys
- Early Agency Coordination
- Coordination with Honeymoon Island State Park
- Protected Species
  - Manatees
  - Nesting Sea Turtles
  - Wading Bird Rookeries





# Key Issues - Environmental

## Cultural Resources

- Main Bridge and Tide Relief Bridges

Not likely eligible for listing in the  
National Register of Historic Places

Causeway -(Manmade Island)

Low Archaeological Potential

- Maritime Archeological Survey  
may be Required

Major Historic Florida Seaport





# Key Issues - Environmental

## Noise

- Conduct Noise Study
- Noise Sensitive Sites
  - Residences
  - Recreational Areas



# Key Issues - Environmental

## Potential Section 4(f) Recreational Lands

- Pinellas Trail
- Recreational Areas on Causeway
- Rotary Park
- Honeymoon Island State Park



# Key Issues - Engineering / Design

- Limit Impacts to the Recreation and Natural Areas
- Maintain Recreational Access
- Avoid Utility Relocations
- Maintain Evacuation Route
- Identify Cost Effective Solution
- Enhance Trail Connectivity across Causeway
- Roadway Improvements Limited to Bridge Approaches





# Key Issues – Relief Bridge

- Alternatives

- No-Build
- Rehabilitation
- Replacement



- Vertical Profile – Slightly Higher than Existing

- Above Wave Crest – Wave Vulnerability
- Above Salt Spray – Corrosion Protection

# Relief Bridge Horizontal Alignment

Options include:

- Existing Alignment
- Partial Offset North
- Partial Offset South

Partial Offset to the South

- Maintains 2 Lanes of Traffic During Construction
- Avoids Right-of-Way Impacts
- Avoids Utility Impacts



# Key Issues – Main Bridge

- Alternatives
  - No-Build
  - Rehabilitation
  - Replacement
- Vertical Alignment Options
  - Low-Level Bascule Bridge
  - Mid-Level Bascule Bridge
  - High-Level Fixed Bridge

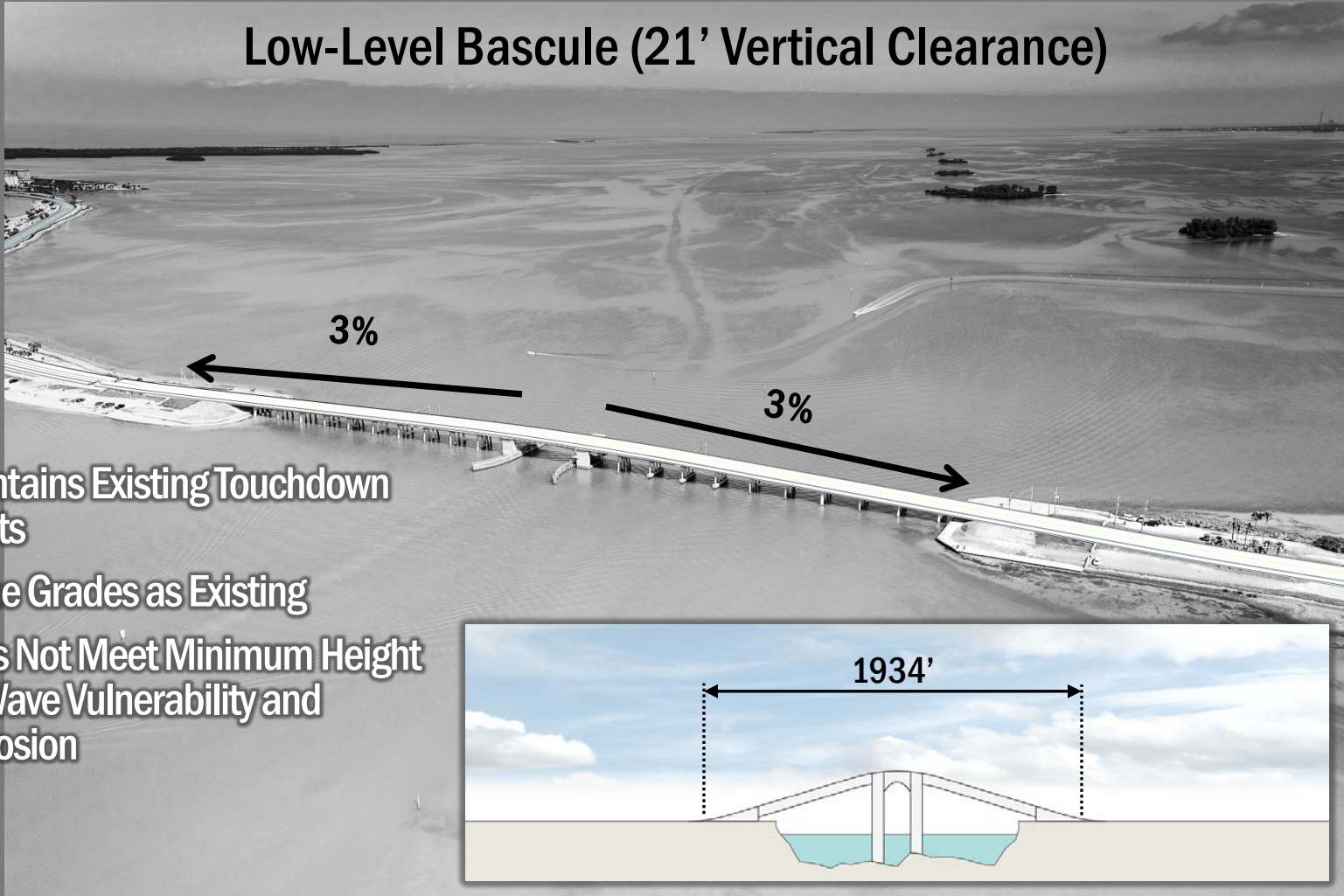




# Main Bridge Vertical Alignment Options

## Low-Level Bascule (21' Vertical Clearance)

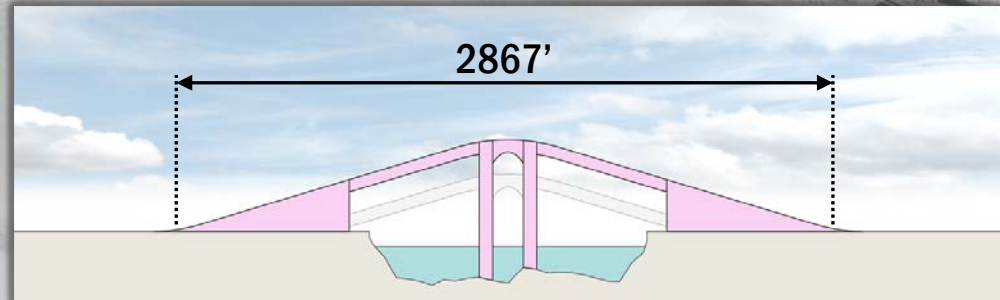
- Maintains Existing Touchdown Points
- Same Grades as Existing
- Does Not Meet Minimum Height for Wave Vulnerability and Corrosion



# Main Bridge Vertical Alignment Options

## Mid-Level Bascule (45' Vertical Clearance)

- Touchdown Points are Slightly Extended
- Same Grades as Existing
- Meets Minimum Height for Wave Vulnerability and Corrosion

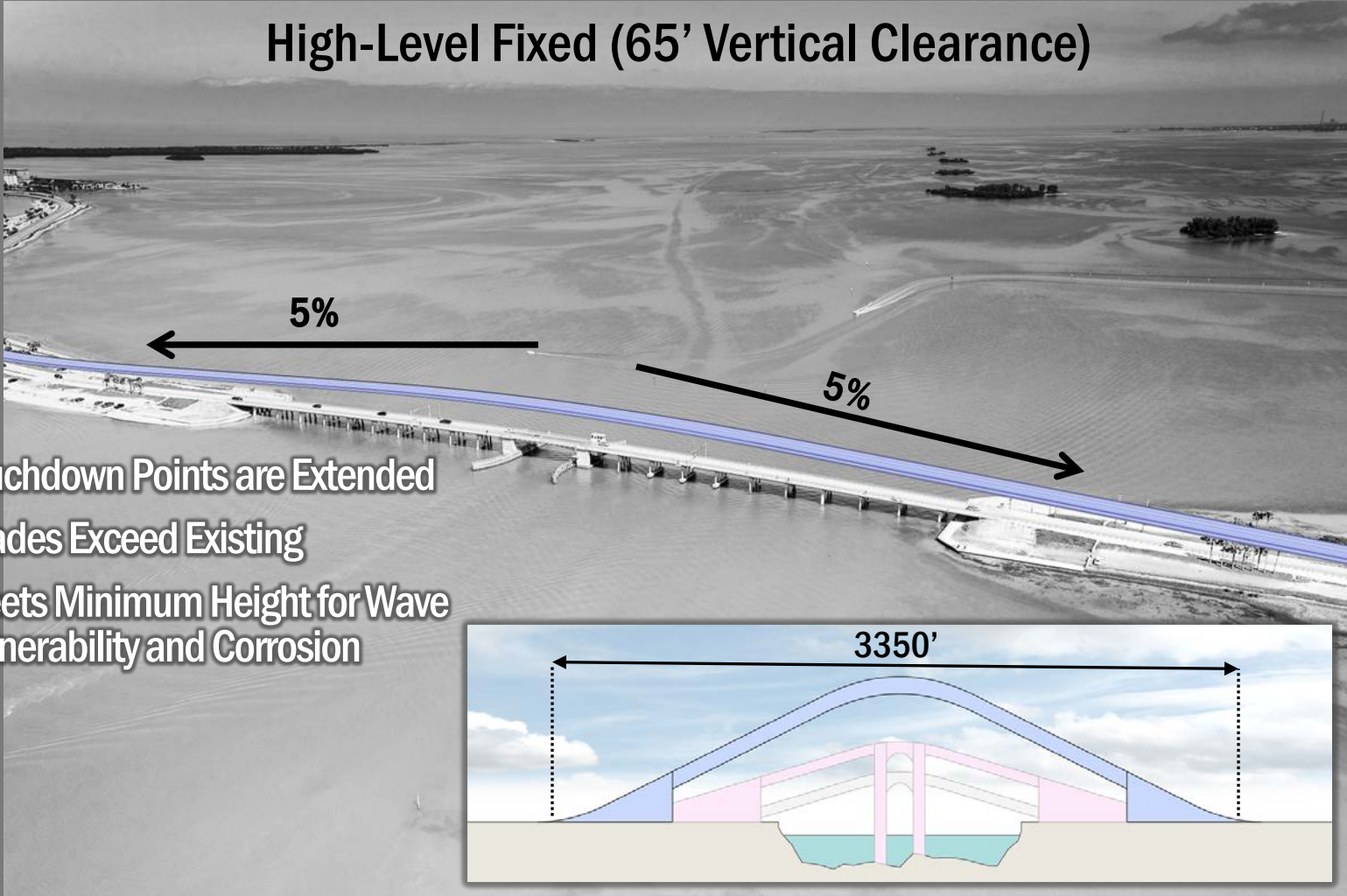




# Main Bridge Vertical Alignment Options

## High-Level Fixed (65' Vertical Clearance)

- Touchdown Points are Extended
- Grades Exceed Existing
- Meets Minimum Height for Wave Vulnerability and Corrosion





# Main Bridge Horizontal Alignments

## Full Offset to North

- Impacts City Water Main and Force Main Utilities
- Impacts Recreation Areas on North Side
- **Increases** Recreation Areas on South Side



# Main Bridge Horizontal Alignments

## Full Offset to South

- Possible Impacts to Gas Main
- Impacts Recreation Areas on South Side
- **Increases** Recreation Area on North Side



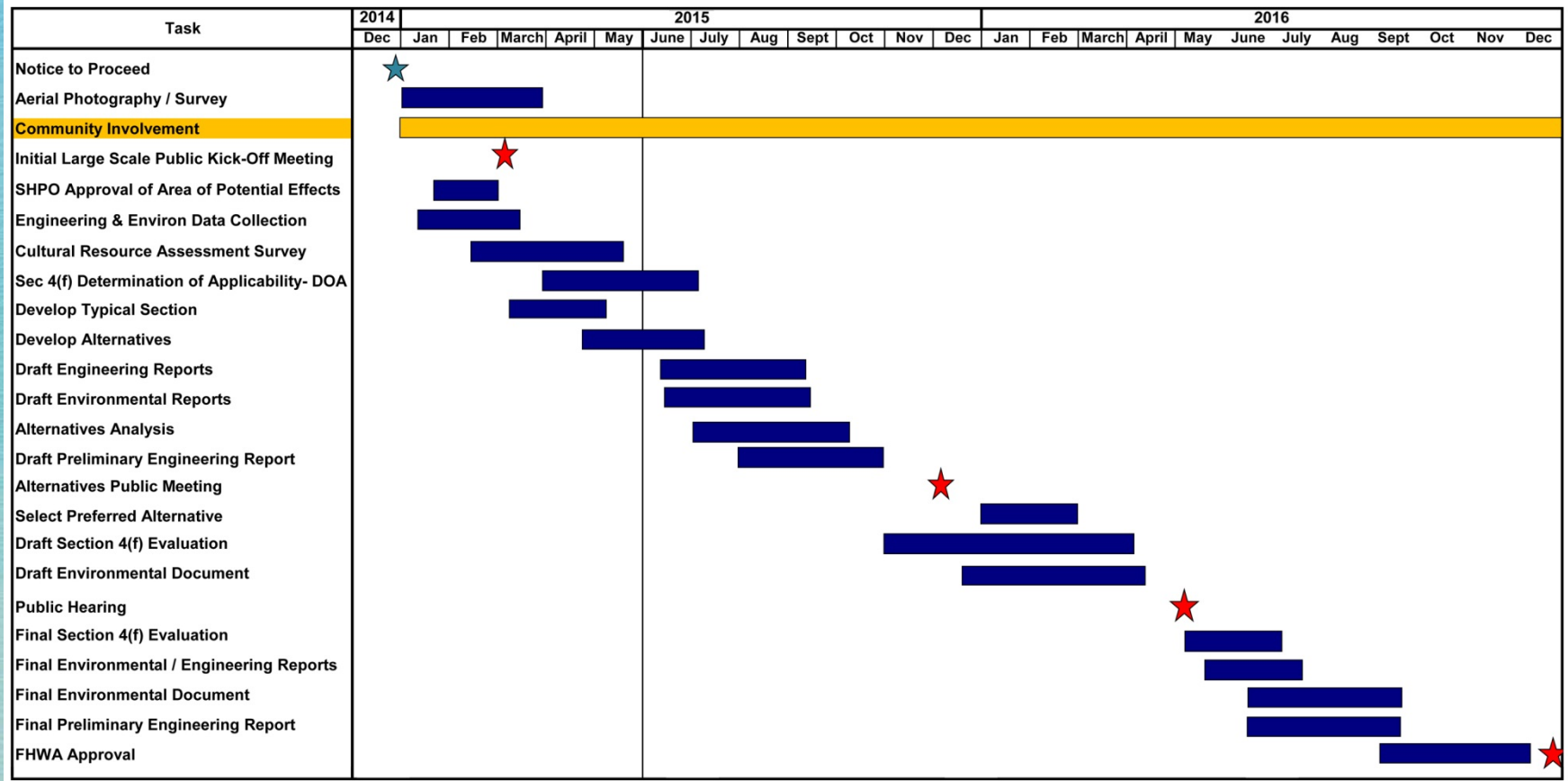
# Main Bridge Horizontal Alignments

- Existing Alignment (w/Temporary Bridge)
  - Temporary Impacts to Recreation Areas
  - Temporary Wetland Impacts
- Reduces Permanent Impacts
- Avoids Utility Impacts





# Schedule – 24 Months





# Questions & Answers

