

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**TYPE 2 CATEGORICAL EXCLUSION DETERMINATION FORM**

**1. GENERAL INFORMATION**

County: Pinellas  
Project Name: Beckett Bridge PD&E Study  
Project Limits: Chesapeake Drive to Forest Avenue  
Project Numbers: 2161      13040      424385-1-20-01      S129-343-R  
County PID      ETDM      Financial Management      Federal-Aid

**2. PROJECT DESCRIPTION AND NEED**

**a. Project Description**

The Beckett Bridge (Bridge No. 15400) carries Riverside Drive over Whitcomb Bayou in the City of Tarpon Springs, Pinellas County, Florida. The Bridge is owned and operated by Pinellas County. The Beckett Bridge is a two lane, single-leaf rolling-lift bascule bridge that was originally constructed in 1924 as a timber bridge with a steel movable span. The fixed timber approach spans were replaced with concrete approach spans in 1956. The bridge currently provides approximately six feet of vertical clearance at the fenders for boats navigating under the bridge, and 25 feet of horizontal clearance between the fenders. 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 (see **Figure 1** – Existing Bridge Typical Section). The overall width of the existing bridge is 28 feet- ½ inch.

Boats moored at waterfront properties south of the bridge along Whitcomb Bayou need to pass under the bridge to reach the Anclote River and eventually the Gulf of Mexico. The bridge opens on demand with two hours' notice. County records indicate that the number of bridge openings varied from 10-20 between 2009 and 2012.

The project consists of replacing the existing low-level movable two-lane bridge with a new two-lane low-level single-leaf, rolling lift bridge of similar design with approximately 7.8 feet of vertical clearance at the fenders. Proposed roadway improvements are limited to the approach roadways. The project limits extend along Riverside Drive from Chesapeake Drive across Whitcomb Bayou to Forest Avenue, a distance of approximately 0.3 miles. Alternatives considered included the No-Build Alternative, No-Build with Permanent Removal of the Bridge, Rehabilitation, Replacement with a mid-level Fixed Bridge (with 28 feet of vertical clearance), and Replacement with a low-level Movable Bridge.

**b. Purpose and Need**

The purpose of the proposed project is to provide for the safe efficient movement of vehicles within the City of Tarpon Springs and between major arterials, including US 19, downtown Tarpon Springs and destinations to the west of Whitcomb Bayou in Pinellas County. The proposed project will also provide local and regional connectivity across Whitcomb Bayou and provide direct access to a designated county emergency evacuation route (Tarpon Avenue) for about 5,400 local residents and the coastal community.

According to recent (06/27/13) FDOT inspection reports, the existing bridge has an overall Structure Inventory and Appraisal Sufficiency Rating of 44.9 out of 100. The bridge is considered functionally obsolete, based primarily on the substandard clear roadway width of only 20 feet and substandard roadway safety features. 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. There are no shoulders on the bridge (see **Figure 1** - Existing Bridge Typical Section).

Minimum required lane and shoulder widths prescribed by the American Association of State Highway and Transportation Officials (AASHTO) are not met. The sidewalks on the bridge are narrow and do not meet current accessibility requirements established by the Americans with Disabilities Act (ADA). The bridge railings do not meet current standards for pedestrian safety or geometric and crash testing safety standards for vehicles. Approach guardrail and transitions and end treatments also do not meet current safety standards.

The existing vertical clearance at the fenders is six feet. The tip of the bascule leaf overhangs the fender with the leaf fully raised and does not provide unlimited vertical clearance between the fenders. The existing horizontal clearance between the fenders is 25 feet.

Although the bridge is not considered Structurally Deficient, the bridge has a substandard load carrying capacity requiring weight restrictions. The bridge is currently posted for legal loads limited to 2-ton Single Unit Trucks and 15-ton Combination Trucks. Repairs in 1979 and 1988 included installation of crutch bents due to settlement and lateral stability concerns. Repairs in 2011 were performed to correct issues with the operating machinery and bascule leaf alignment.

The existing bridge has substandard sidewalks (2 feet 2 inches wide) and no shoulders or bicycle lanes. No officially designated county or regional trails cross the Beckett Bridge. However, the Pinellas Trail, a 37-mile long regional trail extending from St. Petersburg to Tarpon Springs, is located just east of the project. The Pinellas County Trailways Plan, included in the Pinellas County MPO 2035 Long Range Transportation Plan, identifies the proposed Howard Park Trail which will provide access to Howard Park from the Pinellas Trail via Riverside Drive/North Spring Boulevard, crossing the Beckett Bridge.

Based on 2012 traffic counts, the Annual Average Daily Traffic (AADT) is currently 7,700 vehicles. Traffic models predict that the AADT will increase to 8,200 vehicles in 2018 (Opening Year) and to 9,700 vehicles in 2038 (Design Year). Correction of structural deficiencies affecting the load capacity of the existing bridge could result in higher truck traffic in the future.

Six public schools are located within three miles of the Beckett Bridge. However, since the Beckett Bridge is currently load posted for two tons, school busses (which weigh on average 10-15 tons) are not permitted to cross the bridge. Accordingly, an alternate, longer route for school busses is required.

### **c. Proposed Improvements**

The Recommended Alternative is replacement of the existing two-lane bascule Beckett Bridge with a new two-lane single-leaf, rolling lift bridge of similar design. The proposed bridge would provide 7.8 feet of vertical clearance over the navigation channel at the fenders in the closed position. The horizontal clearance between the fenders will be 25 feet. Unlimited vertical clearance will be provided in the open position for the width of the channel between the fenders. The new bridge would be constructed within existing right-of-way, on approximately the same alignment as the existing bridge. The proposed bridge will be approximately 19 feet wider than the existing bridge.

The proposed bridge is likely to qualify for a General Permit from the Southwest Florida Water Management District (SWFWMD) and treatment of stormwater runoff from the bridge would not be required. However, if treatment of stormwater is required, it is anticipated that compensatory, offsite treatment will be acceptable. Accordingly, acquisition of additional right-of-way is not anticipated to address water quality concerns.

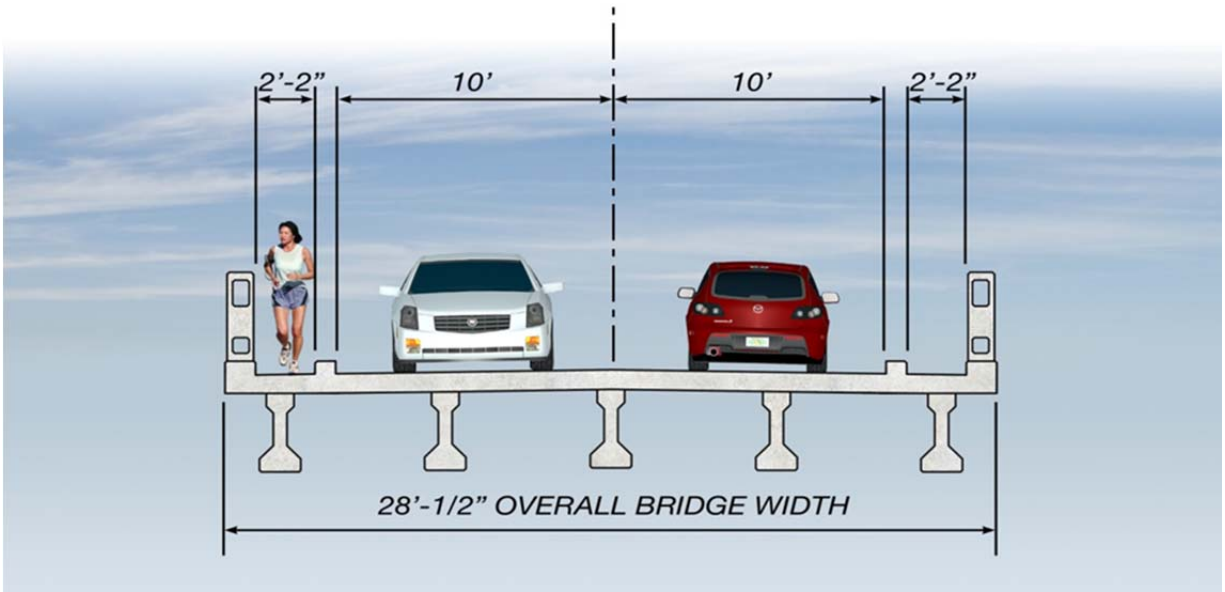
The proposed bridge typical section for the low-level Movable Bridge Alternative has a total out-to-out width of 47.2 feet (see **Figure 2** – Proposed Movable Bridge Typical Section). The typical section includes two, 11-foot wide travel lanes with 5.5-foot shoulders that can function as undesignated bicycle lanes. Sidewalks (six feet wide) are proposed on both sides of the bridge.

The maximum proposed grade is five percent, which meets ADA requirements. Roadway reconstruction is limited to the bridge approaches. The approach roadway will return to existing grade at Pampas Avenue on the east side of the bridge. On the west side of the bridge, the approach roadway will return to existing grade just east of Chesapeake Drive. The approach roadway will be close enough to the existing grades at the driveways to the Bayshore Mobile Home Park, the Tarpon Springs Yacht Club and Venetian Court to allow connection of these driveways with minimal re-grading.

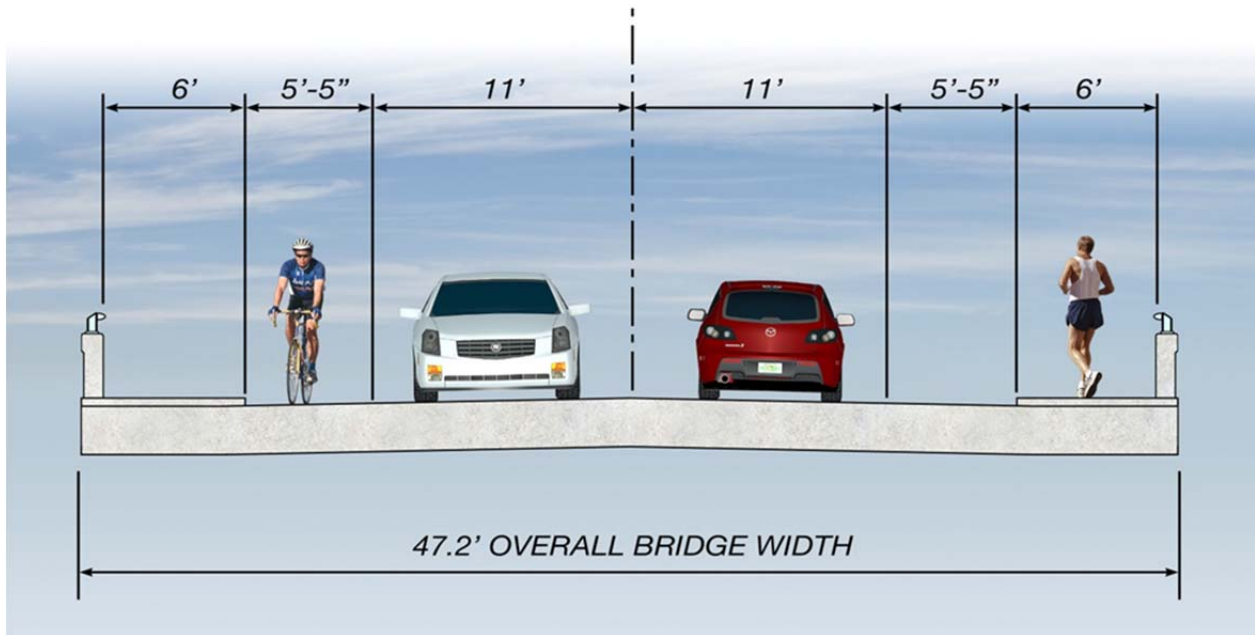
Access to residential property driveways along Riverside Drive will still be accessible. Resurfacing (only) is proposed between Forest Avenue and Pampas Avenue. The proposed roadway profile would be approximately two feet higher than the existing roadway at the west end of the bridge, and approximately four feet higher at east end of the bridge.

The proposed roadway section west of the bridge consists of two 10-foot wide through lanes (one in each direction) and 5.5-foot wide outside shoulders that can function as undesignated bicycle lanes. Because of the limited right-of-way, a six-foot wide sidewalk is proposed only on the north side of the roadway. No sidewalks are proposed on the south side of the roadway, adjacent to the Bayshore Mobile Home Park.

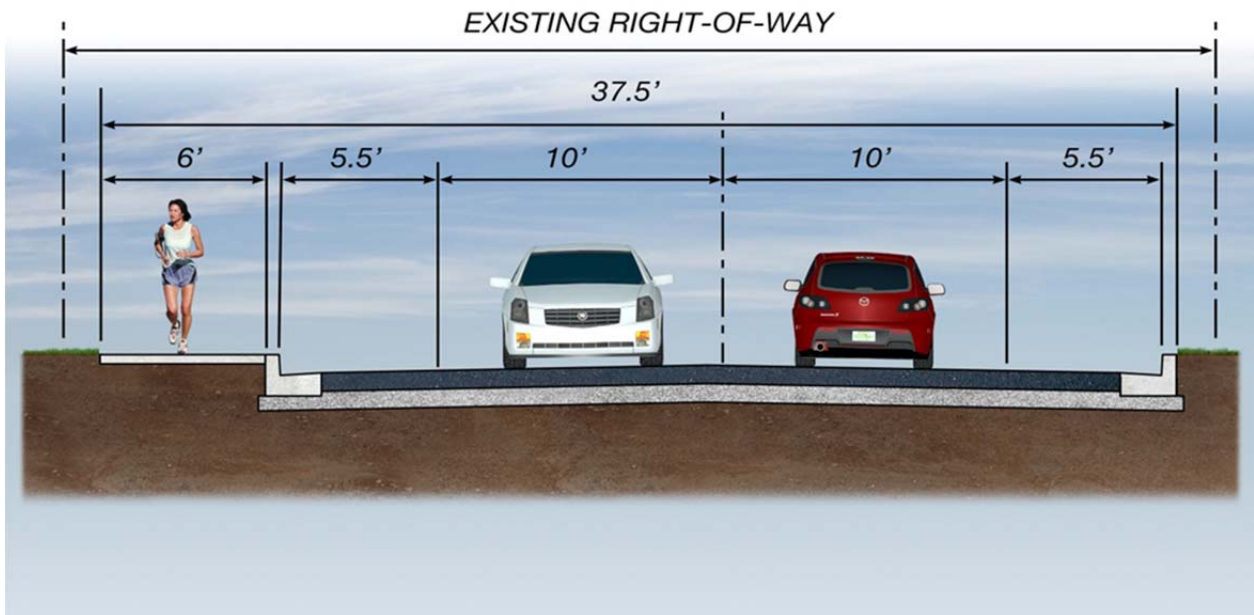
East of the bridge, the roadway section consists of two 11-foot wide through lanes (one in each direction) and 5.5-foot wide outside shoulders that can function as undesignated bicycle lanes. Six-foot wide sidewalks are proposed on both sides of the roadway. **Figures 3 and 4** illustrate the proposed roadway sections for the west and east sides of the bridge, respectively.



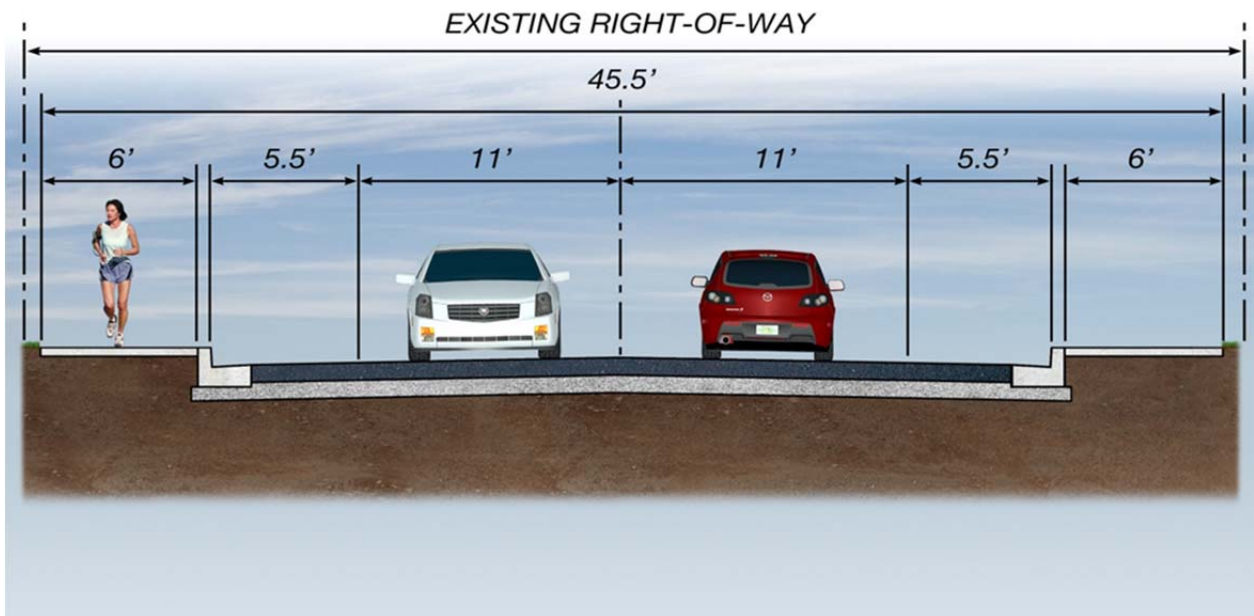
**Figure 1. Existing Bridge Typical Section**



**Figure 2. Proposed Movable Bridge Typical Section**



**Figure 3. Proposed Roadway Section West of Proposed Movable Bridge**



**Figure 4. Proposed Roadway Section East of Proposed Movable Bridge**


d. **Project Planning Consistency**


<p><b>Currently Adopted CFP-LRTP</b></p>	<p>Based on the Pinellas County Metropolitan Planning Organization (MPO) 2040 Long Range Transportation Plan (LRTP), adopted December 10, 2014, and the Transportation Element of the Pinellas County 2008 Comprehensive Plan, the current lane configuration for the project corridor is expected to remain two-lanes through 2040. Accordingly, replacement of the existing two-lane bridge with a new two-lane bridge is consistent with both plans. Rehabilitation, repair or replacement of the existing bridge is consistent with Goal 3, “Provide a safe and secure transportation system for all users” and Objective 3.1, “Reduce the rate and frequency of fatal and incapacitating crashes for all modes of travel” of the 2040 LRTP.</p> <p>The MPO added language regarding the replacement of major County bridge structures, including the Beckett, Dunedin Causeway and San Martin Bridges, to the 2040 LRTP. These projects are non-capacity bridge replacement projects. The 2040 LRTP Cost Feasible Plan lists the Beckett Bridge on Table 5-7, which includes “Identified Bridge Replacement Needs”. Beckett Bridge is expected to be structurally deficient and eligible for off-system bridge replacement funds prior to the planned construction year. As such, additional grant funding is anticipated for Fiscal Year (FY) 2019, and the Pinellas County MPO Transportation Improvement Program (TIP) was revised to reflect this on October 22, 2015. The pages from the TIP and LRTP are attached in <b>Appendix A</b>.</p> <p>This PD&amp;E Study was funded with Federal earmark, local and TCSP grants.</p>				
<p><b>Yes</b></p>					
<p><b>PHASE</b></p>	<p><b>Currently Approved TIP</b></p>	<p><b>Currently Approved STIP</b></p>	<p><b>TIP/STIP \$</b></p>	<p><b>TIP/STIP FY</b></p>	<p><b>COMMENTS</b></p>
<p><b>PE</b> (Final Design)</p>	<p>Y Page 227R (amended 10/22/15)</p>	<p>N/A</p>	<p>\$2,800,000</p>	<p>2016-2020</p>	<p><b>Local Funds</b>  (“Penny for Pinellas”) \$600,000 – 2016 \$600,000 – 2017 \$600,000 – 2018 \$800,000 – 2019 \$200,000 – 2020</p>
<p><b>R/W</b></p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>No right-of-way required</p>
<p><b>Construction</b></p>	<p>Y Page 227R (amended 10/22/15)</p>	<p>N/A</p>	<p>\$21,000,000</p>	<p>2019-2020</p>	<p><b>Local Funds</b>  (“Penny for Pinellas”) Federal Grant anticipated for 2019. <i>Beckett Bridge is expected to be structurally deficient and eligible for off-system bridge replacement funds prior to the planned construction year.</i></p>

3. CLASS OF ACTION

- a. Class of Action:  Type 2 Categorical Exclusion
- b. Other Actions:  
 Section 4(f) Evaluation  
 Section 106 Consultation  
 Endangered Species Biological Assessment
- c. Public Involvement:
1.  A public hearing is not required, therefore, approval of this Type 2 Categorical Exclusion constitutes acceptance of the location and design concepts for this project.
  2.  A public hearing was held on February 26, 2014, and a transcript has been provided as a separate document. Approval of this determination constitutes location and design concept acceptance for this project.  
 An opportunity for a public hearing was afforded and a certification of opportunity is included. Approval of this determination constitutes acceptance of the location and design concepts for this project.
  3.  A public hearing will be held and the public hearing transcript will be provided at a later date. Approval of this determination DOES NOT constitute acceptance of the project's location and design concepts.  
 An opportunity for a public hearing will be afforded and a certification of opportunity will be provided at a later date. Approval of this determination DOES NOT constitute acceptance of the project's location and design concepts.
- d. Cooperating Agency:  COE  USCG  FWS  EPA  NMFS  NONE

4. REVIEWERS' SIGNATURES

  
\_\_\_\_\_  
Tony Hornik, P.E., S.I. Pinellas County Project Manager 01 | 19 / 2016  
Date

  
\_\_\_\_\_  
Robin Rhinesmith, FOOT Environmental Administrator 01 | 19 / 2016  
Date

5. FHWA CONCURRENCE

  
\_\_\_\_\_  
(For) Division Administrator or Designee 01 | 25 | 2016  
Date

**6. IMPACT EVALUATION**

**Impact Determination\***

Topical Categories	S i g	N o t S i g	N o n e	N o I n v	Basis for Decision*
<b>A. SOCIAL &amp; ECONOMIC</b>					
1. Land Use Changes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Section A.1 (page 11)</u>
2. Community Cohesion	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Section A.2 (page 11)</u>
3. Relocation Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Section A.3 (page 11)</u>
4. Community Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section A.4 (page 11)</u>
5. Nondiscrimination Considerations	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Section A.5 (page 12)</u>
6. Controversy Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section A.6 (page 12)</u>
7. Scenic Highways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
8. Farmlands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
<b>B. CULTURAL</b>					
1. Section 4(f)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section B.1 (page 12)</u>
2. Historic Sites/Districts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section B.2 (page 13)</u>
3. Archaeological Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Section B.3 (page 16)</u>
4. Recreation Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Section B.4 (page 16)</u>
<b>C. NATURAL</b>					
1. Wetlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section C.1 (page 17)</u>
2. Aquatic Preserves	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section C.2 (page 19)</u>
3. Water Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section C.3 (page 19)</u>
4. Outstanding FL Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section C.4 (page 20)</u>
5. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
6. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section C.6 (page 21)</u>
7. Coastal Zone Consistency	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Section C.7 (page 21)</u>
8. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
9. Wildlife and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section C.9 (page 21)</u>
10. Essential Fish Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section C.10 (page 23)</u>
<b>D. PHYSICAL</b>					
1. Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section D.1 (page 24)</u>
2. Air Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Section D.2 (page 24)</u>
3. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section D.3 (page 25)</u>
4. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section D.4 (page 26)</u>
5. Aesthetic Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section D.5 (page 26)</u>
6. Bicycles and Pedestrians	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Section D.6 (page 27)</u>
7. Utilities and Railroads	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Section D.7 (page 28)</u>
8. Navigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section D.8 (page 29)</u>
a. <input type="checkbox"/> FHWA has determined that a USCG Permit IS NOT required in accordance with 23 CFR 650, Subpart H.					
b. <input checked="" type="checkbox"/> FHWA has determined that a USCG Permit IS required in accordance with 23 CFR 650, Subpart H.					

\* **Impact Determination:** Sig = Significant; NotSig = Not significant; None = Issue present, no impact; NoInv = Issue absent, no involvement. Basis of decision is documented in the referenced attachment(s).



## E. PERMITS REQUIRED

**US Coast Guard** – A Bridge Permit will be required.

**Southwest Florida Water Management District (SWFWMD)** – Based on meetings with SWFWMD staff, it is anticipated that the project will qualify for the 62.330-443 General Permit to the Florida Department of Transportation, Counties, and Municipalities for Minor Bridge Alteration, Placement, Replacement, Removal, Maintenance, and Operation (previously Noticed General Permit 40D-400.443). If the project qualifies for this general permit, water quality treatment of stormwater runoff is not anticipated to be required.

**US Army Corps of Engineers** – It is anticipated that the project will qualify for a Nationwide Permit or a combination of Nationwide Permits (Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act).

Chapter 253, Florida Statute, states that authorization is required from the Board of Trustees of the Internal Improvement Trust Fund (Board) for any activities in, on, or over state-owned, sovereign submerged lands (state lands). The Florida Department of Environmental Protection (FDEP), Division of State Lands has been delegated by the Board to manage the use of State Lands for the good of the public; to maintain traditional uses, such as navigation and fishing; to provide maximum protection of all state lands; and to ensure that all private uses of state lands will generate revenue as just compensation for that privilege. The existing bridge is located within a Sovereign Submerged Lands Easement granted by the Board to the Pinellas County Board of County Commissioners on February 1, 1996. This easement authorized repairs of the existing bridge. It is likely that construction of a new bridge will require modification of this easement. This authorization will be obtained during the ERP permitting process.

40 CFR Part 122 prohibits point source discharges of stormwater to waters of the United States without an NPDES permit. Under the State of Florida's delegated authority to administer the NPDES program, construction sites that will result in greater than one acre of disturbance must file for and obtain either coverage under an appropriate generic permit contained in Chapter 62-621, FAC, or an individual permit issued pursuant to Chapter 62-620, FAC. A major component of the NPDES permit is the development of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP identifies potential sources of pollution that may reasonably be expected to affect the quality of stormwater discharges from the site and discusses good engineering practices (i.e. best management practices) that will be used to reduce the potential for pollutant discharges during construction. The need for this permit will be determined during the Design Phase of the project.

## 7. COMMITMENTS AND RECOMMENDATIONS

Pinellas County will comply with the Section 106 Memorandum of Agreement (MOA) developed during the PD&E Study and signed by the FHWA, State Historic Preservation Officer (SHPO), Pinellas County and FDOT. A copy of the MOA is included in **Appendix B** of this document.

To minimize impacts to navigation and to comply with United States Coast Guard (USCG) requirements, the contractor will be required to coordinate any full or partial closures of the channel to marine traffic during construction with the USCG in Miami, Florida (telephone 305.415.6744) at least sixty (60) days prior to the planned closing.

Pinellas County is committed to working with local government officials and community representatives to solicit input for the design of bridge aesthetic elements and landscaping.

An advisory committee will be established during the Design phase of the project, which will include community and local government representatives. This committee is also required by the Section 106 MOA for this project.

As documented in a letter to the National Marine Fisheries Service (NMFS) and the United States Fish and Wildlife Service (USFWS) dated June 17, 2015 (included in **Appendix C**), the County commits to prohibiting blasting for demolition of the existing bridge.

Pinellas County, in coordination with FDOT, intends to request that the NMFS and USFWS reinitiate “informal” consultation for the project’s effects on the listed species during the final Design phase of the project and in conjunction with the project’s permitting process. Consultation will be concluded before the project is advanced to the Construction phase. Pinellas County, in compliance with 23 CFR 771.133 and Section 7 of the Endangered Species Act (Act), agrees not to begin construction on the project, or otherwise make any irreversible or irretrievable commitment of resources that has the effect of foreclosing the formulation or implementation of any reasonable and prudent alternative, or reasonable and prudent measures (which would not violate Section 7(a)(2) of the Act), until consultation with NMFS and USFWS is concluded. This constitutes a commitment by Pinellas County of reasonable assurance that the Section 7 consultation can be completed as an informal consultation as the project moves forward and project details and commitments are finalized.

The NMFS requested continued coordination at the conclusion of the PD&E Study and during the Design phase when more detailed compensatory mitigation proposals are developed. Accordingly, Pinellas County will coordinate potential wetland and essential fish habitat impacts and proposed mitigation with the NMFS during the Design phase of the project.

Pinellas County will comply with the USFWS and Florida Fish and Wildlife Conservation Commission (FWC) approved “Standard Manatee Construction Conditions” during all in-water work/Construction phases of the project. In addition, the County will coordinate with both agencies concerning site-specific manatee protection measures to be implemented during construction.

As requested by the Florida Wildlife Conservation Commission, Pinellas County will coordinate wetland impacts with the appropriate resource agencies and propose mitigation to offset any adverse impacts to listed species habitat, if determined to be warranted.

If an active bald eagle nest is identified within the 660-foot buffer zone around the construction area, mitigation measures will be implemented to avoid disturbing the species, which may include control of the timing and location of construction activities and the establishment of a buffer zone around active nesting sites.

Pinellas County will coordinate with FWC for the removal of the osprey nests on a utility pole within the construction area during the Design and Permitting phases of the project.

A full detour is proposed during construction of the proposed replacement bridge. Accordingly, the existing bridge will be closed and no temporary roads or bridges will be constructed.

## **A.1 LAND USE CHANGES**

Existing land use was determined by a field review of the project corridor and review of Existing Land Use maps (July 2007) published in the City of Tarpon Springs Comprehensive Plan. Land use in the area is predominantly residential. Bayshore Mobile Home & RV Park is located on the southwest corner of the bridge immediately adjacent to Riverside Drive. The Tarpon Springs Yacht Club is located on the northeast side of the bridge. Two assisted living facilities, Serenity on the Bayou and Tarpon Bayou Center are located on Chesapeake Drive, just north of Riverside Drive. Stamas Yacht Repair and Restoration is located on Pampas Drive, north of Spring Boulevard.

No notable changes in future land use in the vicinity of the project are shown on the 2025 Future Land Use Map (Tarpon Springs Comprehensive Plan). The predominant land use in the vicinity will remain low to medium density residential. The area surrounding the Beckett Bridge is largely built out; accordingly, land for potential new development is limited.

The Impact Determination is “**None**” for this category.

## **A.2 COMMUNITY COHESION**

The proposed replacement bridge will be constructed on approximately the same alignment as the existing bridge. No additional right-of-way will be required. The proposed bridge will provide approximately 7.8 feet of vertical clearance at the fenders, compared to six feet provided by the existing bridge. Accordingly, the vertical profile of the bridge will vary slightly from the existing; however, the bridge approaches will touch down without impacting driveways or roadway intersections. Accordingly, the proposed project will not adversely impact the cohesion of the communities in the vicinity of the bridge. Accordingly, the Impact Determination is “**None**” for this category.

## **A.3 RELOCATION POTENTIAL**

The proposed bridge replacement will be constructed within the County’s right-of-way. Construction of the proposed bridge will not require acquisition of any additional right-of-way and will not result in the relocation of any residences or businesses. Accordingly, the impact determination for this category is “**None**”.

## **A.4 COMMUNITY SERVICES**

Community services, including those providing emergency services located within approximately 1.5 miles of the project include two fire stations, one police station, one hospital, five religious institutions, and five schools. In addition, the Pinellas County Health Department operates a health center within the City of Tarpon Springs, located approximately 1.2 miles from the Beckett Bridge.

Replacement of the existing bridge will have a positive impact on access to community resources. The existing bridge is currently load posted. School busses and large emergency vehicles are prohibited from crossing the bridge. Six public schools are located within three miles of the Beckett Bridge. According to the Route and Safety Auditor for the Pinellas County School Board, if the bridge were rehabilitated or replaced, school bus traffic would be re-routed to travel along Spring Boulevard/Riverside Drive and cross the Beckett Bridge. Approximately 15 to 20 school busses per day could potentially use the bridge. The detour results in additional costs for busses that service schools in the vicinity of the project. The proposed replacement bridge would result in a cost savings for operation of school busses in the community.

Traffic will be detoured during construction of a replacement bridge. Two detour routes are proposed, the longest is approximately 2.75 miles. Emergency response times could be affected for some areas in the immediate vicinity of the bridge while the detour is in effect. Accordingly, the impact determination for this category is “**Not Significant**”.

#### **A.5 NONDISCRIMINATION CONSIDERATIONS**

There are no Census Block Groups with a median income of less than \$25,000 or with a minority population greater than 40% located within the 100-foot buffer distance. There are no minority communities within the project limits or in the immediate vicinity of the existing bridge. To solicit input from communities potentially affected by the proposed project, property owners located within a minimum of 1,000 feet of the project area were notified and invited to an Alternatives Public Workshop and the Public Hearing. Public outreach during the study included meetings and presentations to local governments and local community organizations. Accordingly, the impact determination for this category is “**None**”.

#### **A.6 CONTROVERSY**

There are some members of the community, including the Tarpon Springs Historic Preservation Society Board, that have expressed a strong desire to preserve the existing bridge. Accordingly, three rehabilitation alternatives, rather than one, have been considered and evaluated in detail to date. To date the evaluations have indicated that replacement of the existing bridge is not feasible or prudent. Accordingly, the impact determination for this category is “**Not Significant**”.

#### **B.1 SECTION 4(f)**

The Efficient Transportation Decision Making (ETDM) metadata and its use in generating what resources are "found" within the Environmental Screening Tool (EST) Geographic Information System (GIS) buffers indicate that there are statewide (typically land based) Ecological Greenways Critical Linkages and Greenways Ecological Priority Linkages that could be associated with the proposed project. These FDEP designations contain all of the largest areas of ecological and natural resource significance and the landscape linkages necessary to link these areas together in one functional statewide network. This data was created as part of the Florida Statewide Greenways Planning Process. The Florida Ecological Greenways Network identifies the opportunities to protect large, intact landscapes important for conserving Florida's biodiversity and ecosystem services.

The ETDM Programming Screen Summary Report stated that a review of the GIS analysis data indicates that the following are located within the 100-foot project buffer:

- Priority 6 and Unknown Description Ecological Greenways Critical Linkages and Prioritization Results
- One Low Greenways Ecological Priority Linkages
- Two High Office of Greenways and Trails (OGT) Multi-Use Trail Priorities
- One Low OGT Multi-Use Trail Priorities
- One Low OGT Paddling Trails Priorities

FDEP noted that further review of GIS data and Google Street View revealed that most of these facilities do not currently exist. A review of the Office of Greenways and Trails (OGT) Map did not identify any existing resources within the project area. There are no FDEP designated Ecological Greenways Critical Linkages and Greenways Ecological Priority Linkages that are officially designated, marked or signed as such either within, along or perpendicular (intersecting) to the project's study limits.

The Pinellas County Trailways Plan, included in the Pinellas County MPO 2035 Long Range Transportation Plan, identifies three *future* recreational bicycle/pedestrian trails that will connect to the Pinellas Trail and continue west. These trails are not currently funded, but are included in the Planned Cost Feasible Trailways Projects. One of these trails, the proposed Howard Park Trail, will provide access to Howard Park from the Pinellas Trail via Riverside Drive/North Spring Boulevard, crossing the Beckett Bridge. The Bicycle and Pedestrian Planner at Pinellas County stated that there has been no engineering or other evaluation of these planned cost feasible trailways projects. The MPO is anticipating that improved facilities along these existing routes will be constructed as part of future roadway resurfacing or widening projects. Existing sidewalks on the Beckett Bridge are only 2'2" wide and there are no bicycle lanes or shoulders on the bridge. The proposed project will provide improved pedestrian and bicycle facilities on the Beckett Bridge which will enhance recreational opportunities associated with planned future recreational trails.

Marked and unmarked paddle trails are identified in the "Guide to Pinellas County Blueways," published by the Pinellas County Planning Department in April 2010. One unmarked trail begins in Spring Bayou at Craig Park, just south of the Beckett Bridge. The trail continues north through Whitcomb Bayou, passing under the Beckett Bridge continuing to the Anclote River and eventually to the Gulf of Mexico. Access to navigational opportunities will be maintained to the greatest extent possible during construction. No impacts to this unmarked trail will result by replacement of the Beckett Bridge with the proposed new movable bridge.

FHWA noted that Whitcomb Bayou is located within the Pinellas County Aquatic Preserve. The proposed project will be constructed within the existing Pinellas County transportation right-of-way which is designated for transportation. An Environmental Resource Permit, a USCG bridge permit and a Section 10/Section 404 permit will be required from the USACOE. Compliance with all requirements and conditions of these permits will ensure that potential impacts to water quality, fish and wildlife are avoided or minimized. The proposed project will not cause any proximity impacts that would permanently impair or diminish the Pinellas County Aquatic Preserve resources' attributes which qualify the preserve for protection under the provisions of Section 4(f).

FHWA also noted that if the Beckett Bridge is determined to be National Register of Historic Places (NRHP) eligible and the bridge is demolished, a Section 4(f) Determination of Applicability (DOA) will be required. The Beckett Bridge was determined to be eligible for the NRHP. Accordingly, Section 4(f) is applicable to the project.

FHWA concurred with the conclusions and findings of the Draft Programmatic Section 4(f) Evaluation prepared for this project. The Final Programmatic Section 4(f) Evaluation has been submitted and will be approved concurrently with this environmental document.

The impact determination for Section 4(f) resources is "**Not Significant**".

## **B.2 HISTORIC SITES/DISTRICTS**

A review of the GIS analysis data indicates that three Florida Site File (FSF) Historic Standing Structures are located within the 200-foot buffer distance and four additional FSF Historic Standing Structures and the NRHP-listed Tarpon Springs Historic District and E.R. Meres Sponge Packing House are located within the 500-foot buffer distance.

During the ETDM screening process, SHPO, the Miccosukee Tribe, and the FHWA recommended that a Cultural Resource Assessment Survey (CRAS) be conducted to identify and evaluate any resources that may be eligible for listing in the NRHP. The SHPO also noted that the bridge must be documented using historic bridge forms and evaluated by a professional. FHWA noted that it is not clear whether this bridge is eligible for listing in the NRHP.

Determination of Eligibility (DOE) forms were prepared for the Beckett Bridge (8PI12017) and submitted to the FHWA in August 2012. The purpose of this coordination, prior to submitting the CRAS, was to obtain early input from FHWA and the SHPO on the potential eligibility of the bridge for the NRHP. The DOE concluded that the Beckett Bridge was eligible for listing in the NRHP. Both FHWA and SHPO concurred with this determination in September and October 2012, respectively. The concurrence letter is included in **Appendix B**. A CRAS was conducted for this study; the results are documented in the CRAS report, published separately. The recommendations in the CRAS were approved by FHWA on March 13, 2013. SHPO concurred with the findings of the CRAS on April 11, 2013, included in **Appendix B**. This survey resulted in the identification of 16 newly recorded historic resources within the Area of Potential Effect (APE) including one bridge (8PI12017) and 15 buildings (8PI12043-8PI12055, 8PI12068, 8PI12069). One of these newly recorded historic resources, Beckett Bridge (8PI12017), was determined to be eligible for listing in the NRHP by FHWA and SHPO. The remaining resources (8PI12043-8PI12055, 8PI12068, 8PI12069) are considered ineligible for listing in the NRHP as individual historic resources or as contributing resources to a historic district.

A Cultural Resource Committee (CRC) was established to address Section 106 issues and conduct good faith consultation with affected parties. The rehabilitation alternative originally evaluated and presented at the Alternatives Public Workshop did not propose changing the geometry of the existing bridge. Accordingly, the 2'2" wide sidewalks would remain. Some members of the CRC, including SHPO, recognized the need for improved pedestrian facilities on the bridge. At the request of the CRC and SHPO, two additional rehabilitation alternatives that provided improved pedestrian facilities were evaluated.

One alternative involved widening the bridge to provide wider sidewalks on both sides of the bridge. The second rehabilitation alternative consisted of reconfiguring the existing bridge without widening to provide a wider sidewalk on one side of the bridge. The engineering evaluation determined that both of these alternatives would require removal of the existing bascule leaf and the bascule pier, the only two structural elements of the existing bridge that were part of the original 1924 bridge. A summary of the evaluation of these alternatives is discussed below. Additional details regarding the evaluation are included in the *Draft Preliminary Engineering Report (PER)*, prepared for this study.

#### *Rehabilitation with Widening Alternative*

Pinellas County, in coordination with FDOT District Seven staff, determined that widening the existing bridge would require compliance with the *Florida Green Book* to bring the bridge up to acceptable minimum current safety standards. Accordingly, a minimum acceptable typical section was developed based on these criteria. This typical section consists of two 11-foot travel lanes, one in each direction, 3-foot wide shoulders on both sides and 5.5 foot wide sidewalks on both sides of the bridge. The total width of the bridge would be 42 feet. The total width of the existing bridge is only 28 feet.

Detailed engineering analysis indicates that the additional weight of the wider roadway and the proposed sidewalks cannot be accommodated by the existing bascule span or bascule pier. Major modifications would be required to the approach spans to accommodate the wider typical section. The existing bascule span and bascule pier would need to be removed and replaced. These modifications would result in substantial alteration to the look of the bridge. The final structure will no longer resemble the original historic bridge.

#### *Rehabilitation Alternative which Provides a Single Code Compliant Sidewalk without Widening, or with Minimal Widening of the Existing Bridge*

At the June 11, 2013 meeting in Tallahassee, attended by Pinellas County and its consultants, FDOT, FHWA and SHPO, representatives from the SHPO requested consideration of an additional concept that would modify the existing bridge cross section to accommodate a single, code compliant,

sidewalk, rather than two sidewalks that had been previously proposed. This section summarizes the technical evaluation of concepts with a sidewalk on one side only.

#### *Reconfiguration of the Existing Bridge without Widening*

The most desirable concept from a historic preservation perspective would be to avoid widening of the bridge and simply rework the arrangement of lanes and sidewalk(s) within the width of the existing bridge (28'-0½"). A modified section of the narrowest practical width would include minimum shoulders, a traffic railing (barrier) on the south side, two travel lanes, a sidewalk on a raised curb on the north side, and a traffic railing at the back of sidewalk. The minimum bridge width that would accommodate this section is 32'-1", 4'-0½" wider than the existing bridge. Therefore, the existing bridge width is not sufficient to support two lanes and a single sidewalk without widening.

#### *Reconfiguration of the Existing Bridge with Minimal Widening*

The next most desirable concept from a historic preservation perspective would be one that limits bridge widening and the associated impacts such that the existing bascule pier foundations can be saved. As discussed in the June 11 meeting, if the bridge is widened, the new bridge section must meet minimum standards. The clear roadway width of this minimum section is 28 feet; the overall width of is 36'-1". To accommodate this section the bridge would need to be widened by 8'-0½". The technical issues associated with widening the bridge by 8'-0½" were examined. The evaluation included calculating live load distribution factors (as an indicator of the increase in live load on a main girder due to widening) and approximating dead and live load changes associated with the proposed modifications. The analysis also included determining approximate span balance conditions and corresponding density of the counterweight needed to balance the bridge.

Based on this analysis, it was concluded that widening the bridge to include a single sidewalk that meets current design criteria is not technically feasible unless the bascule pier is replaced as well. The increased dead load and live loads are beyond what the existing foundations can handle without extensive strengthening. The physical size of the existing bascule pier footing precludes increasing the size of the counterweight and the density required of the existing size counterweight is well in excess of that recommended by AASHTO.

#### *Conclusion*

The existing bridge width is not sufficient to support two lanes and a single sidewalk without widening. In comparison to the widening concepts originally developed with two sidewalks, a single sidewalk concept does not offer any significant improvements or reductions in impacts to the scope of bridge rehabilitation. Both require complete replacement of the bascule span and bascule piers. The engineering evaluation determined that both of these alternatives would require removal of the existing bascule leaf and the bascule pier, the only two structural elements of the existing bridge that were part of the original 1924 bridge.

After consideration of the detailed evaluation of all rehabilitation alternatives, the SHPO stated that ample evidence had been provided to support that a new movable bridge would be preferable to rehabilitation. Mitigation will be required.

A third CRC meeting was held on April 24, 2014, following confirmation of the Preferred Alternative as the Recommended Alternative by the Pinellas County Commission at the Commission's April 15, 2014 meeting. Minimization and mitigation options were discussed at this meeting. Based on input from CRC members, including SHPO, a MOA among the FHWA, FDOT and SHPO was prepared. A signed copy of this MOA is included in **Appendix B**. This MOA includes the Historic American Engineering Record (HAER) documentation of the bridge, which includes large-format photography,

printing historic plans on archival paper, and preparing a written narrative. In addition, the following mitigation measures, recommended by the CRC are included:

- The replacement bridge will be a single-leaf, rolling-lift bridge of similar design. However, other aesthetic elements of the bridge will be determined by an aesthetics committee that will be assembled during the design phase. This committee will include representatives of the community and local governments, including the Tarpon Springs Historical Society.
- Elements of the old bridge will be salvaged and incorporated into the design of the new bridge or displayed in a location in the vicinity of the new bridge. The specifics of the design will be determined by Pinellas County in coordination with the aesthetics committee during the design phase.
- There is an existing historic marker or plaque on the current bridge which includes the date the bridge was erected and names of Pinellas County Commissioners at that time. This historic plaque will be incorporated into the new control house so that it will be visible by pedestrians crossing the bridge.
- Information regarding the Beckett Bridge, which is suitable for inclusion in a “public-facing website for project information and educational purposes” and/or suitable for use on a mobile device, such as “What Was There” or “Next Exit History”, is developed. This information will provide a historic account of the bridge to educate the public on its history.

FHWA concurred with the recommendations and findings of the Section 106 Case Study Report on July 17, 2014. SHPO concurred with the report on August 13, 2014. The concurrence letter is included in **Appendix B** of this document. Accordingly, the impact determination for this category is “**Not Significant**”.

### **B.3 ARCHAEOLOGICAL SITES**

During the ETDM screening process, SHPO, the Miccosukee Tribe, and the FHWA recommended that a CRAS be conducted to identify and evaluate any resources that may be eligible for listing in the NRHP. The Miccosukee Tribe of Indians of Florida commented that there are no recorded archaeological sites, including burial mounds, reported near this project. The Tribe also recommended that a CRAS be conducted to ascertain if there are any archaeological sites within the project boundaries. The Tribe stated that if no impacts were found, then no further consultation was necessary. No comments were received from the Seminole Tribe of Florida.

A CRAS was conducted for this study. The results are documented in the CRAS report, published separately. The recommendations in the CRAS were approved by FHWA on March 13, 2013. SHPO concurred with the findings of the CRAS on April 11, 2013 (**Appendix B**). No archaeological sites were newly identified within or adjacent to the project corridor during the current survey and no previously recorded archaeological sites were located within the archaeological APE. Accordingly, the impact determination for this category is “**None**”.

### **B.4 RECREATION AREAS**

The ETDM metadata and its use in generating what resources are “found” within the EST GIS buffers indicate that there are statewide (typically land based) Ecological Greenways Critical Linkages and Greenways Ecological Priority Linkages that could be associated with the proposed project. These FDEP designations contain all of the largest areas of ecological and natural resource significance and the landscape linkages necessary to link these areas together in one functional statewide network. This data was created as part of the Florida Statewide Greenways Planning Process. The Florida Ecological Greenways Network identifies the opportunities to protect large, intact landscapes important for conserving Florida's biodiversity and ecosystem services.



A review of the GIS analysis data indicates that the following are located within the 100-foot project buffer:

- Priority 6 and Unknown Description Ecological Greenways Critical Linkages and Prioritization Results
- One Low Greenways Ecological Priority Linkages
- Two High Office of Greenways and Trails (OGT) Multi-Use Trail Priorities
- One Low OGT Multi-Use Trail Priorities
- One Low OGT Paddling Trails Priorities

FDEP noted that further review of GIS data and Google Street View revealed that most of these facilities do not currently exist. A review of the OGT Map did not identify any existing resources within the project area. There are no FDEP designated Ecological Greenways Critical Linkages and Greenways Ecological Priority Linkages that are officially designated, marked or signed as such either within, along or perpendicular (intersecting) to the project's study limits.

The Pinellas County Trailways Plan, included in the Pinellas County MPO 2035 Long Range Transportation Plan, identifies three *future* recreational bicycle/pedestrian trails that will connect to the Pinellas Trail and continue west. These trails are not currently funded, but are included in the Planned Cost Feasible Trailways Projects. One of these trails, the proposed Howard Park Trail, will provide access to Howard Park from the Pinellas Trail via Riverside Drive/North Spring Boulevard, crossing the Beckett Bridge. The Bicycle and Pedestrian Planner at Pinellas County stated that there has been no engineering or other evaluation of these planned cost feasible trailways projects.

The MPO is anticipating that improved facilities along these existing routes will be constructed as part of future roadway resurfacing or widening projects. Existing sidewalks on the Beckett Bridge are only 2'2" wide. There are no bicycle lanes or shoulders on the bridge. The proposed project will provide improved pedestrian and bicycle facilities on the Beckett Bridge. This will enhance recreational opportunities associated with planned future recreational trails. Accordingly, the impact determination for this category is "**Not Significant**".

## C.1 WETLANDS

A review of the GIS analysis data indicates that the National Wetlands Inventory (NWI) lists 1.5 acres (19.01%) of estuarine wetlands within the 100-foot buffer distance, 3.7 acres (20.7%) of estuarine wetlands within the 200-foot buffer distance, and 10.0 acres (18.21%) of estuarine wetlands within the 500-foot buffer distance. SWFWMD noted that there are wetlands consisting of red mangrove (*Rhizophora mangle*) and black mangrove (*Avicennia germinans*) at the following locations: at the bridge crossing; both upstream and downstream of the bridge crossing on the west shore of the bayou; and on the south side of Riverside Drive within the east approach cross section across from Pampas Avenue. In addition, seagrass beds are present in the Bayou both upstream and downstream of the bridge crossing except in the deepest parts of the Bayou.

The USEPA noted that any studies for this project should focus on identifying the wetland areas and other natural resources (mangroves) to be potentially impacted and what type of additional analysis, if any, will be needed. Additional analyses may be needed such as delineation of wetlands and functional analysis of wetlands to determine their value and function, an evaluation of stormwater pond sites, avoidance and minimization strategies, and mitigation plans to compensate for adverse impacts.

A detailed site review was conducted by project team biologists. Based on collected field data and in-house reviews, one tidally influenced, estuarine surface water known as Whitcomb Bayou occurs within the project area. Two wetland habitat types, mangrove swamps and oyster bars are included

within the Whitcomb Bayou boundaries of the project study area. Additional descriptions of wetlands found in the vicinity of the bridge are described below:

#### Surface Water 1 (Whitcomb Bayou)

FLUCFCS: 540 (Bays and Estuaries)

FWS: E2UB3 (Estuarine, Intertidal, Unconsolidated Bottom, Mud)

Bays and estuaries are tidally influenced inlets or large bodies of water that extend from the ocean into the land mass of Florida. Within the project study area, this category includes 10.38 acres of Whitcomb Bayou.

Whitcomb Bayou is part of the Anclote River Bayou complex. The Anclote River Bayou complex is a Class III Outstanding Florida Water in the Pinellas County Aquatic Preserve. Within the project area, the west and east shorelines of the bayou are hardened with vertical seawalls. Bottom sediments within the project study area consist of unconsolidated mud. According to the Florida Fish and Wildlife Conservation Commission (FWC) (2010), the nearest documented seagrass beds are located approximately 200 feet north of the project study area. However, no seagrass or attached macro-algae were observed within the project study area during the June 2012 field review. No seagrass blades or macro algae branchlets were present within the rack line in or adjacent to the project study area.

#### Mangrove Swamps

FLUCFCS: 612

FWS: E2SS3 (Estuarine, Intertidal, Scrub-Shrub, Broad-Leaved Evergreen)

Mangrove swamps are typically coastal hardwood swamps where red mangrove and/or black mangroves are pure or predominant. White mangroves (*Laguncularia racemosa*) are also typically found within these swamps. Within the project study area, mangrove stands are dominated by black mangrove, white mangrove, red mangrove, saltweed (*Philoxerus vermicularis*), and marsh elder (*Iva frutescens*). Mangroves were observed on the west end of Beckett Bridge, north and south of the existing roadway. In addition, mangroves and associated species were observed along Whitcomb Bayou on the south side of North Spring Boulevard. The mangroves in this area are trimmed and maintained. Mangrove swamps comprise 0.12 acre of the total project study area. During the field review, no bird nests or wading birds were observed within the mangrove swamps.

#### Oyster Bars

FLUCFCS: 654

FWS: E2RF2 (Estuarine, Intertidal, Reef, Mollusk)

Barnacles (*Balanus* sp.) and oysters (*Crassostrea virginica*) were observed in the intertidal zone attached to the bridge pilings, seawall face, and pieces of debris on the bottom of the bayou. A dense accumulation of live oysters was observed under the east and west ends of Beckett Bridge. Oyster bars comprise 0.17 acre of the total project study area.

Most wetland impacts that may occur as a result of construction of any of the three build alternatives are limited to shading as a result of the widened structure. Vegetated wetland habitats were considered to be impacted if located under the drip line of the proposed structure. Bridge piling impacts are unknown at this time since detailed design is not available. However, it is assumed that the removal of old pilings and replacement of new pilings will result in less or similar open water impacts; therefore, fill impacts to open water habitat underneath the drip line are assumed to be *de minimus*.

The proposed project will impact approximately 0.01 acre of Mangrove Swamp and 0.02 acre of Oyster Bars. The wetlands within the project study area impacted by the proposed improvements were assessed using the Uniform Mitigation Assessment Methodology (UMAM) per Chapter 62-345, FAC. The results are provided below.

## UMAM Summary for Wetland Impacts and Functional Loss

Proposed Project	FLUCFCS Code	FWS Classification	Delta	Wetland Impacts	
				Impact Acres	Functional Loss <sup>1</sup>
Movable Bridge	612	E2SS3	0.17	0.01	0.002
	654	E2RF2	0.13	0.02	0.001

<sup>1</sup>Total Functional Loss rounded to the nearest hundredth.

Based on meetings with SWFWMD staff, it is anticipated that the project will qualify for the 62.330-443 General Permit to the Florida Department of Transportation, Counties, and Municipalities for Minor Bridge Alteration, Placement, Replacement, Removal, Maintenance, and Operation (previously Noticed General Permit 40D-400.443). If the project qualifies, no mitigation will be required since the wetland impacts will be less than 0.5 acre.

If the project does not qualify for this General permit, or if mitigation is required by other agencies, a mitigation plan will be developed during the design phase. Mitigation through Chapter 373.4137, F.S. (i.e., Senate Bill, 1986) is not available for this project because FDOT is not the applicant. A review of the available data from FDEP and the water management districts indicates that the proposed project currently is not located within the service area of any permitted mitigation banks. For the reasons listed above, any unavoidable wetland impacts will have to be mitigated (if required) by creating, restoring, enhancing, or preserving wetlands on-site or off-site within the same drainage basin if there are no mitigation opportunities at the project site.

No seagrass beds will be impacted. If mitigation is required by one of the reviewing agencies, “in-kind” mitigation at the project site may not be a feasible option due to the limited ROW and surrounding developments. Therefore, an “out-of-kind” mitigation option, such as water quality improvements, may be requested during the design and permitting phase of this project. Any proposed mitigation will be coordinated with the NMFS, FWS, and the SWFWMD. Accordingly, the impact determination for this category is **“Not Significant”**.

### C.2 AQUATIC PRESERVES

A review of the GIS analysis from the EST indicates that the project is located in and adjacent to the Pinellas County Aquatic Preserve which is an Outstanding Florida Water. The County will implement appropriate best management practices during construction to prevent violations to water quality standards. The project will be located within the existing County right-of-way.

An Environmental Resource Permit will be required for construction of the proposed project. Permit requirements and conditions related to water quality will be complied with. Because the proposed new bridge does not provide any additional capacity, it is not anticipated that this project will have a substantial impact on water quality. Accordingly, the impact determination for this category is **“Not Significant”**.

### C.3 WATER QUALITY

The proposed new movable bridge will be constructed on approximately the same alignment as the existing bridge. The new bridge will only provide two travel lanes, the same as on the existing bridge. No additional capacity will be added. However, the proposed new movable bridge will be wider than

the existing to provide travel lanes, shoulders and sidewalks that meet current design standards. There are no shoulders on the existing bridge, and the sidewalks are substandard (only 2'2" wide).

As stated in the ETDM Summary Report, the entire project is located in the Anclote River Bayou Complex (WBID 1440A) watershed which is a major embayment (bayou) of the tidal segment of the Anclote River (WBID 1440). The river, which heads 1.3 miles west of US 41 in Pasco County, discharges to the Gulf of Mexico (WBID8045C) at the Pasco-Pinellas County Line just north of St Joseph's Sound (WBID 8045D). Beckett Bridge carries Riverside Drive over Minetta and Whitcomb Bayous, both of which are included in the Pinellas County Aquatic Preserve and are designated Outstanding Florida Waters (OFWs).

The FDEP Verified List of Impaired Waters, dated May 19, 2009, included information regarding total maximum daily levels (TMDLs) for various constituents in the OFWs located in the vicinity of the project area. The following conclusions related to TMDLs were included in that list:

1. Nutrients: The Anclote River Bayou Complex (WBID 1440A) is impaired for nutrients
2. Dissolved oxygen: The Anclote River Bayou Complex (WBID 1440A) is impaired for dissolved oxygen.
3. Mercury in fish: The Anclote River Tidal watershed (WBID 1440) is impaired for mercury in fish.

Additionally, information from DRASTIC analyses indicates that the surficial aquifer and the Floridan Aquifer within the 100-foot to 500-foot buffers to the project limits have high potentials for contamination. The surficial aquifer is used for landscape irrigation and it contributes flows to canals, ditches and streams in the area. The Stamas Yacht facility, located within 420 feet of the east terminus of the project, may have produced contaminated soils or groundwater plumes within 100-200 feet of the project. Therefore, the FDEP recommended in the ETDM report that an assessment of the areas to be excavated for the project be done to ensure that no pollution from contaminated soils or waters results from project activities.

A Water Quality Impact Evaluation (WQIE) was conducted for this project to comply with the Clean Water Act (surface waters) and the Safe Drinking Water Act (groundwater impacts). The WQIE Checklist is included in the project files.

A Contamination Screening Evaluation Technical Memorandum was prepared for this project. Only one site within the project study area was assigned a "Medium" risk. This site, Stamas Yacht, Inc., presents a contamination potential based on current and historical environmental records; however, it is not anticipated that this facility will be impacted as part of the current project design.

The County will implement appropriate best management practices during construction to prevent water quality violations. An Environmental Resource Permit will be required for construction of the proposed project. The contractor will comply with all permit requirements and conditions related to water quality. Because the proposed new bridge does not provide any additional capacity, it is not anticipated that this project will have a substantial impact on water quality. Accordingly, the impact determination for this category is "**Not Significant**".

#### **C.4 OUTSTANDING FLORIDA WATERS**

A review of the GIS analysis from the EST indicates that the project is located in and adjacent to the Pinellas County Aquatic Preserve which is an Outstanding Florida Waters. The project will be located within the existing County right-of-way. The County will implement appropriate best management practices during construction to prevent water quality violations. An Environmental Resource Permit will be required for construction of the proposed project. Permit requirements and conditions related

to water quality will be complied with. Because the proposed new bridge does not provide any additional capacity, it is not anticipated that this project will have a substantial impact on water quality. Accordingly, the impact determination for this category is **“Not Significant”**.

## **C.6 FLOODPLAINS**

In accordance with the requirements set forth in 23 CFR 650A, the project corridor was evaluated to determine the effects, if any, of the proposed alternatives on the hydrology and hydraulics of the area. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs), Panel 19 of Map Number 12103C00196 (September 2003), the Beckett Bridge and immediate vicinity are located within the 100 year floodplain in designated Zone AE. The Base Flood Elevation established for Minnetta Bayou/ Spring Bayou is elevation 10 feet which is associated with coastal tidal surge conditions.

The proposed replacement bridge will be constructed in approximately the same location as the existing bridge to minimize impacts. There are no existing or proposed cross drains within the project limits. The proposed structure (replacement bridge) will be hydraulically equivalent to or greater than the existing structure, and backwater surface elevations are not expected to increase. Within the project corridor, the improvements to the existing Riverside Drive and Beckett Bridge represent transverse encroachments on the floodplain. This encroachment should remain at existing levels. As a result, the project will not affect existing flood heights or floodplain limits.

Cut and fill activities required as part of the roadway improvements are not expected to significantly impact the fauna, flora, and open space environments along the corridor. The project will not result in substantial adverse environmental impacts. The proposed project will not significantly change the risks or damages associated with roadway flooding. There will not be significant change in the potential for interruption or termination of emergency services or emergency evacuation routes. Therefore it has been determined that this encroachment is not significant.

The encroachments for the bridge will mainly involve modifications at the approaches to the bridges as well as incidental encroachments due to bridge modification or replacement activities, where applicable. Since the existing flood zones are associated with coastal surge, compensation for the floodplain impacts is not anticipated to be required by the regulatory agencies. Accordingly, the impact determination for this resource category is **“Not Significant”**.

## **C.7 COASTAL ZONE CONSISTENCY**

According to the ETDM EST *Track Clearinghouse Projects Report* for this project, the State of Florida has determined that this project is consistent with the Florida Coastal Zone Management Plan (FCMP). The State’s final concurrence of the project’s consistency with the FCMP will be determined during the environmental permitting process in accordance with Section 373.428, Florida Statutes. Therefore, the impact determination for this category is **“None”**.

## **C.9 WILDLIFE AND HABITAT**

Review of GIS data indicates that the project is located within the Springs Coast Ecosystem Management Area, the West Indian Manatee Consultation Area and Important Manatee Area (IMA); the Consultation Areas for both the scrub jay and piping plover; and the core foraging area for the woodstork. No designated Critical Habitat was identified within the project study area.

A Biological Assessment Technical Memorandum was prepared for the project and coordinated with the USFWS and the FWC. Project biologists made a finding of "no effect" for the Southeastern American kestrel and Florida sandhill crane, and a finding of "not likely to adversely affect" for the

wood stork and eastern indigo snake. For all the other evaluated species, a determination that the project "may affect, but is not likely to adversely affect" these species was concluded in the report. The FWC, by letter dated April 22, 2013 (included in **Appendix C**) concurred with these determinations and supported the protected species commitments identified in the report which include the following:

1. Compliance with the USFWS "Standard Protection Protocols for the Eastern Indigo Snake" and paragraph E of the U.S. Army Corps of Engineers Eastern Indigo Snake Programmatic Key.
2. Compliance with the USFWS and FWC approved "Standard Manatee Construction Conditions" during all in-water construction phases of the project, and coordination with the USFWS and FWC during the design and permitting phases of the project for additional site-specific manatee protection measures to be implemented during construction.
3. Submission of a blasting plan (if blasting occurs\*), which includes the use of qualified observers and an aerial survey, to USFWS and FWC for review and approval prior to construction. [*\*Note that pending further coordination with NMFS and USFWS, the County commits to prohibiting blasting for demolition of the existing bridge*]
4. Coordination of wetland impacts with the appropriate resource agencies and propose mitigation to offset any adverse impacts to listed species habitat, if determined to be warranted.
5. If an active bald eagle nest is identified within the 660-foot buffer zone around the construction area, mitigation measures will be implemented to avoid disturbing the species, which may include control of the timing and location of construction activities and establishment of a buffer zone around active nesting sites.
6. Coordination with FWC for the removal of the osprey nests on a utility pole within the construction area during the design and permitting phase of the project.

By letter dated June 12, 2013 (included in **Appendix C**), the USFWS initially concurred with the Biological Assessment's determination that the project may affect, but is not likely to adversely affect the piping plover, is not likely to adversely affect the wood stork or eastern indigo snake and will have no effect on federally listed plants. The USFWS further noted that there is no appropriate habitat for the piping plover, no suitable foraging habitat for the woodstork, and no undisturbed upland habitat near the project that might support the eastern indigo snake or listed plants. Accordingly, the USFWS will not require implementation of the "Standard Construction Measures for the Eastern Indigo Snake".

USFWS also stated that they will not be able to make an impact determination for the Florida manatee, gulf sturgeon or sea turtles until more specific information is available concerning construction. The timing and duration of construction, as well as construction methods, will determine the appropriate conditions to safeguard manatees and other aquatic species. Accordingly, in a letter to USFWS dated June 17, 2015, Pinellas County provided the following commitment:

"Pinellas County, in coordination with FDOT, intends to request that the NMFS and USFWS reinstate "informal" consultation for the project's effects on the listed species during the final Design phase of the project and in conjunction with the project's permitting process. Consultation will be concluded before the project is advanced to the Construction phase. Pinellas County, in compliance with 23 CFR 771.133 and Section 7 of the Endangered Species Act (Act), agrees not to begin construction on the project, or otherwise make any irreversible or irretrievable commitment of resources that has the effect of foreclosing the

formulation or implementation of any reasonable and prudent alternative, or reasonable and prudent measures (which would not violate Section 7(a)(2) of the Act), until consultation with NMFS and USFWS is concluded. This constitutes a commitment by Pinellas County of reasonable assurance, which is to be stipulated in the Commitments and Recommendations Section of the final NEPA document for the project, which is subject to FHWA approval.”

Additionally, the County commits to excluding blasting as a means of demolishing the existing bridge. Given these commitments and based on the information available for the current planning phase of the proposed project, USFWS agreed that a ‘may affect, but is not likely to adversely affect’ determination is currently appropriate for the manatee.

The project study area is located within a designated USFWS consultation area for the Florida scrub jay (*Aphelocoma coerulescens*). Based on a review of available data and field reviews, no scrub jay habitat is available within the project study area and no populations have been reported or observed. Therefore, no further scrub jay consultation with USFWS should be required for this project.

Based on the Biological Assessment and agency coordination, the impact determination for this category is “**Not Significant**”.

### **C.10 ESSENTIAL FISH HABITAT**

The GIS analysis data completed during the ETDM process indicates that two Environmentally Sensitive Shorelines are located within the 100-foot project buffer. National Marine Fisheries Service (NMFS) staff conducted a site inspection of the project area in November 2010. NMFS staff noted that mangroves occur immediately adjacent to the bridge. In addition, NMFS staff noted that certain estuarine habitats within the project area are designated as Essential Fish Habitat (EFH) and requested that an EFH Assessment be conducted.

In accordance with the Magnuson-Stevens Fishery Conservation and Management Act, an EFH evaluation was conducted for the project. The Gulf of Mexico Fishery Management Council (GMFMC) manages 55 species of fish for the Gulf of Mexico area. Of these, the GMFMC has identified and described EFH for 26 representative managed species. Species accounts of each of the 26 representative managed species were reviewed to assess the potential occurrence of these species within the project study area during any stage of their life cycle. Of the 26 representative fish, shrimp, and crab species listed by the GMFMC, only the gray snapper (*Lutjanus griseus*) is considered to have a high potential to occur within the project limits. The remaining 25 representative species and the coral complex are considered to have a low to no potential to occur within the project limits.

Construction of the proposed project will not result in the loss of open water area designated as EFH. However, approximately 0.02 acre of oyster beds and 0.01 acre of mangroves will be impacted. Impacts to oyster beds will likely be temporary; live oysters can be relocated prior to construction and oysters may recolonize the area following construction. If required by conditions of the environmental permits or the US Coast Guard Bridge Permit, all permanent and temporary loss of these habitats will be mitigated. Accordingly, no populations of any of the 26 representative fish, shrimp, and crab species and the coral complex listed by the GMFMC are expected to be adversely affected by the proposed project.

By email dated, April 15, 2013 (**Appendix C**), the NMFS stated that the essential fish habitat effect determinations presented in the Wetland Evaluation/Essential Fish Habitat technical memorandum appear to accurately reflect potential impacts to NMFS trust resources for the proposed bridge replacement. Given the relatively low quantity of impacts to fish habitats estimated for all the alternatives, NMFS also stated that they would be generally more inclined to accept appropriate off-site (but within the same drainage basin) “in-kind” mitigation, rather than “out-of-kind” mitigation for

unavoidable project impacts. NMFS also requested continued coordination at the conclusion of the PD&E Study and during the Design phase when more detailed compensatory mitigation proposals are developed.

Based on further coordination with NMFS in a letter dated June 17, 2015, the County also commits to excluding blasting as a means of demolishing the existing bridge and intends to request that the NMFS reinitiate “informal” consultation for the project’s effects on the listed species during the final Design phase and in conjunction with the project’s permitting process. Accordingly, based on the conclusions of the Wetland Evaluation Report/Essential Fish Habitat Technical Memorandum, subsequent agency coordination, and commitments to be upheld by Pinellas County throughout the Design and Construction phases of the project, the impact determination for this category is “**Not Significant**”.

## **D.1 NOISE**

A noise study analysis was performed for this project following FDOT procedures that comply with Title 23 Code of Federal Regulations (CFR), Part 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise*. The evaluation used methodologies established by the FDOT and documented in the PD&E Manual, Part 2, Chapter 17 (May 2011). The prediction of traffic noise levels, with and without the proposed improvements (replacement of the Beckett Bridge), was performed using the FHWA’s Traffic Noise Model (TNM-Version 2.5).

Twenty-seven noise sensitive sites, including 26 residential sites and one meeting room (Tarpon Springs Yacht Club) were identified. The existing (2012) traffic noise levels are predicted to range from 54.6 to 63.2 decibels on the “A” weighted scale (dB(A)), which are traffic noise levels that would not approach, meet, or exceed the Noise Abatement Criteria (NAC) at any of the evaluated noise sensitive sites. In the future without the proposed improvements (no-build), traffic noise levels were predicted to range from 55.8 to 64.4 dB(A), which are also levels that would not approach, meet, or exceed the NAC at any of the evaluated sites. In the future with the proposed improvements (build), traffic noise levels were predicted to range from 56.9 to 64.7 dB(A), which are also levels that would not approach, meet, or exceed the NAC at any of the evaluated sites. Additionally, when compared to the existing condition, traffic noise levels with the improvements are not predicted to increase more than 2.8 dB(A). As such, the project would not substantially increase traffic noise (i.e., an increase in traffic noise of 15 dB(A) or more).

Since future traffic noise levels with the proposed improvements are not predicted to approach, meet, or exceed the NAC at any of the noise sensitive sites or substantially increase, noise abatement measures were not considered. However, Pinellas County commits to review the project for any changes in land use during the Design Phase of the project to ensure that all noise sensitive sites that received a building permit prior to the project’s Date of Public Knowledge (i.e., the date the environmental documentation is approved) have been evaluated. No construction or posted building permits were observed within the project limits during a land use survey that was performed on November 13, 2012.

Construction of the proposed project would result in temporary construction-related noise and vibration. It is anticipated that the application of the *FDOT Standard Specifications for Road and Bridge Construction* will minimize or eliminate this noise and/or vibration. Should unanticipated noise or vibration issues arise during the construction process, the Project Engineer, in coordination with the Contractor, will investigate additional methods of controlling these impacts.

Land uses such as residential, offices, and parks are considered incompatible with highway noise levels exceeding the NAC. In order to reduce the possibility of new noise-related impacts, noise level contours were developed for the future improved roadway facility (see Section 6 of this NSR). These



noise contours delineate the distance from the improved roadway's edge-of-travel lane to where 56, 66, and 71 dB(A) (the FDOT's NAC for Activity Categories A, B/C, and E, respectively) is expected to occur in the year 2038 with the proposed improvements. Local officials will be provided a copy of the Final NSR to promote compatibility between land development in the area and the project.

Accordingly, the impact determination for this category is **"Minimal"**.

## **D.2 AIR QUALITY**

The US Environmental Protection Agency does not anticipate any negative air quality impacts relating specifically to the project. Pinellas County is currently designated to be an attainment area for all of the National Ambient Air Quality Standards (NAAQS). Accordingly, the transportation conformity requirements of the Clean Air Act are not applicable to the project. The proposed replacement two-lane bridge is not a capacity improvement.

The project alternatives were subjected to the FDOT's screening model, CO Florida 2004 (Version 2.0.5, which employs United States Environmental Protection Agency (USEPA)-developed software (MOBILE6 and CAL3QHC). This model is a carbon monoxide (CO) screening model that makes various conservative worst-case assumptions related to site conditions, meteorology, and traffic. The results of the screening analysis indicate that the greatest one- and eight-hour CO concentrations would be 6.1 and 3.7 ppm, respectively - levels that would not meet or exceed the NAAQS for this pollutant. Accordingly, the project "passes" the screening model. An Air Quality Technical Memorandum documenting the air quality screening analysis was prepared for this project and is available at the County offices.

The impact determination for this category is **"Minimal"**.

## **D.3 CONSTRUCTION**

Construction activities for the proposed improvements will have air, noise, water quality, traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project. The air quality impact will be temporary and will primarily be in the form of emissions from diesel powered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airborne particles will be effectively controlled through the use of watering or the application of calcium chloride in accordance with FDOT's *Standard Specifications for Road and Bridge Construction* as directed by the County Project Manager.

Noise and vibration impacts will be from the heavy equipment movement and construction activities, such as demolition, pile driving and vibratory compaction of embankments. Noise control measures will include those contained in FDOT's *Standard Specifications for Road and Bridge Construction*.

Water quality impacts resulting from erosion and sedimentation will be controlled in accordance with FDOT's *Standard Specifications for Road and Bridge Construction* and through the use of Best Management Practices. Stormwater pollution prevention measures will likely be developed per FDOT standards and in accordance with National Pollutant Discharge Elimination System (NPDES) permit requirements.

Maintenance of traffic and sequence of construction will be planned and scheduled to minimize traffic delays throughout the project. Signs will be used as appropriate to provide notice of detours, lane closures and other pertinent information to the traveling public. The local news media will be notified in advance of detour lane closings and other construction-related activities, which could excessively inconvenience the community.

A sign providing the name, address, and a contact telephone number will be displayed on-site to assist the public in obtaining immediate answers to questions and logging complaints about project activity. In general, the objective of the maintenance of traffic plan for the project will be to detour traffic away from the construction zone. No temporary roads or temporary bridges will be required.

Construction of the roadway may require minor excavation of unsuitable material (muck). Construction of the roadway will require placement of embankments, and use of materials such as lime rock, asphaltic concrete, and Portland cement concrete. Although not anticipated, if demucking is required, it will be performed in accordance with Section 120 of the FDOT *Standard Specifications for Road and Bridge Construction*. The removal of structures and debris will be in accordance with local and State regulatory agencies permitting this operation. The contractor is responsible for methods of controlling pollution on haul roads (if used), in borrow pits, other materials pits, and areas used for disposal of waste materials from the project. Temporary erosion control features, as specified in the FDOT's *Standard Specifications for Road and Bridge Construction*, Section 104, will consist of temporary grassing, sodding, mulching, sandbagging, hay bales, slope drains, sediment basins, sediment checks, artificial coverings, and berms.

In addition to the nonstandard items above/below, the project will be implemented in a manner consistent with the FDOT *Standard Specifications Manual*.

#### **D.4 CONTAMINATED SITES**

A Contamination Screening Evaluation Technical Memorandum was prepared as part of the Beckett Bridge Pinellas County Study as required by FDOT's PD&E Manual, Part 2, Chapter 22 (revised January 17<sup>th</sup>, 2008) and in accordance with the FHWA Technical Advisory T 6640.8a (dated October 30<sup>th</sup>, 1987). Consistent with this guidance and based on environmental records searches, land use surveys, field surveys and other screening methodologies cited within the PD&E Manual, eight potential contamination sites were identified within the vicinity of the project corridor. Of the eight sites, six were identified as "No" contamination risk, one was identified as "Low" contamination risk, and one was identified as "Medium" contamination risk.

The "Low" risk site corresponds to the wooden structures (i.e., piles) immediately adjacent to the Beckett Bridge which could contain creosote and/or arsenic as preservatives. Should some or all of these piles require removal or disturbance during the construction period, they should be evaluated beforehand to verify the presence or absence of these substances. If these substances are present, precautions should be taken by the contractor to help prevent the leaching of creosote into the waterway or the generation of arsenic-containing dust.

The "Medium" risk site, Stamas Yacht, Inc., presents a contamination potential based on current and historical environmental records, however, the site is located a substantial distance from the existing Riverside Drive right-of-way and will not be impacted as part of the current project design. Accordingly, no further evaluation of these sites is recommended during the design phase of the project unless changes are made to the project design that could potentially change the location or alignment of the bridge.

An asbestos survey of the Beckett Bridge structure was conducted as part of the PD&E Study. The purpose of this survey was to identify and sample suspect asbestos-containing materials (ACM) and heavy metals based protective coatings to provide information regarding the identity, location, condition and approximate quantities of these materials so that proper remediation and disposal methods can be evaluated.

The survey was conducted on April 29, 2012 by an Asbestos Hazard Emergency Response Act (AHERA) accredited inspector in general accordance with the sampling protocols established in

Environmental Protection Agency (EPA) 40 Code of Federal Regulations (CFR) 763. Thirteen bulk samples were collected from four homogeneous areas of suspect ACM. No Asbestos Containing Materials were identified as a result of the survey.

Three painted surfaces, suspected of containing heavy metal based paints, were observed during the survey and sampled. None of the sample results indicated that the paints were Lead Based Paint (LBP).

Accordingly, the impact determination for this resource category is “**None**”.

## **D.5 AESTHETIC EFFECTS**

Computer generated representations were developed which simulated the views from five vantage points within the vicinity of the bridge for both the movable and fixed bridge alternatives. In addition, an animated “drive-through” view of both alternatives was prepared. These computer generated representations were designed to help the community visualize what a replacement bridge might look like. These renderings were shown to the public at the Alternatives Public Workshop, stakeholder presentations, and the Public Hearing.

Perceptions of visual impacts are very subjective and some concerns about impacts to the viewshed have been raised by the community. A preference for a bridge which is compatible with the scale and historic nature of the local community was expressed. Some concerns about potential impacts to waterfront view were raised by waterfront residents adjacent to the bridge. The proposed bridge will be constructed on approximately the same alignment as the existing bridge; however, it is approximately 19 feet wider than the existing bridge.

The vertical profile of the proposed replacement bridge will be similar to the existing bridge, but there will be a slight increase in the vertical clearance over the navigable channel at the fenders. The proposed roadway profile will be approximately two feet higher than the existing roadway at the west end of the replacement bridge. At the east end, the new roadway profile will be about four feet higher than the existing grade. A low gravity wall will change the views from some vantage points.

The County has proposed a budget of ten percent of the construction cost for aesthetics for the replacement bridge. Decisions related to the aesthetics of the bridge will not be made during the PD&E study. An aesthetics committee will be established during the design phase to address bridge aesthetics. Members of the community and local government will be included on the committee.

The impact determination for this resource category is “**Minimal**”.

## **D.6 BICYCLES AND PEDESTRIANS**

Screening for potential impacts to “Mobility” includes effects to bicycles and pedestrians. Both FDOT and the Department of Community Affairs stated that improved bicycle and pedestrian facilities on a replacement bridge would enhance mobility.

Narrow sidewalks, approximately 2’2” in width (between the brush curb and the bridge railing), occur on both sides of the existing bridge. The sidewalks on the bridge are set behind a 9-inch wide, 9-inch tall brush curb, but are not separated from the travel lanes by a traffic barrier. Bicycle lanes are not currently provided on the roadway or bridge within the project limits. The existing lanes are a substandard 10-foot wide and there are no shoulders. Bicyclists have been observed using the travel lanes and the narrow sidewalks.

Sidewalks, approximately four to five-foot wide, are present on portions of the approach roadway within the project limits. West of the bridge, sidewalks are continuous on the north side of Riverside

drive from the bridge extending west of Chesapeake Drive. No sidewalks occur on the south side of the roadway in this area. East of the bridge, continuous five-foot wide sidewalks are present on the north side of Riverside Drive between Pampas and Forest Avenue. A few sections of discontinuous sidewalk do occur on the south side of the roadway between the bridge and Pampas Avenue, and for a short distance just west of Forest Avenue.

The proposed replacement bridge will provide six foot wide sidewalks and 5.5 feet wide shoulders on both sides of the bridge. The shoulders will function as undesignated bicycle lanes for experienced cyclists. These facilities will be continued on the approach roadways east of the existing bridge. West of the proposed bridge, the six foot sidewalk on the south side will be eliminated because of right of way constraints. Construction of a sidewalk in this area would require acquisition of property from the Bayshore Mobile Home Park. It is anticipated that if the existing mobile home park is redeveloped in the future, sidewalks could be added. These improvements will provide safer bicycle and pedestrian facilities on the bridge and approach roadways. The proposed sidewalk approaching the western terminus of the bridge will be tapered to transition to the narrower roadway section. Signs will be installed which clearly indicate that the sidewalk will end.

No officially designated county or regional pedestrian or bicycle trails cross the Beckett Bridge. However, the Pinellas Trail, a 37 mile long regional trail, extending from St. Petersburg to Tarpon Springs is located just east of the project. The Pinellas County Trailways Plan, included in the Pinellas County MPO 2035 Long Range Transportation Plan, identifies three future recreational bicycle/pedestrian trails that will connect to the Pinellas Trail and continue west. These trails are not currently funded, but are included in the Planned Cost Feasible Trailways Projects. The proposed Howard Park Trail will provide access to Howard Park from the Pinellas Trail via Riverside Drive/North Spring Boulevard, crossing the Beckett Bridge.

The impact determination for this resource category is “None”.

## **D.7 UTILITIES AND RAILROADS**

No railroads occur in the vicinity of the proposed project.

Knology Broadband of Florida, Bright House Networks, Progress Energy Florida, Verizon, and the City of Tarpon Springs operate utilities within the project area. Knology Broadband has aerial coaxial cables entering the project area along Spring Boulevard on the east side of the bridge and along Riverside Drive on the west side of the bridge. These Knology cables are co-located on Progress Energy utility poles. Spurs of the aerial coaxial cables extend along Chesapeake Drive from Doric Court to the Bayshore Cove Mobile Park, and along Forest Avenue from North Spring Boulevard to High Street. In addition, a Knology broadband underground coaxial cable is located adjacent to the Tarpon Springs Yacht Club along the north side of Spring Boulevard.

City of Tarpon Springs wastewater force mains are located along Riverside Drive. A six inch force main is located on the south side of the bridge and a 12 inch force main is located on the north side of the bridge; however, these mains are located outside of the bridge fender system. A pump station is located on the north side of Riverside Drive at Chesapeake Drive. No other City utilities occur within the project limits.

Utilities will be located more precisely during the Design phase of the project and coordination with utility owners will continue. Depending on the location and depth of the utilities, construction of the proposed project may require adjustment of some of these facilities. Since no construction will occur outside of existing right-of-way, relocation or adjustment of most utilities located outside the existing County right-of-way is not anticipated. Cost for relocation or adjustment of activities is not included in the cost estimates prepared for the project and reported in Section 6.0 of the Preliminary Engineering Report prepared for the project, since most are anticipated to be incurred by the utility owner. It is not anticipated that the proposed project will impact the existing City of Tarpon Springs Force Main.

The impact determination for this category is “**Not Significant**”.

## **D.8 NAVIGATION**

The existing bridge crosses a narrow channel of Whitcomb Bayou. The bridge provides approximately six feet of vertical clearance at the fenders, and approximately 25 feet of horizontal clearance between the fenders. A US Coast Guard (USCG) bridge permit will be required for construction of the proposed replacement single-leaf low-level movable bridge. The USCG is a cooperating agency for this project; coordination concerning navigational issues has been ongoing throughout the PD&E Study.

The proposed replacement bridge will be constructed on approximately the same alignment as the existing bridge and provide approximately 7.8 feet of vertical clearance at the fenders, slightly more than the existing bridge. The proposed horizontal clearance is the same as the existing bridge. Construction of the replacement bridge will not adversely impact navigation in the channel.

When the existing bridge opens, the leaf rolls away from the channel and rotates to a 49 degree angle. The angle of opening is limited by physical constraints present in the geometric configuration of the counterweight, bascule pier, and approach span. It is not known if these limitations are the result of original construction or subsequent reconstruction and/or repair. However, in this position the bridge provides unlimited vertical clearance only between the west fender and the tip of the span of approximately 14 feet. The rest of the channel is obstructed by the bascule span. The proposed replacement bridge will provide unlimited clearance for the width of the channel between the fenders, approximately 25 feet. This will improve navigation conditions for vessels passing under the bridge. The channel will remain open to marine vessels during construction.

The impact determination for navigation is “**Minimal**”.

## **APPENDIX A**

### ***Planning Consistency Documentation***

# 2040 Long Range Transportation Plan



## Cost Feasible Plan

The 2040 LRTP earmarks a total of more than \$3.4 billion over 20 years for roadway and transit projects. Additional funding in the LRTP for pedestrian and bicycling projects, highway maintenance and resurfacing, management and operations projects and studies, and bridge reconstruction also has been allocated for future preservation and expansion of the multimodal transportation system.

### Highway Capacity Projects

As with many financial decisions, the projects selected for inclusion in the Cost Feasible Plan are the result of prioritizing the identified needs and balancing those against the revenue projected to be available. The roadway portion of the LRTP includes significant investment in construction and enhancement of roadways throughout Pinellas County. The major roadway projects included in the Cost Feasible LRTP support economic development, provide for a balanced and multimodal transportation system, and improve the safety of the transportation system, consistent with Goals 1, 2, and 3 of the LRTP.

A total of 28 roadway projects are included in the LRTP—10 State projects and 18 County/municipal projects—as cost feasible. At a total of \$1.5 billion, these projects represent capacity increases on nearly 60 miles of roadways and are projected to reduce delay by 10%. In addition to fully funding these 28 projects, partial funding for another 6 projects also is included in the Cost Feasible LRTP as shown in Map 5-6. Additionally, studies are anticipated on roadways such as 22nd Avenue South and 102nd Avenue to determine the type and scope of improvements identified in the LRTP.

Tables 5-8 and 5-9 include a complete listing of projects with anticipated timeframes for completion in the 2040 Cost Feasible Plan. In addition to funding the specific projects listed in these tables, the MPO has determined that \$1–\$5 million annually can be set aside to fund management and operational improvement projects. As future projects are identified, this source of funding will help address congestion problems without the addition of new lanes to the roadway network.

### Maintenance, Operations, and Bridges

As part of the revenue analysis for the LRTP, FDOT maintains a reserve of funding for resurfacing state highways and maintaining state bridges. Appendix B documents the State of Florida’s commitment to maintaining the transportation system.

The Pinellas MPO has made a similar commitment through the LRTP. Not allocating all of the available revenues to capacity projects, the LRTP makes available future revenues for addressing major operational and maintenance projects. Revenues such as fuel taxes are applied to maintenance needs, and the 9th Cent Fuel Tax has been dedicated to fund ITS projects. In addition to designated funding for maintenance projects, the MPO has committed to setting aside \$1–\$5 million annually to fund management and operational improvements. These management and operations projects could include intersection or turn-lane projects as well as future technology projects that will ease congestion. Some proposed corridors where this might occur are listed below.

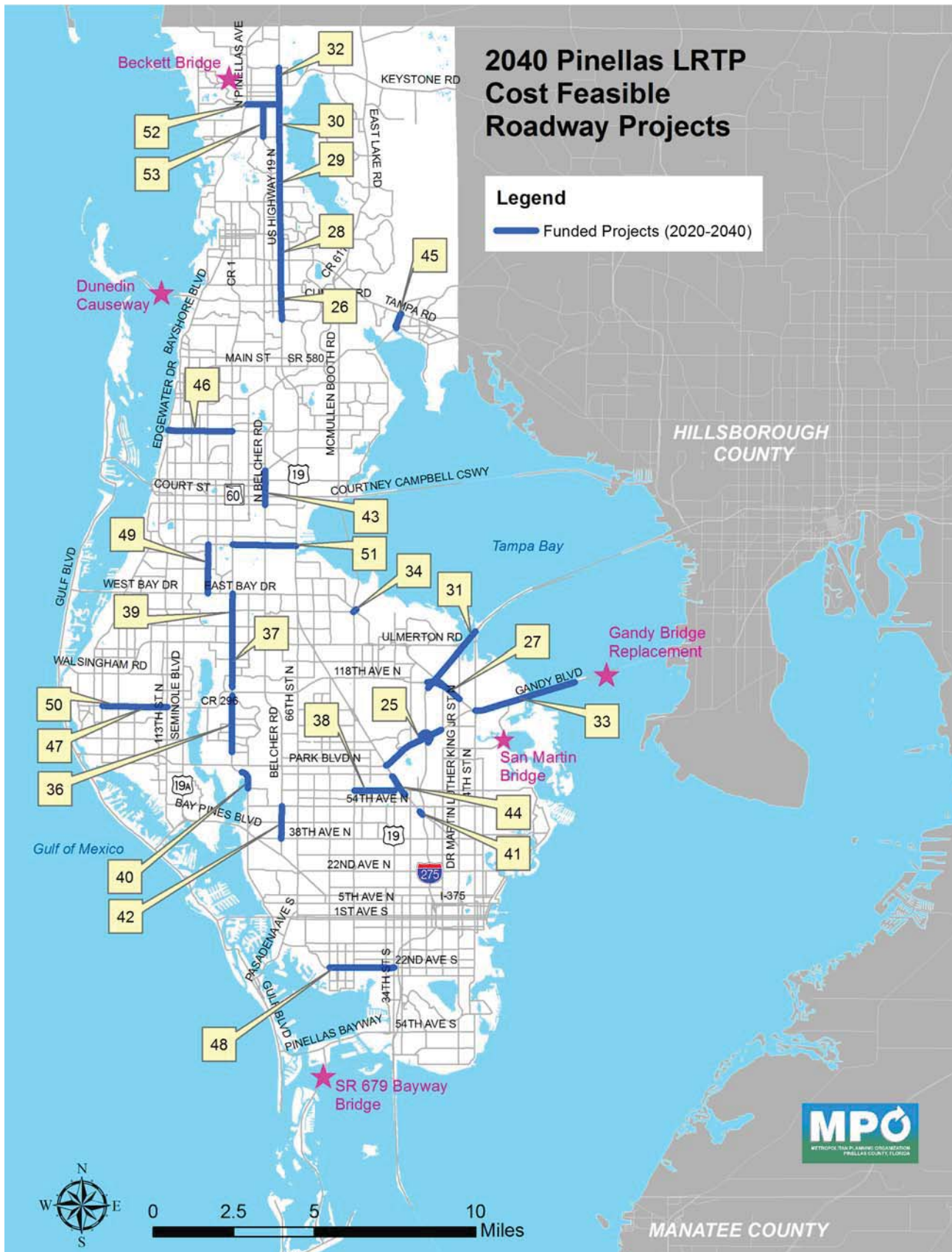
**Table 5-7  
Management and Operations and Bridge**

Corridors for Management and Operational Improvements	Identified Bridge Replacement Needs
22nd Ave N	Beckett Bridge
54th Ave S	Dunedin Causeway Bridge
East Bay Dr	Gandy Bridge
Alt US 19	San Martin Bridge
East Lake Rd/ McMullen Booth Rd	SR 679 Bayway Bridge
US 19 (SR 55)	
Park Blvd	

### Replacement Projects

As a coastal community, bridges provide a critical connection for residents and visitors between the beach communities and the mainland of Pinellas County. As part of the LRTP, the MPO has identified needed replacements for five bridges listed in the above table by 2040. While not identifying timeframes for completion, the MPO has identified initial costs for these replacements. Ultimately, the timing for replacing these bridges will be based on the safety and need for replacement.





Map 5-6: 2040 Cost Feasible Roadway Projects



**Transportation  
Improvement Program (TIP)**  
**Fiscal Years 2015/16 through 2019/20**  
**Pinellas County  
Metropolitan Planning Organization (MPO)**  
**Adopted June 10, 2015**  
**Prepared by the MPO for the Pinellas Area Transportation Study**



# Pinellas County

## MPO

### TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS  
2015/16 - 2019/20

Adopted June 10, 2015

*Pinellas County  
Metropolitan Planning Organization  
310 Court Street  
Clearwater, FL 33756  
Phone: (727) 464-8250  
Fax: (727) 464-8212*

MPO Web Site: <http://www.pinellascounty.org/mpo>

This project has been developed in compliance with Title VI of the Civil Rights Act of 1964 and other federal and state nondiscrimination authorities. Neither FDOT nor this project will deny the benefits of, exclude from participation in, or subject anyone to discrimination on the basis of race, color, national origin, age, sex, disability, or family status.

Funding for this report may have been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

**PINELLAS COUNTY**  
**METROPOLITAN PLANNING ORGANIZATION**

Councilmember Jim Kennedy  
**Chairman**

Commissioner John Morroni  
**Vice Chairman**

Commissioner Joanne "Cookie" Kennedy  
**Secretary**

Councilmember Doreen Hock-DiPolito  
**Treasurer**

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Commissioner Julie Ward Bujalski  
Commissioner Michael Smith  
Councilmember Darden Rice

Commissioner Dave Eggers  
Commissioner John Tornga  
Commissioner Karen Seel  
Commissioner Cliff Merz

Sarah E. Ward  
**Interim MPO Executive Director**

Paul Steinman  
**FDOT District Seven Secretary (Non-voting Advisor)**

**PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION  
TRANSPORTATION IMPROVEMENT PROGRAM  
Fiscal Year 2015/16 – 2019/20**

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**PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**FISCAL YEARS 2015/2016 THROUGH 2019/2020**  
**ENDORSEMENT**

This document was prepared by the Pinellas County Metropolitan Planning Organization (MPO) in cooperation with the Florida Department of Transportation, the Pinellas County Public Works, the Pinellas Suncoast Transit Authority, local airport operators, and the twenty-four incorporated municipalities.

Preparation of this document was financed in part by the United States Department of Transportation under the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act of 2012.

The Pinellas County Metropolitan Planning Organization at its regular meeting of June 10, 2015 endorsed the FY 2015/2016 through FY 2019/2020 Pinellas Area Transportation Study Transportation Improvement Program (TIP), including the Annual Element and supporting documentation, as contained on the pages which follow. This Transportation Improvement Program represents information from the Florida Department of Transportation's State Work Program covering Fiscal Years FY 2015/2016 through FY 2019/2020 together with existing FY 2014/2015 project funding from Pinellas County, and the municipalities and transportation providers within Pinellas County.

Further, it is hereby certified that the planning process of the Pinellas Area Transportation Study is being carried out in conformance with requirements listed under the following provisions: 23 CFR 450.332(b); 23 U.S.C 134; and F.S. 339.175.

This certification determination is being made on the basis of an in-depth review, utilizing a checklist provided by FDOT and covering all aspects of the transportation planning process in this urbanized area.

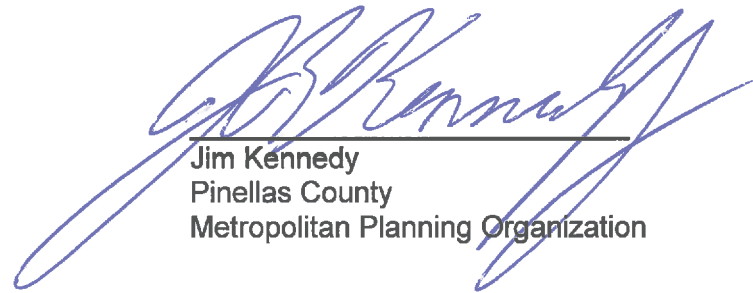
  
\_\_\_\_\_  
Jim Kennedy  
Pinellas County  
Metropolitan Planning Organization

## **CERTIFICATION STATEMENT**

The Pinellas County Metropolitan Planning Organization (MPO), at its regular meeting of June 10, 2015, endorsed its FY 2015/2016 through FY 2019/2020 Pinellas Area Transportation Study Transportation Improvement Program (TIP), including the Annual Element and supporting documentation, as contained on the pages within this document. This document now represents the FY 2015/2016 through FY 2019/2020 adopted Transportation Improvement Program.

Further, it is certified that the planning process of the Pinellas Area Transportation Study is being carried on in conformance with the provisions of 23 CFR 450.334 (b).

This certification determination is being made on the basis of an in-depth review, utilizing a checklist provided by FDOT and covering all aspects of the transportation planning process in this urbanized area.



Jim Kennedy  
Pinellas County  
Metropolitan Planning Organization

## Pinellas County Capital Improvement Program Project Budget Detail Report

Fund Type: Governmental

		Current Year Estimate	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	Total
<b>Function: Transportation</b>													
<b>Activity: Road &amp; Street Facilities</b>													
<b>Project: 001037A Beckett Bridge Replacement</b>													
Fund: 3001	Capital Projects	Center: 414100	CIP-Transportation	Program: 3031	Bridges-Repair & Improvement								
020.1	Design-Penny	600,000	600,000	600,000	800,000	200,000	0	0	0	0	0	0	2,800,000
020.4	CEI-Grant	0	0	0	800,000	200,000	0	0	0	0	0	0	1,000,000
030.1	Constr-Penny	0	0	0	8,000,000	2,000,000	0	0	0	0	0	0	10,000,000
030.4	Constr-Grant	0	0	0	8,000,000	2,000,000	0	0	0	0	0	0	10,000,000
<b>Project Total for : Fund: 3001 Capital Projects</b>		<b>Center: 414100</b>	<b>CIP-Transportation</b>	<b>Program: 3031</b>	<b>Bridges-Repair &amp; Improvement</b>								
		600,000	600,000	600,000	17,600,000	4,400,000	0	0	0	0	0	0	23,800,000
<b>Total for Project: 001037A Beckett Bridge Replacement</b>		<b>600,000</b>	<b>600,000</b>	<b>600,000</b>	<b>17,600,000</b>	<b>4,400,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23,800,000</b>
<b>Funding Source:</b>													
Penny for Pinellas		600,000	600,000	600,000	8,800,000	2,200,000	0	0	0	0	0	0	12,800,000
Grant - Federal		0	0	0	8,800,000	2,200,000	0	0	0	0	0	0	11,000,000
<b>Funding Total:</b>		<b>600,000</b>	<b>600,000</b>	<b>600,000</b>	<b>17,600,000</b>	<b>4,400,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23,800,000</b>

**Project Description:** Design and construction of Beckett Bridge replacement after PD&E is completed. This plan anticipates additional funding (i.e., grant) being available starting in FY19.

**Project Classifications:**

CIE Elements	Transportation/Transportation Systems
Commission District, At-Large	District 2 - Pat Gerard
Commission District, Single Member	District 4 - Dave Eggers
Location	Tarpon Springs
Originating Department	DEI Public Works
Penny Program	Transportation and Traffic Flow

10/22/15 NOTE: SUBSEQUENT TO THE ORIGINAL PUBLICATION, TASK 020.4 NAME CHANGED FROM DESIGN-GRANT TO CEI-GRANT, AND PROJECT DESCRIPTION REVISED ANTICIPATING ADDITIONAL GRANT FUNDING STARTING IN FY19 RATHER THAN FY16.





## **APPENDIX B**

### ***SHPO and FHWA Concurrence Letters Section 106 MOA***



## FLORIDA DEPARTMENT *of* STATE

**RICK SCOTT**  
Governor

**KEN DETZNER**  
Secretary of State

Ms. Linda Anderson  
US Department of Transportation  
Federal Highway Administration  
545 John Knox Road, Suite 200  
Tallahassee, Florida 32303

February 2, 2015

Re: Memorandum of Agreement: Beckett Bridge (FDOT Bridge No. 154000), Pinellas County

Dear Ms. Anderson:

In accordance with the procedures contained in 36 CFR Part 800, this office reviewed and signed four copies of the referenced Memorandum of Agreement. We are returning three of the signed original copies of the Agreement, and retaining one for our files.

If you have any questions concerning these comments, please contact Alyssa McManus by email [alyssa.mcmanus@dos.myflorida.com](mailto:alyssa.mcmanus@dos.myflorida.com), or at 850.245.6333 or 800.847.7278.

Sincerely

Robert F. Bendus, Director  
Division of Historical Resources  
and State Historic Preservation Officer



Division of Historical Resources  
R.A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399  
850.245.6300 • 850.245.6436 (Fax) [flheritage.com](http://flheritage.com)  
*Promoting Florida's History and Culture* [VivaFlorida.org](http://VivaFlorida.org)



Beckett Bridge, FDOT Bridge No. 154000  
Over Whitcomb Bayou, City of Tarpon Springs  
Pinellas County, Florida

**MEMORANDUM OF AGREEMENT  
BETWEEN THE UNITED STATES DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION AND THE FLORIDA STATE  
HISTORIC PRESERVATION OFFICER  
REGARDING THE BECKETT BRIDGE (FDOT BRIDGE NO. 154000)  
OVER WHITCOMB BAYOU, CITY OF TARPON SPRINGS  
PINELLAS COUNTY, FLORIDA**

**WHEREAS**, the U.S. Department of Transportation, Federal Highway Administration (FHWA), proposes to provide financial assistance for replacement of Beckett Bridge over Whitcomb Bayou from Chesapeake Drive to Forest Avenue, City of Tarpon Springs, Pinellas County, Florida (Florida Department of Transportation Financial Project Identification Number 424385-1 and Federal Aid Project Number S129-343) (the Project); and,

**WHEREAS**, the undertaking consists of replacing the existing Beckett Bridge (FDOT Bridge No. 154000) with a new bridge on approximately the existing alignment and will require removal of the existing historic Beckett Bridge; and,

**WHEREAS**, the FHWA and the Florida State Historic Preservation Officer (SHPO) have determined that the Beckett Bridge (FDOT Bridge No. 154000), recorded in the Florida Master Site File (FMSF) as 8PI12017, is eligible for listing in the National Register of Historic Places (NRHP); and,

**WHEREAS**, the FHWA has consulted with the Florida SHPO pursuant to 36 CFR Part 800 regulations implementing Section 106 of the National Historic Preservation Act [16 U.S.C. Section 470(f)], and has determined that the proposed project will have an adverse effect on the Beckett Bridge (FDOT Bridge No. 154000) and that the consultation efforts have been documented within the Cultural Resources *Section 106 Effects Consultation Case Study Report for the Beckett Bridge*, hereafter referred to as the Section 106 Report; and,

**WHEREAS**, the Florida Department of Transportation (FDOT) has participated in the consultation and has been invited to be a signatory to this Memorandum of Agreement (MOA); and,

**WHEREAS**, Pinellas County has participated in the consultation as the owner of the Beckett Bridge and has been invited to be a signatory to this MOA; and,

**WHEREAS**, the public has been afforded the opportunity to express their opinion regarding mitigation options, as documented in the Section 106 Report; and,

**NOW THEREFORE**, FHWA, FDOT, Pinellas County and the Florida SHPO agree that the undertaking shall be implemented in accordance with the following stipulations in consideration of the effects this undertaking will have on the referenced historic property:

Beckett Bridge, FDOT Bridge No. 154000  
Over Whitcomb Bayou, City of Tarpon Springs  
Pinellas County, Florida

## **STIPULATIONS**

FHWA will ensure that the following stipulations are implemented.

### **I. Design and Construction of the Project**

- A. Pinellas County will ensure that the new bridge will be constructed on approximately the existing alignment and there will be no changes to the proposed project as identified in the Section 106 Report (June 2014) for the project without consultation with the FHWA and the SHPO, pursuant to Stipulation VII.C.
- B. The design of the new bridge will be a single-leaf, rolling lift bridge type of similar design and scale to the historic Beckett Bridge.
- C. Pinellas County will create an aesthetics committee consisting of representatives from the adjacent community, City of Tarpon Springs, Tarpon Springs Historical Society, and FHWA, to serve in an advisory capacity regarding appropriate design elements for the replacement bridge that may be addressed during the development of the Project.
- D. Should there be any substantive alterations to the project design that could result in adverse effects to historic resources not addressed in this agreement, Pinellas County and FDOT shall notify FHWA, who will notify the SHPO of these alterations and provide the Florida SHPO with an opportunity to review and comment on the alterations.

### **II. Documentation of the Beckett Bridge**

- A. Prior to the salvage of the engineering elements and demolition of the bridge, Pinellas County will perform the following documentation of the Beckett Bridge (FDOT Bridge No. 154000; FMSF No. 8PI12017) in accordance with Historic American Engineering Record (HAER) standards;
  - 1. Drawings – Select drawings of the existing bridge plans, as available, scanned and provided in an acceptable digital format (i.e. jpeg files).
  - 2. Photographs – Photographs with large-format negatives of context and views from all sides of the bridge and approaches, roadway and deck views, and noteworthy features and details. All negatives and prints will be processed to meet archival standards. One photograph of a principal elevation shall include a scale.

Beckett Bridge, FDOT Bridge No. 154000  
Over Whitcomb Bayou, City of Tarpon Springs  
Pinellas County, Florida

3. Written Data – Report with narrative description of the bridge, summary of significance, and historical context (primarily derived from the Cultural Resource Assessment Survey).
- B. Pinellas County will provide all copies of the documentation completed in accordance with Stipulation II.A to FDOT for review and distribution. FDOT will submit the documentation to the parties as follows:
1. An archival copy to the U.S. Department of Interior, National Park Service Southeast Regional Office for review and approval prior to demolition of the structure, per HAER guidelines; and
  2. A non-archival copy and electronic copy to the FDOT; and
  3. An electronic digital copy for FHWA; and
  4. An archival copy and an electronic digital copy to the Florida SHPO for inclusion in the Florida Archives and the Florida Master Site File (FMSF); and
  5. A non-archival copy to the Tarpon Springs Historical Society.

### **III. Salvage and Reuse of Existing Bridge Elements**

- A. Pinellas County will ensure representative, significant engineering elements from the Beckett Bridge will be identified and salvaged. These elements may be incorporated into the design of the new bridge, or displayed in accordance with paragraph C of this Section. The reuse of these historic elements will be determined by Pinellas County in coordination with the aesthetics committee and will not require consultation with FDOT, FHWA or SHPO.
- B. Pinellas County will ensure that the bridge elements determined important for salvage are removed in a manner that minimizes damage and are stored in an area protected from human and natural damage until elements can be reused on the new bridge, or elsewhere displayed in accordance with paragraph C of this Section.
- C. If during construction it is determined that the existing bridge elements are not salvageable for reuse into the design of the new bridge, Pinellas County will salvage a few intact elements for display in a location identified by Pinellas County and within the vicinity of the new bridge.

Beckett Bridge, FDOT Bridge No. 154000  
Over Whitcomb Bayou, City of Tarpon Springs  
Pinellas County, Florida

- D. Pinellas County will ensure that the existing historic bridge plaque will be removed and stored in an area protected from human and natural damage until it can be incorporated into the new control house that will be constructed as part of the new bridge. The bridge plaque will be placed on the new control house so that it is visible to pedestrians.

**IV. Public Education**

Pinellas County will ensure that information regarding the Beckett Bridge, which is suitable for inclusion in a “public-facing website for project information and educational purposes” and/or suitable for use on a mobile device, such as “What Was There” or “Next Exit History”, is developed. This information will provide a historic account of the bridge to educate the public on its history.

**V. Archeological Monitoring/Discoveries**

Pinellas County, in consultation with the FHWA and the Florida SHPO, will ensure efforts to avoid, minimize or mitigate adverse effects to any discoveries of significant archaeological resources inadvertently discovered during the Project are addressed in accordance with 36 CFR 800.13(b). All records resulting from archaeological discoveries shall be handled in accordance with 36 CFR 79; and shall be submitted to the Florida SHPO.

**VI. Professional Qualifications**

All architectural history work carried out pursuant to this Agreement shall be conducted by, or under the direct supervision of, a person or persons meeting the Secretary of the Interior’s Professional Qualifications Standards for Architectural History (48 FR 44738-9); and that all archaeological work carried out pursuant to this Agreement shall be conducted by, or under the direct supervision of, a person or persons meeting the Secretary of the Interior’s Professional Qualifications Standards for Archaeology (48 FR 44738-9).

**VII. Administrative Stipulations**

- A. Should any signatory party to this Agreement object in writing to FHWA regarding any action carried out or proposed with respect to the undertaking or implementation of this Agreement, FHWA shall consult with the objecting party to resolve the objection. If after initiating such consultation FHWA determines that the objection cannot be resolved through consultation, FHWA shall forward all documentation relevant to the objection to the Advisory Council on Historic Preservation (ACHP), including FHWA’s proposed response to the objection. Within 30 days

Beckett Bridge, FDOT Bridge No. 154000  
Over Whitcomb Bayou, City of Tarpon Springs  
Pinellas County, Florida

after receipt of all pertinent documentation, the ACHP shall exercise one of the following options:

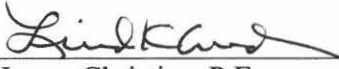
1. Provide FHWA with written concurrence of the agency's proposed response to the objection, whereupon FHWA will respond to the objection accordingly;
  2. Provide FHWA with recommendations, which the agency will take into account in reaching a final decision regarding its response to the objection; or
  3. Notify FHWA that the objection will be referred for comment pursuant to 36 CFR Part 800, and proceed to refer the objection and comment. FHWA shall take the resulting comment into account in accordance with 36 CFR Part 800 and Section 110 (1) of the NHPA.
- B. Should the ACHP not exercise one of the above options within 30 days after receipt of all pertinent documentation, FHWA will assume the ACHP's concurrence in its proposed response to the objection, and will respond to the objection accordingly. Any recommendation or comment provided by the ACHP will be understood to pertain only to the subject of the dispute.
- C. If the terms of this Agreement have not been implemented by December 31, 2030, this Agreement will be considered null and void. In such event FHWA will so notify the signatories to this MOA, and if they choose to continue with the undertaking, shall reinstate review of the undertaking in accordance with 36 CFR Part 800.
- D. Any signatory party to this MOA may request that it be amended, whereupon the signatory parties will consult in accordance with CFR Part 800.6 to consider such an amendment. All parties must signify their acceptance of the proposed changes to the MOA in writing within 30 days of their receipt. This MOA shall only be amended by a written instrument executed by all the parties. The amendment will be effective on the date of signature of the last party to sign the amendment. When no consensus can be reached, the Agreement will not be amended.
- E. The effective date of this MOA will be the date of the last signature. The signatory parties agree this MOA shall continue in full force until it is amended or terminated, as provided is Stipulations VI.D and VI.C, respectively.



Beckett Bridge, FDOT Bridge No. 154000  
Over Whitcomb Bayou, City of Tarpon Springs  
Pinellas County, Florida

Execution of this MOA by the FHWA, FDOT, Pinellas County, and Florida SHPO, and implementation of its terms, provides evidence that the FHWA has taken into account the effects of the Project on historic properties, and FHWA has satisfied the requirements of Section 106 of the National Historic Preservation Act [16 U.S.C. 470 (f)].

**Federal Highway Administration**

By:  Date: 1/15/15  
James Christian, P.E.  
Division Administrator

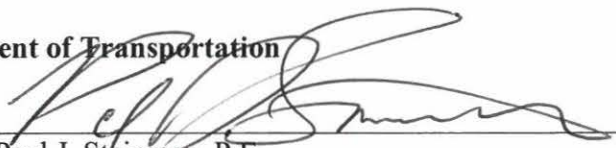
**Florida State Historic Preservation Officer**

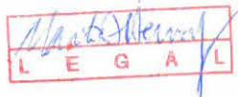
By:  Date: 1/29/15  
Robert F. Bendus  
State Historic Preservation Officer

**Pinellas County**

By:  Date: 12/5/14  
Mark S. Woodard  
~~Interim~~ County Administrator

**Florida Department of Transportation**

By:  Date: 01/01/15  
Paul J. Steinman, P.E.  
District Seven Secretary



Approved as to Form:

By:   
Office of County Attorney



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*Florida Department of Transportation*

RICK SCOTT  
GOVERNOR

11201 N. McKinley Drive  
Tampa, FL 33612-6456

ANANTH PRASAD, P.E.  
SECRETARY

June 9, 2014

Ms. Linda Anderson  
Environmental Protection Specialist  
Federal Highway Administration  
Florida Division  
545 John Knox Road, Suite 200  
Tallahassee, Florida 32303

RE: Beckett Bridge from Chesapeake Drive to Forest Avenue  
PD&E Study Cultural Resource Section 106 Effects Consultation Case Study Report  
**County Project ID: PID 2161**  
**FDOT Financial Project ID: 424385-1-28-01**  
**Florida DHR Project File Nos: 2012-2526; 2012-4295; and 2013-1021**  
Pinellas County, Florida

Dear Ms. Anderson:

Pinellas County, in cooperation with the Florida Department of Transportation (FDOT) District Seven, is conducting a Project Development and Environment (PD&E) Study to evaluate removal, rehabilitation or replacement of the Beckett Bridge over Whitcomb Bayou in Tarpon Springs, Pinellas County, Florida. The limits of the study extend from Chesapeake Drive to Forest Avenue, a distance of about 0.31 miles.

A Cultural Resource Assessment Survey (CRAS) was prepared in February 2013 as part of the study to comply with federal and state regulations. On February 20, 2013, FDOT, on behalf of Pinellas County, coordinated the CRAS with your office and the State Historic Preservation Officer (SHPO). As a result, it was determined that the Beckett Bridge (Bridge No. 154000; FMSF No. 8PI12017) is eligible for listing in the National Register of Historic Places (NRHP) under Criteria A (for local and state development) and C (for engineering). It was constructed in 1924 and although rehabilitated in 1956, it retains its integrity as a Scherzer rolling lift single-leaf bascule bridge. FHWA and SHPO concurred on March 13, 2013 and April 11, 2013, respectively. Therefore, as per 36 CFR Part 800.5, the project must be evaluated to determine if it would have an adverse effect on this significant historic bridge.

Ms. Linda Anderson  
Beckett Bridge from Chesapeake Drive to Forest Avenue  
Financial Project ID No.: 424385-1-28-01; FAP No.: TBD  
June 9, 2014  
Page 2 of 3

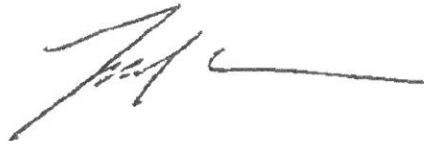
The enclosed *Cultural Resource Section 106 Effects Consultation Case Study Report* (June 2014) has been prepared to evaluate effects to the Beckett Bridge. Two bound copies and two CDs with pdf files of the report, as well as one Survey Log Sheet, are enclosed for your review and coordination with the SHPO.

The Criteria of Adverse Effect found in 36 CFR Part 800.5(a)(1) were applied to the Beckett Bridge design project. The Pinellas County Recommended Alternative (replacement with a New Low-level Movable Bridge) will have an *Adverse Effect* on the NRHP-eligible Beckett Bridge as described in the enclosed Case Study Report. Minimization and mitigation options have been discussed with Pinellas County, FDOT, FHWA and SHPO and are described in the enclosed Case Study Report. Preparation of a Memorandum of Agreement (MOA) is underway.

This information is being provided in accordance with the provisions of the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as the provisions contained in the revised Chapter 267, Florida Statutes (F.S.).

Provided you approve the findings in the enclosed Case Study Report, please coordinate with the SHPO for concurrence. One copy of the report, CD and the Survey Log Sheet are for the SHPO; the other copy of the report and CD are for your files. If you have any questions, please contact me at (813) 975-6456 or at [todd.bogner@dot.state.fl.us](mailto:todd.bogner@dot.state.fl.us) or Rebecca Spain Schwarz at (813) 281- 8308 or at [rebecca.spain-schwarz@atkinsglobal.com](mailto:rebecca.spain-schwarz@atkinsglobal.com).

Sincerely,



Todd L. Bogner  
Environmental Specialist III

RR/rss  
Enclosure

cc: Phillip Bello (FHWA) Roy Jackson (FDOT CEMO) Robin Rhinesmith (FDOT)  
Steve Love (FDOT) Tony Horrnik (Pinellas County) David Talhouk (Pinellas County)  
Ann Venables (URS) Amy Streelman (Janus Research)  
Rebecca Spain Schwarz (Atkins/FDOT GEC)

Ms. Linda Anderson  
Beckett Bridge from Chesapeake Drive to Forest Avenue  
Financial Project ID No.: 424385-1-28-01; FAP No.: TBD  
June 9, 2014  
Page 3 of 3

The FHWA finds the Cultural Resource Section 106 Effects Consultation Case Study Report provided with this letter to be complete and sufficient and  approves /  does not approve the above recommendations and findings.

The FHWA requests the SHPO's opinion on the sufficiency of the Case Study Report provided with the letter and the SHPO's opinion on the recommendations and findings contained in this letter and in the comment block below.

**FHWA Comments:**

PLEASE ADDRESS COMMENTS / OPINION TO LINDA ANDERSON, FHWA. P: 850-553-2226 . E: linda.anderson@dot.gov. PLEASE CC: ROBIN RHINESMITH, D7; PHILIP BELLO, FHWA; AND ROY JACKSON, FDOT CEMO
--

*James Christian*  
\_\_\_\_\_  
James Christian  
Division Administrator  
Florida Division  
Federal Highway Administration

7/17/14  
\_\_\_\_\_  
Date

The Florida State Historic Preservation Officer finds the attached Cultural Resource Section 106 Effects Consultation Case Study Report complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 2014-3051.

**SHPO Comments:**


*Robert F. Bendus*  
\_\_\_\_\_  
Robert F. Bendus, Director  
Division of Historical Resources  
and State Historic Preservation Officer

8/13/14  
\_\_\_\_\_  
Date

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**Florida Department of Transportation**

11201 N. McKinley Drive Tampa, FL 33612-6456 Phone (813) 975-6000 1-800-226-7220

RICK SCOTT  
GOVERNOR

ANANTH PRASAD, P.E.  
SECRETARY

August 24, 2012

Ms. Linda Anderson  
Federal Highway Administration  
Florida Division Office  
545 John Knox Road, Suite 200  
Tallahassee, Florida 32303

RE: Beckett Bridge PD&E Study  
Cultural Resource Assessment Survey  
Determination of Eligibility for Beckett Bridge (Bridge No. 154000)  
**County Project ID: PID 2161**  
**FDOT Financial Project ID: 424385-1-28-01**  
**Florida DHR Project File No: 2012-2526**  
Pinellas County, Florida

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Dear Ms. Anderson:

Pinellas County, in cooperation with the Florida Department of Transportation (FDOT) District Seven, is conducting a Project Development and Environment (PD&E) Study to evaluate removal, rehabilitation or replacement of the Beckett Bridge over Whitcomb Bayou in Tarpon Springs, Pinellas County, Florida. The limits of the study extend from Chesapeake Drive to Forest Avenue, a distance of about 0.31 miles. A Cultural Resources Assessment Survey (CRAS) is being prepared as part of the study to comply with federal and state regulations. In March 2012, FDOT, on behalf of Pinellas County, coordinated the proposed project's area of potential effect (APE) and CRAS methodology with your office and the State Historic Preservation Officer (SHPO).

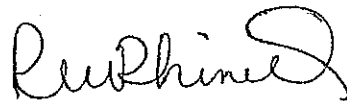
The CRAS fieldwork has been started but since the Beckett Bridge (Bridge No. 154000) has not previously been recorded in the Florida Master Site File (FMSF) or evaluated for listing on the National Register of Historic Places (NRHP), FDOT is requesting input from your office and SHPO early on concerning its eligibility for listing on the NRHP. For this reason, two copies of the NRHP Determination of Eligibility (DOE) forms are enclosed for preliminary review. After FHWA and SHPO make their eligibility determinations for the bridge, the CRAS will be completed and submitted for review. The CRAS will include a FMSF form (8PI12017) that is currently being prepared for Beckett Bridge, as well as the final DOE with all photos for the FMSF office.

Ms. Linda Anderson  
Beckett Bridge PD&E Study  
County Project ID: *PID 2161*; Florida DHR Project File No: 2012-2526  
FDOT Financial Project ID: 424385-1-28-01  
August 24, 2012  
Page 2 of 3

Beckett Bridge was originally constructed in 1924 and carries Riverside Drive/North Spring Boulevard over Whitcomb Bayou in Tarpon Springs, Florida, providing the shortest route connecting the eastern and western sides of Tarpon Springs. The bascule span is a steel single-leaf bottom counterweight Scherzer rolling lift from 1924. The fixed timber approach spans were replaced with concrete approach spans in 1956. Major repairs, which included construction of crutch bents, repair of machinery, replacement of the electrical system and construction of a new control house, were performed in 1996. Additional repairs to the bridge machinery were needed in 1997 and 2011. Despite the rehabilitations and replacement of building materials, the bridge retains its historic integrity and is a rare example of a historic Scherzer rolling lift, single-leaf bascule bridge remaining in the State. Beckett Bridge is therefore considered potentially eligible for listing in the NRHP under Criterion A in the areas of Community Planning and Development and Transportation and under Criterion C in the area of Engineering.

Provided you agree that the Beckett Bridge is NRHP eligible, please submit the enclosed DOE to the SHPO for review and concurrence. We are available to participate in a conference call with your office and SHPO to discuss the NRHP eligibility, if that would help. If you have any questions, or if I may be of further assistance, please contact me at (813) 975-6496 or via e-mail at [robin.rhinesmith@dot.state.fl.us](mailto:robin.rhinesmith@dot.state.fl.us), or Rebecca Spain Schwarz at (813) 281-8308 or via e-mail at [rebecca.spain-schwarz@atkinsglobal.com](mailto:rebecca.spain-schwarz@atkinsglobal.com).

Sincerely,



Robin Rhinesmith  
Environmental Administrator

Enclosures

cc: Theresa Farmer, FDOT  
Roy Jackson, FDOT CEMO  
Amy Streelman, Janus Research  
Tony Hornik, Pinellas County  
David Talhouk, Pinellas County  
Ann Venables, EC Driver  
Rebecca Spain Schwarz, Atkins

Ms. Linda Anderson  
Beckett Bridge PD&E Study  
County Project ID: PID 2161; Florida DHR Project File No: 2012-2526  
FDOT Financial Project ID: 424385-1-28-01  
August 24, 2012  
Page 3 of 3

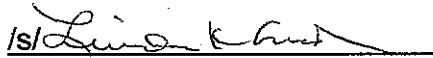
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The FHWA finds the attached Determination of Eligibility complete and sufficient and  approves /  does not approve the above recommendations and findings.

The FHWA requests the SHPO's opinion on the sufficiency of the attached Determination of Eligibility and the SHPO's opinion on the recommendations and findings contained in this cover letter and in the comment block below.

**FHWA Comments:**

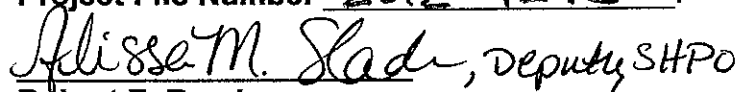
PLEASE ADDRESS COMMENTS/OPINION TO LINDA ANDERSON, FHWA. P: 850-553-2226. E: linda.anderson@dot.gov. PLEASE CC: ROBIN RHINESMITH, FDOT D7; NATALIE DENZIO, FHWA; AND ROY JACKSON, FDOT COMD.
---

  
**Martin C. Knopp**  
Division Administrator  
Florida Division  
Federal Highway Administration

9-17-12  
Date

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The Florida State Historic Preservation Officer finds the attached Determination of Eligibility complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 2012-4295.

  
for **Robert F. Bendus**  
State Historic Preservation Officer  
Director, Florida Division of Historical Resources

10.8.12  
Date



## Florida Department of Transportation

RICK SCOTT  
GOVERNOR

11201 N. McKinley Drive, Tampa, FL 33612-6456  
Phone (813) 975-6000 1-800-226-7220

ANANTH PRASAD, P.E.  
SECRETARY

February 20, 2013

Ms. Linda Anderson  
Federal Highway Administration  
Florida Division Office  
545 John Knox Road, Suite 200  
Tallahassee, Florida 32303

RE: Beckett Bridge from Chesapeake Drive to Forest Avenue  
PD&E Study Cultural Resource Assessment Survey  
**County Project ID: PID 2161**  
**FDOT Financial Project ID: 424385-1-28-01**  
**Florida DHR Project File No: 2012-2526**  
Pinellas County, Florida

RECEIVED  
BUREAU OF  
HISTORIC PRESERVATION  
2013 MAR 15 P 2:58

0001101 07 7201

Dear Ms. Anderson:

Pinellas County, in cooperation with the Florida Department of Transportation (FDOT) District Seven, is conducting a Project Development and Environment (PD&E) Study to evaluate removal, rehabilitation or replacement of the Beckett Bridge over Whitcomb Bayou in Tarpon Springs, Pinellas County, Florida. The limits of the study extend from Chesapeake Drive to Forest Avenue, a distance of about 0.31 miles. A Cultural Resource Assessment Survey (CRAS) has been prepared as part of the study to comply with federal and state regulations. In March 2012, FDOT, on behalf of Pinellas County, coordinated the proposed project's area of potential effect (APE) and CRAS methodology with your office and the State Historic Preservation Officer (SHPO) and in August 2012, FDOT, on behalf of Pinellas County, coordinated the National Register of Historic Places (NRHP) Determination of Eligibility (DOE) with your office and SHPO.

This transmittal includes two bound copies of the CRAS dated February 2013; 16 Florida Master Site File (FMSF) forms (8PI12017, 8PI12043-8PI12055, 8PI12068, and 8PI12069); the DOE; a CD containing the FMSF and DOE photos and forms; and a Survey Log Sheet.

No previously recorded or newly recorded archaeological sites were located within the archaeological APE.

The historic resources survey identified 16 newly recorded historic resources within the APE: Beckett Bridge (8PI12017) and 15 buildings (8PI12043-8PI12055, 8PI12068, and 8PI12069). Beckett Bridge (8PI12017) has been determined eligible for listing in the NRHP as an individual historic resource. The Federal Highway Administration (FHWA) concurred that Beckett Bridge is individually eligible for listing in the National Register on September 17, 2012. SHPO also concurred with these findings on October 8, 2012. The 15 structures are considered ineligible for listing in the NRHP.



Ms. Linda Anderson  
Beckett Bridge PD&E Study  
County Project ID: *PID 2161*; Florida DHR Project File No: *2012-2526*  
FDOT Financial Project ID: *424385-1-28-01*  
February 20, 2013  
Page 2 of 3

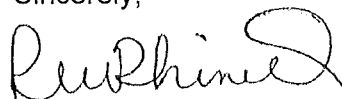
A historic resources reconnaissance survey was also undertaken in order to address historic resources along a proposed detour route which would be required for removal of the existing bridge, or during construction for the Beckett Bridge. If any of the build or rehabilitation alternatives are selected, it is anticipated that the existing Beckett Bridge route will be closed for approximately six months to two years; therefore, a detour route will be necessary. One NRHP-listed historic district and six previously recorded historic resources that are considered individually eligible for inclusion in the NRHP were identified. The historic resources include the NRHP-listed Tarpon Springs Historic District (8PI1712), the Edward Newton Knapp House (8PI238), the William T. Fleming House (8PI1617), the George Clemson House (8PI1619), the George Clemson Auxiliary (8PI1620), the Marshall H. Alworth House (8PI1621), and the Bigelow Cottage (8PI1625). The six identified significant buildings are part of the 1990 NRHP-listed Tarpon Springs Historic District (8PI1712). As part of the reconnaissance survey, one newly identified resource appears to be individually eligible for the NRHP and is located at 115 North Park Avenue. As agreed in the methodology coordination, a FMSF form was not prepared for this resource.

This information is being provided in accordance with the provisions of the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 Code of Federal Regulations (CFR), Part 800, as well as the provisions contained in the revised Chapter 267, Florida Statutes (F.S.).

Provided you approve the recommendations and findings in the enclosed cultural resource document, please coordinate with SHPO that Beckett Bridge is NRHP-eligible but the other 15 historic structures are not. One copy of the document is for your files.

If you have any questions, or if I may be of assistance, please contact me at (813)975-6496 or [robin.rhinesmith@dot.state.fl.us](mailto:robin.rhinesmith@dot.state.fl.us), or Rebecca Spain Schwarz at (813)281-8308 or [rebecca.spain-schwarz@atkinsglobal.com](mailto:rebecca.spain-schwarz@atkinsglobal.com).

Sincerely,



Robin Rhinesmith  
Environmental Administrator

Enclosures

cc: Theresa Farmer, FDOT  
Roy Jackson, FDOT CEMO  
Tony Hornnik, Pinellas County  
David Talhouk, Pinellas County  
Ann Venables, EC Driver  
Amy Streelman, Janus Research  
Rebecca Spain Schwarz, Atkins

The FHWA finds the attached Cultural Resource Assessment Survey complete and sufficient and  approves /  does not approve the above recommendations and findings.

The FHWA requests the SHPO's opinion on the sufficiency of the attached Cultural Resource Assessment Survey and the SHPO's opinion on the recommendations and findings contained in this cover letter and in the comment block below.

**FHWA Comments:**

PLEASE ADDRESS COMMENTS / OPINION TO LINDA ANDERSON, FHWA -  
P: 850-553-2226 . E: linda.anderson@dot.gov.  
PLEASE CC: ROBIN RAIVESMITH, FDOT D7; MAHIE DETZIO, FHWA;  
AND ROY JACKSON, FDOT COMO.

1st Linda Hawk  
David Hawk  
Acting Division Administrator  
Florida Division  
Federal Highway Administration

3-13-13  
Date

The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 2013-1021

[Signature]  
Robert F. Bendus, Director  
Division of Historical Resources  
and State Historic Preservation Officer

4/4/13  
Date

## **APPENDIX C**

### ***Environmental Resource Agency Coordination Letters***

**BOARD OF COUNTY  
COMMISSIONERS**

Dave Eggers  
Pat Gerard  
Charlie Justice  
Janet C. Long  
John Morroni  
Karen Williams Seel  
Kenneth T. Welch



June 18, 2015

David Rydene, Fisheries Biologist  
National Marine Fisheries Service  
Habitat Conservation Division  
263 13<sup>th</sup> Avenue South  
St. Petersburg, FL 33701-5005

Dear Mr. Rydene:

RE: Biological Assessment Technical Memorandum  
Beckett Bridge Project Development and Environmental Study  
from Chesapeake Drive to Forest Avenue  
Pinellas County, Florida  
Pinellas County Project ID: PID 002161  
Financial Project ID: 424385-1-28-01  
ETDM No: 13040

Pinellas County, in coordination with the Florida Department of Transportation (FDOT) District Seven and the Federal Highway Administration (FHWA), conducted a Project Development and Environment (PD&E) Study to evaluate alternatives to remove, rehabilitate or replace the existing Beckett Bridge (Bridge No. 154000) in Tarpon Springs, Pinellas County, Florida. Alternatives evaluated during the study would involve impacts to estuarine/inshore wetland and surface waters. A Wetlands Evaluation Report describing potential impacts to designated Essential Fish Habitat was submitted to the National Marine Fisheries Service (NMFS) on March 29, 2013. In an email dated April 15, 2015, you responded with comments regarding appropriate wetland mitigation measures and a request for continued coordination.

The Biological Assessment (BA) prepared for this project was recently provided to you in electronic format. The BA describes existing habitat within the project corridor and discusses potential effects of the proposed bridge replacement to listed species. Since preparation of the BA, a Preferred Alternative has been selected by the County and FDOT. The Preferred Alternative consists of replacement of the existing two-lane bascule Beckett Bridge with a new two-lane single-leaf, rolling lift bridge of similar design. The proposed bridge would provide 7.8 feet of vertical clearance over the navigation channel at the fenders in the closed position. The new bridge would be constructed within

PLEASE ADDRESS REPLY TO:  
Pinellas County Engineering and Technical Support  
14 S. Fort Harrison Ave. • 6th floor  
Clearwater, FL 33756  
Main Office: (727) 464-3588  
FAX: (727) 464-3595  
V/TDD: (727) 464-4062

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

Mr. David Rydene

June 17, 2015

Page 2

existing right-of-way on approximately the same alignment as the existing bridge; however, the new bridge would be approximately 19 feet wider than the existing bridge.

It is our understanding that detailed construction information is required for you and your staff to analyze the effects of pile driving and other construction activities on protected species. At this time specific construction details, including construction schedule, the number of pilings proposed, pile-driving duration, pile driving methods and the number of hammer strikes per pile are unknown. However, the County will commit to prohibiting blasting for demolition of the existing bridge.

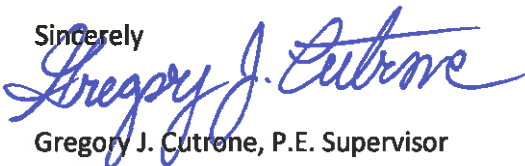
Pinellas County, in coordination with FDOT, intends to request that the Service reinstate "informal" consultation for the project's effects on the listed species during the final design phase of the project and in conjunction with the project's permitting process. It is understood that the Service's consultation on the project will be concluded before the project is advanced to the construction phase. In this case, Pinellas County, in compliance with 23 CFR 771.133 and Section 7 of the Endangered Species Act, agrees not to begin construction on the project, or otherwise make any irreversible or irretrievable commitment of resources that has the effect of foreclosing the formulation or implementation of any reasonable and prudent alternative, or reasonable and prudent measures (which would not violate section 7(a)(2) of the Act), until consultation with the Service is completed. Pinellas County understands that final approval for the project will not be granted by the FHWA until this consultation process is concluded. This constitutes a commitment by the County of reasonable assurance, which is to be stipulated in the Commitment and Recommendations Section of the final NEPA document for the project which is subject to FHWA approval."

The FHWA is evaluating the final Environmental Document, a Type II Categorical Exclusion (CE), which was prepared during the PD&E study. In order to finalize their review and approve the CE, the FHWA has requested that the County and FDOT obtain a response from NMFS regarding the potential effects of the project on listed species under NMFS' jurisdiction.

On behalf of Pinellas County and FDOT, we appreciate your timely review of this information and subsequent response. If you have any questions or need additional information please contact Ann Venables at 813-675-6725 or by email at [ann.venables@aecom.com](mailto:ann.venables@aecom.com).

Thank you very much for your assistance with this project.

Sincerely



Gregory J. Cutrone, P.E. Supervisor  
Civil & Structural Systems Unit

Enclosures

cc w/enclosures: Robin Rhinesmith, FDOT District 7  
Ann Venables, URS  
Nancy McKibben, Pinellas County  
Tony Horrnik, Pinellas County



**UNITED STATES DEPARTMENT OF COMMERCE**

National Oceanic and Atmospheric Administration

**NATIONAL MARINE FISHERIES SERVICE**

Southeast Regional Office

263 13th Avenue South

St. Petersburg, Florida 33701-5505

<http://sero.nmfs.noaa.gov>

June 24, 2015

F/SER46:DR

Mr. Gregory J. Cutrone  
P.E. Supervisor  
Civil & Structural Systems Unit  
Pinellas County Engineering & Technical Support  
14 South Fort Harrison Avenue, 6<sup>th</sup> Floor  
Clearwater, Florida 33756-5105

Ms. Robin Rhinesmith  
Environmental Administrator  
Florida Department of Transportation District 7  
11201 North Malcolm McKinley Drive  
Tampa, Florida 33612-6403

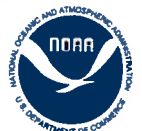
Ref.: Pinellas County Project ID PID 002161, Financial Project Number 424385-1-28-01,  
Pinellas County & the Florida Department of Transportation District 7, Beckett Bridge  
replacement (from Chesapeake Drive to Forest Avenue), Pinellas County, Florida

Dear Sir and Madam:

NOAA's National Marine Fisheries Service (NMFS) has reviewed the information you have provided regarding the Beckett Bridge replacement PD&E study. This letter responds to your conclusions regarding Endangered Species Act (ESA)-listed species under NMFS's purview and Magnuson-Stevens Fishery Conservation and Management Act Essential Fish Habitat (EFH). You have requested that NMFS review the Biological Assessment and Wetland Evaluation Report documents and provide support for moving the project forward toward determining a finding under the National Environmental Policy Act. Our comments are provided in accordance with provisions of Section 7 of the ESA of 1973, as amended (16 U.S.C. 1531 *et seq.*) and the Magnuson-Stevens Fishery Conservation and Management Reauthorization Act of 2006. NMFS believes that, to the extent practicable at this stage of the project, Pinellas County and the Florida Department of Transportation (FDOT) have addressed NMFS's previous comments in relation to the project.

Pinellas County and FDOT propose the replacement of the existing 2-lane bascule Beckett Bridge with a new 2-lane single-leaf, rolling lift bridge crossing Whitcomb Bayou.

Pinellas County in coordination with FDOT District 7 and the Federal Highway Administration has determined that the project may affect, but is not likely to adversely affect (NLAA) smalltooth sawfish (*Pristis pectinata*), Gulf sturgeon (*Acipenser oxyrinchus desotoi*), and swimming sea turtles including loggerhead (*Caretta caretta*), green (*Chelonia mydas*), leatherback (*Dermochelys coriacea*), Kemp's ridley (*Lepidochelys kempii*), and hawksbill (*Eretmochelys imbricata*) sea turtles. NMFS cannot provide concurrence or non-concurrence with these NLAA determinations at this time because sufficiently detailed project information is



not yet available for NMFS to conduct an analysis as part of the ESA Section 7 consultation. In addition, uncertainty remains regarding how construction impacts to ESA-listed species will be minimized. However, NMFS believes it can provide reasonable assurance that the Section 7 consultation can be completed as an informal consultation as the project moves forward and project details and commitments are finalized.

NMFS has reviewed the information regarding impacts to EFH due to the project. It appears that minor impacts to estuarine mangroves, oyster bars, and other NMFS trust resources comprising EFH may occur based on initial estimates. However, NMFS believes that when appropriate compensatory mitigation is provided for those unavoidable wetland impacts that do occur, the project will not have an adverse impact on EFH.

If you have any questions regarding this letter, please contact me at (727) 824-5379, or by email at [David.Rydene@noaa.gov](mailto:David.Rydene@noaa.gov).

Sincerely,

A handwritten signature in black ink that reads "David Rydene". The signature is written in a cursive, slightly slanted style.

David Rydene, Ph.D.  
Fishery Biologist

**BOARD OF COUNTY  
COMMISSIONERS**

Dave Eggers  
Pat Gerard  
Charlie Justice  
Janet C. Long  
John Morrioni  
Karen Williams Seel  
Kenneth T. Welch



June 18, 2015

Jay Herrington, Field Supervisor  
US Fish and Wildlife Service  
North Florida Ecological Services Field Office  
7915 Baymeadows Way, Suite 200  
Jacksonville, FL 32256-7517

Dear Mr. Herrington:

RE: Biological Assessment Technical Memorandum  
Beckett Bridge Project Development and Environmental Study  
from Chesapeake Drive to Forest Avenue  
Pinellas County, Florida  
Pinellas County Project ID: PID 002161  
Financial Project ID: 424385-1-28-01  
ETDM No: 13040

Pinellas County, in coordination with the Florida Department of Transportation (FDOT) District Seven and the Federal Highway Administration (FHWA), conducted a Project Development and Environment (PD&E) Study to evaluate alternatives to remove, rehabilitate or replace the existing Beckett Bridge (Bridge No. 154000) in Tarpon Springs, Pinellas County, Florida. Alternatives evaluated during the study would involve impacts to estuarine/inshore wetland and surface waters. The Wetlands Evaluation Report and Biological Assessment prepared for the project were coordinated with your staff via letters dated March 29, 2013 (attached).

Your staff provided comments by letter dated June 12, 2013 (attached). The letter stated that without additional information about the selected alternative and construction details, including timing and duration of the proposed work, and whether blasting would be required, the Service could not concur with the "may affect, not likely to adversely affect" determination for the Florida Manatee. Since preparation of the BA, a Preferred Alternative has been selected by the County and FDOT.

The Preferred Alternative consists of replacement of the existing two-lane bascule Beckett Bridge with a new two-lane single-leaf, rolling lift bridge of similar design. The proposed bridge would provide 7.8 feet of vertical clearance over the navigation channel at the fenders in the closed position. The new bridge would be constructed within existing right-of-way on approximately the same alignment as

PLEASE ADDRESS REPLY TO:  
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Clearwater, FL 33756  
Main Office: (727) 464-3588  
FAX: (727) 464-3595  
V/TDD: (727) 464-4062

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



Mr. Jay Herrington

June 18, 2015

Page 2

the existing bridge; however, the new bridge would be approximately 19 feet wider than the existing bridge. At this time specific construction details such as the construction schedule, number of pilings, pile-driving duration, etc. are unknown. However, the County will commit to prohibiting blasting for demolition of the existing bridge.

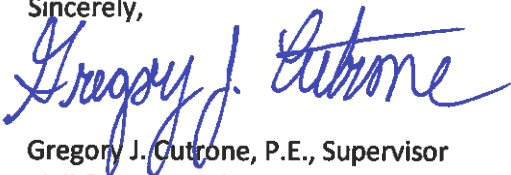
Pinellas County, in coordination with FDOT, intends to request that the Service reinstate "informal" consultation for the project's effects on the listed species during the final design phase of the project and in conjunction with the project's permitting process. It is understood that the Service's consultation on the project will be concluded before the project is advanced to the construction phase. In this case, Pinellas County, in compliance with 23 CFR 771.133 and Section 7 of the Endangered Species Act, agrees not to begin construction on the project, or otherwise make any irreversible or irretrievable commitment of resources that has the effect of foreclosing the formulation or implementation of any reasonable and prudent alternative, or reasonable and prudent measures (which would not violate section 7(a)(2) of the Act), until consultation with the Service is completed. Pinellas County understands that final approval for the project will not be granted by the FHWA until this consultation process is concluded. This constitutes a commitment by the County of reasonable assurance, which is to be stipulated in the Commitment and Recommendations Section of the final NEPA document for the project which is subject to FHWA approval."

The FHWA is evaluating the final Environmental Document, a Type II Categorical Exclusion (CE), which was prepared during the PD&E study. In order to finalize their review and approve the CE, the FHWA has requested that the County and FDOT obtain a response from USFWS regarding the potential effects of the project on listed species under USFWS jurisdiction.

On behalf of Pinellas County and FDOT, we appreciate your timely review of this information and subsequent response. If you have any questions or need additional information please contact Ann Venables at 813-675-6725 or by email at [ann.venables@aecom.com](mailto:ann.venables@aecom.com).

Thank you very much for your assistance with this project.

Sincerely,



Gregory J. Cutrone, P.E., Supervisor  
Civil & Structural Systems Unit

Enclosures

cc w/enclosures: Robin Rhinesmith, FDOT District 7  
Ann Venables, URS  
Nancy McKibben, Pinellas County  
Tony Horrnik, Pinellas County



# United States Department of the Interior

## U. S. FISH AND WILDLIFE SERVICE

7915 BAYMEADOWS WAY, SUITE 200  
JACKSONVILLE, FLORIDA 32256-7517

IN REPLY REFER TO:

FWS Log No. 41910-2013-I-0177

July 9, 2015

Gregory J. Cutrone  
Pinellas County Engineering and Technical Support  
14S. Fort Harrison Avenue - 6<sup>th</sup> Floor  
Clearwater, Florida 33756  
(Attn: Tom Hornik)

RE: Beckett Bridge from Chesapeake Drive to Forest Avenue  
Pinellas County Project ID: PID 002161  
FDOT PFN: 424385-1-28-01  
Pinellas County, Florida

Dear Mr. Cutrone:

The U.S. Fish and Wildlife Service (Service) has received your letter of June 18, 2015, regarding the project referenced above. Pinellas County (County), in coordination with the Florida Department of Transportation (FDOT) District Seven and the Federal Highway Administration (FHWA), has conducted a Project Development and Environment (PD&E) Study to evaluate the alternatives to remove, rehabilitate, or replace the existing Beckett Bridge, in Tarpon Springs, Pinellas County, Florida. In order to finalize their review and approval of a Type II Categorical Exclusion, the FHWA has requested that the County and FDOT obtain a response from the Service regard the potential effects of the project on listed species that are under Service jurisdiction. The Service provides the following comments in accordance with section 7 of the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*).

Previously, in 2013, the Service reviewed the Environmental Assessment and the Wetlands Evaluation Report prepared by URS Corporation for the PD&E Study. In a letter dated June 13, 2013, we stated that we were unable to provide concurrence with listed species effects determinations at the existing stage of project planning, since a project alternative was yet to be selected and construction details were not available. We had particular concerns regarding the West Indian (Florida) manatee (*Trichechus manatus latirostris*). Whitcomb Bayou is designated as an Important Manatee Area in the U.S. Army Corps of Engineers 2013 "Effects Determination Key for the Manatee" and as a result dredging is restricted November 15 through March 31. Manatees use the Anclote River and its associated bayous for calving, mating, foraging, resting, and as travel corridors. Aerial surveys indicate that Whitcomb Bayou receives substantial use by manatees year-round. In our June 13, 2013, letter we did agree with the Biological Assessment's conclusions regarding the piping plover (*Charadrius melodus*), wood stork (*Mycteria americana*), and eastern indigo snake (*Drymarchon corais couperi*). We also cited the National

Marine Fisheries Service as having jurisdiction over listed sea turtle species in the marine environment and over the Gulf sturgeon (*Acipenser oxyrinchus desotoi*) in estuaries.

Since our 2013 review, a preferred alternative has been selected for the project. The preferred alternative consists of replacement of the existing two-lane bascule bridge with a new two-lane single-leaf, rolling lift bridge of similar design. The new bridge would be constructed within the existing right-of-way and on approximately the same alignment as the existing bridge, but would be 19 feet wider. Specific construction details have yet to be established; however, the County has committed to excluding blasting as a means of demolishing the existing bridge.

Coordination between the Service, the County, and CDOT has established that further consultation under the Act will be required in the project design phase. The County has provided the following commitment:

“Pinellas County, in coordination with FDOT, intends to request that the Service reinstate "informal" consultation for the project's effects on the listed species during the final design phase of the project and in conjunction with the project's permitting process. It is understood that the Service's consultation on the project will be concluded before the project is advanced to the construction phase. In this case, Pinellas County in compliance with 23 CFR 771.133 and Section 7 of the Endangered Species Act, agrees not to begin construction on the project, or otherwise make any irreversible or irretrievable commitment of resources that has the effect of foreclosing the formulation or implementation of any reasonable and prudent alternative, or reasonable and prudent measures (which would not violate section 7(a)(2) of the Act), until consultation with the Service is completed. Pinellas County understands that final approval for the project will not be granted by the FHWA until this consultation process is concluded. This constitutes a commitment by the County of reasonable assurance, which is to be stipulated in the Commitment and Recommendations Section of the final NEPA document for the project, which is subject to FHWA approval.”

Given this commitment and based on the information available for the current planning phase of the proposed project we provide the following review of the project's potential to affect species listed under the ESA.


The March 2013 Biological Assessment concluded ‘may affect, not likely to adversely affect’ determinations for the manatee, piping plover, wood stork, and eastern indigo snake. For the manatee, in addition to the commitment that no blasting will occur as part of bridge demolition, the County has committed to implement Standard Manatee Conditions for In-water Work during all in-water construction. The County will also coordinate with the Service and the Florida Fish and Wildlife Conservation Commission during the design and permitting phase of the project to determine whether additional site-specific manatee protection measures may be necessary during construction. Based on these commitments and our review of the information available we agree that a ‘may affect, but is not likely to adversely affect’ determination is currently appropriate for the manatee.

In regard to other listed species, we also agree with the current evaluations of project effects on the piping plover, wood stork, and eastern indigo snake. The project area includes only residential neighborhoods and bridges a portion of the Whitcomb Bayou that is largely bulkheaded with minimal mangrove fringe. No habitat is present to support the piping plover or eastern indigo snake. While the wood stork could utilize the limited mangrove shoreline present, the site does not support foraging habitat. We agree that a determination of 'may affect, but is not likely to adversely affect' is currently appropriate for the piping plover, wood stork, and eastern indigo snake.

This letter this does not represent a biological opinion as described in section 7 of the Act nor a final concurrence with project effects on listed species as determined by the County. New information regarding species presence, changes to and refinement of the proposed project, and potential adverse effects not initially considered may increase the risk of adverse effects to a level at which take is reasonably certain to occur. All additional information available will be evaluated when consultation is reinitiated under the Act.

If you have any questions, please contact Peter Plage at (904) 731-3085. Thank you for considering the effects of your proposal on fish and wildlife, and the ecosystems upon which they depend.

Sincerely,

  
for Jay B. Herrington  
Field Supervisor

cc: FDOT Tampa (Robin Rhinesmith)  
AECOM, Tampa (Ann Venables)  
FWC, Tallahassee (M. Duncan)

**From:** [Hornnik, Tony](#)  
**To:** [Venables, Ann](#)  
**Cc:** [Bellhorn, Paul A](#)  
**Subject:** FW: NMFS response to Beckett Bridge Wetland Evaluation/Essential Fish Habitat Technical Memorandum  
**Date:** Wednesday, April 17, 2013 10:32:01 AM

---

FYI

**Tony Hornnik, P.E., S.I.**

Division Engineer  
DEI - Eng & Tech Support Division  
14 St. Ft. Harrison  
Clearwater, FL 33756  
Work 727-464-3640  
Cell 727- 272-8630  
[thornnik@pinellascounty.org](mailto:thornnik@pinellascounty.org)

*All government correspondence is subject to the public records law.*

---

**From:** David Rydene - NOAA Federal [mailto:david.rydene@noaa.gov]  
**Sent:** Monday, April 15, 2013 2:14 PM  
**To:** Hornnik, Tony  
**Subject:** NMFS response to Beckett Bridge Wetland Evaluation/Essential Fish Habitat Technical Memorandum

NMFS staff has reviewed the March 2013 Wetlands Evaluation/Essential Fish Habitat Technical Memorandum for the Beckett Bridge (Riverside Drive from Chesapeake Drive to Forest Avenue in Pinellas County, Florida) PD&E Study. The essential fish habitat effect determinations appear to accurately reflect potential impacts to NMFS trust resources for the various bridge removal, rehabilitation, and replacement alternatives under consideration.

Given the relatively low quantity of impacts to fish habitats estimated for all the alternatives, the proposed conceptual mitigation plan seems reasonable. In terms of the options laid out in Section 4.3 (Mitigation Alternatives) of the document, NMFS is generally more inclined to accept appropriate off-site (but within the same drainage basin) “in-kind” mitigation, rather than “out-of-kind” mitigation for unavoidable project impacts.

NMFS requests continued coordination as the project moves further along in the process, a bridge alternative is selected, and detailed compensatory mitigation proposals are developed.

--

David Rydene, Ph.D.  
Fish Biologist  
National Marine Fisheries Service  
Habitat Conservation Division  
263 13th Avenue South  
St. Petersburg, FL 33701  
Office (727) 824-5379  
Cell (813) 992-5730  
Fax (727) 824-5300



# United States Department of the Interior

## U. S. FISH AND WILDLIFE SERVICE

7915 BAYMEADOWS WAY, SUITE 200  
JACKSONVILLE, FLORIDA 32256-7517

IN REPLY REFER TO:

**FWS Log No. 41910-2013-1-0177**

June 12, 2013

Tony Horrnik  
Engineering and Technical Support Division  
Pinellas County Environment and Infrastructure  
14 S. Ft. Harrison Drive – 6<sup>th</sup> Floor  
Clearwater, Florida 33756

Dear Mr. Horrnik:

The Fish and Wildlife Service (Service) received your two letters dated March 29, 2013, regarding the Beckett Bridge Project Development and Environment Study (PD&E Study). Included were two URS Corporation technical memoranda (reports), “Biological Assessment” and “Wetlands Evaluation/Essential Fish Habitat.” You requested that the Service comment on the two reports, and specifically provide our concurrence with listed species effects determinations and proposed conceptual mitigation. We provide the following comments in accordance with section 7 of the Endangered Species Act of 1973 (ESA), as amended (16 U.S.C. 1531 *et seq.*), the Marine Mammal Protection Act of 1972 (MMPA), as amended (16 U.S.C. 1361 *et seq.*).

Beckett Bridge is located on Riverside Drive in Tarpon Springs, Pinellas County, Florida (28.1499N and -82.7651W). It spans Whitcomb Bayou, part of the Anclote River and bayou complex. The PD&E Study, conducted in coordination with the Florida Department of Transportation and the Federal Highway Administration, evaluates alternatives to remove, rehabilitate, or replace the existing bridge. The reports provide a fair representation of listed species, wetlands, and other habitats present that could be impacted by Beckett Bridge project alternatives. Appendix A of the Biological Assessment provides agency comments and concerns over potential project effects from reviews that occurred in 2010. Since a project alternative has not been selected and the details of potential work are not yet established, we find it premature to concur with many conclusions that the reports draw regarding listed species and impact mitigation.

For example, the Biological Assessment report provides effect determinations for federally listed species potentially present in the project area. Determinations include “may affect, not likely to adversely affect” for species including the Florida manatee (*Trichechus manatus latirostris*), Gulf sturgeon (*Acipenser oxyrinchus desotoi*), and five species of sea turtles. As noted in the Biological Assessment, Whitcomb Bayou is designated an Important Manatee Area (IMA) in the 2013 Corps of Engineers Effect Determination Key for the manatee and dredging is restricted from November 15 through March 31. Florida manatees utilize the Anclote River and associated bayous for calving, mating, foraging, resting and as travel corridors. Aerial surveys by the Florida Fish and Wildlife Conservation Commission (FWC) indicate that Whitcomb Bayou receives substantial use by manatees year-round. In order to reduce the effects of the project on the manatee, Pinellas County has committed to implementing the “Standard Manatee Conditions for In-Water Activities” developed by the Service. Pinellas County has also committed to coordinating with the Service and

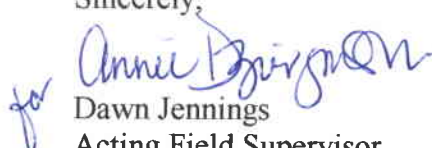
FWC to determine additional site-specific manatee protection measures to be implemented during construction. While we are encouraged by both of these commitments, until such time as site specific conditions to address potential impacts are developed and agreed to, we cannot concur with a “may affect, not likely to adversely affect” determination for the manatee. Without knowing construction details, including timing and duration of the proposed work, and whether blasting will be utilized to remove existing bridge structures, appropriate conditions to safeguard manatees and other aquatic species are not determinable.

The Service and the National Oceanic and Atmospheric Administration’s National Marine Fisheries Service (NMFS) share federal jurisdiction for Gulf sturgeon and sea turtles under the Act. By agreement, in estuarine environments NMFS has the lead on Gulf sturgeon where the lead federal reviewing agency is the Corps of Engineers, which is likely in this instance. The Service only has responsibility for sea turtles on nesting beaches and the NMFS has jurisdiction for sea turtles in the marine environment. In projects such as this, where any sea turtles would not be nesting, but may be present in the bayou, NOAA has jurisdiction.

We agree with the Biological Assessment’s conclusions on piping plover (*Charadrius melodus*), wood stork (*Mycteria americana*), eastern indigo snake (*Drymarchon corais couperi*), and federally listed plants. Appropriate habitat is not present for the piping plover. While the project site is within the core foraging area of several active wood stork colony sites, little or no suitable foraging habitat is present in the project area. As the result of residential development, no undisturbed upland habitat occurs on or near the project site that might support the eastern indigo snake or listed plants. As a result, “Standard Construction Measures for the Eastern Indigo Snake” will not be required.

Based on information provided in the Wetland Evaluation/Essential Fish Habitat report, alternatives being considered may impact up to 0.03 acre of wetland consisting of oyster bars and mangrove swamp; no seagrass beds would be impacted. Bridge pilings may be removed and replaced, but it is assumed that no net impacts to open water would occur. Since impacts are not yet known, mitigation to offset project impacts to wetlands, including essential fish habitat, is as of yet undetermined and could be either on-site or off-site. We encourage avoidance of impacts to wetlands and particularly to mangroves and oyster bars that support foraging and nesting for migratory birds.

We appreciate commitments by Pinellas County to conserve fish and wildlife and your plans to coordinate further with the Service and other agencies during the design and implementation phase of the project. If you have any questions regarding this letter or to further coordinate with the Service regarding this matter, please contact Peter Plage at (904)731-3085.

Sincerely,  
  
for Dawn Jennings  
Acting Field Supervisor

cc:

Terry Gilbert-FFWCC

Brandon Howard- NMFS

Joseph Severson - FDOT



**Florida Fish  
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Conservation  
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April 22, 2013

Mr. Tony Hornik, Project Manager  
Pinellas County Engineering and Technical Support Division  
14 S. Ft. Harrison Avenue – 6<sup>th</sup> Floor  
Clearwater, FL 33756  
[thornik@co.pinellas.fl.us](mailto:thornik@co.pinellas.fl.us)

Re: Beckett Bridge, Pinellas County, Wetlands Evaluation and Biological Assessment  
(ETDM #13040)

Dear Mr. Hornik:

The Florida Fish and Wildlife Conservation Commission (FWC) staff has reviewed the Wetland Evaluation/Essential Fish Habitat Technical Memorandum (WETM) and the Biological Assessment Technical Memorandum (BATM) for the above-referenced project. These reports were prepared as part of the PD&E Study for the proposed project. We provide the following comments and recommendations for your consideration in accordance with Chapter 379, Florida Statutes (F.S.), and Rule 68A-27, Florida Administrative Code (F.A.C.).

The project involves the potential repair or replacement of the Beckett Bridge over Whitcomb Bayou in Tarpon Springs. The Beckett Bridge is one of the few single-leaf, rolling-lift bascule bridges remaining in Florida. Alternatives under consideration include: no build – maintain existing bridge, no build – remove existing bridge, rehabilitate existing bridge, replace with a moveable bridge, and replace with a fixed bridge. Whitcomb Bayou connects to the Anclote River to the north.

Uplands adjacent to the bridge contain residential and marina development. The shoreline beneath the bridge is seawalled, although there are a few scattered mangroves in the vicinity. Surveys revealed no seagrasses near the bridge, but oysters have colonized the bridge pilings and other hard surfaces in the Bayou.

The WETM evaluated wetland impacts associated with the build alternatives, and found them to be minimal, resulting in only 0.003 to 0.005 units of wetland functional loss. Compensatory mitigation will be offered for all unavoidable wetland impacts during the state and federal permit process.

The BATM evaluated potential project impacts to 25 wildlife species classified under the Endangered Species Act as Federally Endangered (FE) or Threatened (FT), or by the State of Florida as Threatened (ST) or Species of Special Concern (SSC), plus the bald eagle. The bald eagle was delisted by state and federal agencies, but this species remains protected under state rule in Section 68A-16.002, F.A.C. and by the federal Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d).

Listed species were evaluated based on range and potential appropriate habitat or because the project is within a U.S. Fish and Wildlife Service (USFWS) Consultation Area. The following listed species were evaluated in the BATM: Gulf sturgeon (FT), American alligator (FT), Eastern indigo snake (FT), loggerhead sea turtle (FT), green sea turtle (FE), leatherback sea turtle (FE), hawksbill sea turtle (FE), Kemp's ridley sea turtle (FE), Southeastern kestrel (ST), Florida sandhill crane (ST), piping plover (FT), snowy plover (ST), least tern (ST), wood stork (FE), limpkin (SSC), snowy egret (SSC), reddish egret (SSC), little blue heron (SSC), tri-colored heron (SSC), white ibis (SSC), roseate spoonbill (SSC), American oystercatcher (SSC), brown pelican (SSC), black skimmer (SSC), and Florida manatee (FE).



Project biologists made a finding of “no effect” for the Southeastern American kestrel and Florida sandhill crane, and a finding of “not likely to adversely affect” for the wood stork and Eastern indigo snake. For all the other evaluated species, a determination that the project “may affect, but is not likely to adversely affect” these species was concluded in the report. We agree with this determination and support the project commitments for protected species, which include the following:

1. Compliance with the USFWS “Standard Protection Protocols for the Eastern Indigo Snake” and paragraph E of the U.S. Army Corps of Engineers Eastern Indigo Snake Programmatic Key.
2. Compliance with the USFWS and FWC approved “Standard Manatee Construction Conditions” during all in-water construction phases of the project, and coordination with the USFWS and FWC during the design and permitting phases of the project for additional site-specific manatee protection measures to be implemented during construction.
3. Submission of a blasting plan (if blasting occurs), which includes the use of qualified observers and an aerial survey, to USFWS and FWC for review and approval prior to construction.
4. Coordination of wetland impacts with the appropriate resource agencies and propose mitigation to offset any adverse impacts to listed species habitat, if determined to be warranted.
5. If an active bald eagle nest is identified within the 660-foot buffer zone around the construction area, mitigation measures will be implemented to avoid disturbing the species, which may include control of the timing and location of construction activities and establishment of a buffer zone around active nesting sites.
6. Coordination with FWC for the removal of the osprey nests on a utility pole within the construction area during the design and permitting phase of the project.

Thank you for the opportunity to review the WETM and BATM for the Beckett Bridge project in Pinellas County. If you need further assistance, please do not hesitate to contact Jane Chabre either by phone at (850) 410-5367 or at [FWCConservationPlanningServices@MyFWC.com](mailto:FWCConservationPlanningServices@MyFWC.com). If you have specific technical questions regarding the content of this letter, contact Brian Barnett at (772) 579-9746 or email [brian.barnett@MyFWC.com](mailto:brian.barnett@MyFWC.com).

Sincerely,



Scott Sanders, Director  
Office of Conservation Planning Services

ss/bb

ENV 1-13-2

Beckett Bridge Replacement or Repair\_17439\_042213

cc: Theresa Farmer, FDOT District 7, [theresa.farmer@dot.state.fl.us](mailto:theresa.farmer@dot.state.fl.us)

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PUBLIC HEARING

County Project Number PID 2161

FDOT FPN: 424385-1

ETDM NUMBER: 13040

*(Beckett Bridge Project Development and  
Environment (PD&E) Study Riverside Drive from  
Chesapeake Drive to Forest Avenue, Tarpon  
Springs, Pinellas County, Florida)*

DATE: Wednesday, February 26, 2014

TIME: 5:00 p.m. - 7:01 p.m.

PLACE: Tarpon Springs Yacht Club  
350 North Spring Boulevard  
Tarpon Springs, Florida 34689

REPORTED BY: CATHY J. JOHNSON MESSINA, RMR, FPR  
Registered Merit Reporter  
Florida Professional Reporter  
MEMBER: NCRA, FCRA, STAR

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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 "undesigned 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 Horrnik, 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](http://www.pinellascounty.org/beckettbridge). Please  
25 provide your comments by March 8, 2014. These addresses



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

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

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

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

15 (End of Presentation.)

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

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

25 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 [thornnik@pinellascounty.org](mailto:thornnik@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](http://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  
13  
14 *Cathy J. Johnson Messina*

15 Court Reporter  
16 My Commission Expires:  
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I, TONY HORRNIK, have read the foregoing transcript of the Public Hearing held on February 26th, 2014, in Tarpon Springs, Florida.

This testimony should be corrected as follows:

<u>PAGE</u>	<u>LINE</u>	<u>CORRECTION AND REASON THEREFOR</u>

Under penalties of perjury, I declare that I have read the foregoing pages and verified that it is true and correct subject to any changes in form or substance entered herein.

SIGNED at Pinellas County, Florida, this 21 day of May, 2015.

Tony Hornik  
TONY HORNIK

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<b>Z</b>	<b>Z</b>
	<p><b>Zone</b> [1] - 22:14</p>

**From:** Overton, Randall D CIV [mailto:Randall.D.Overton@uscg.mil]

**Sent:** Wednesday, May 13, 2015 3:30 PM

**To:** Venables, Ann

**Cc:** Zercher, Jennifer N; Tate, William G CIV; Tompkins, Darayl CIV

**Subject:** RE: Beckett Bridge CE - USCG Concurrence with Preferred Alternative ( proposed navigational clearances)

Ann,

Thank you for the email and the coordination on this project. Evelyn Smart was indeed very involved with this project during development and alternatives analysis and she briefed prior to her departure.

I have reviewed the recommended alternative, to wit;

"The Recommended Alternative is replacement of the existing two-lane bascule Beckett Bridge with a new two-lane single-leaf, rolling lift bridge of similar design. The proposed bridge would provide 7.8 feet of vertical clearance over the navigation channel at the fenders in the closed position. The horizontal clearance between the fenders will be 25 feet. Unlimited vertical clearance will be provided in the open position for the width of the channel between the fenders."

The navigational clearances provided by the recommended alternative are satisfactory and will meet the reasonable needs of navigation on the waterway.

As always, I look forward to working with you during permitting.

Thank you,

Randy

Randall Overton  
Federal Permit Agent USCG  
Bridge Management Specialist  
909 SE 1st Ave Suite 432  
Miami, FL 33131  
(305) 205-0795 Cell  
(305) 415-6736 Office

**From:** Venables, Ann [<mailto:ann.venables@aecom.com>]

**Sent:** Monday, May 11, 2015 10:49 AM

**To:** Overton, Randall D CIV

**Subject:** Beckett Bridge CE - USCG Concurrence with Preferred Alternative ( proposed navigational clearances)

Randy,

I hope you are having a wonderful Monday.

I have attached the signed CE (without the appendices) and the comments on the CE received from Phillip Bello at FHWA. Please note comment #7. As you know, Evelyn was intimately involved with this project for over two years. I have very few actual emails that document the USCG concurrence with the preferred alternative as far as navigational clearances are concerned, because Evelyn participated in many meetings which FHWA also attended and most of the discussions were not specifically documented. I do have an email that Evelyn wrote that clearly stated the Fixed Bridge Alternative did not meet the needs of navigation. However, a specific statement that the navigational clearances proposed are acceptable would be helpful.

Would it be possible to get an email from you that states that the Preferred Alternative is acceptable to the USCG? If you have any questions or need additional information, please don't hesitate to call.

Thanks,

Ann

***Ann Venables, AICP***

Project Manager/Senior NEPA Planner

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## WQIE CHECK LIST

Project Name: Beckett Bridge PD&E Study, from Chesapeake Dr. to Forest Av., Pinellas Co., FL  
County: Pinellas  
FPN (Financial Number): 424385-1-28-01 (Pinellas Co. Proj. No. PID2161; ETDM No. 13040)  
Federal Aid Project No: n/a  
Short project description: The project involves evaluating options for removal, rehabilitation, or replacement of the existing Beckett Bridge

### PART 1: DETERMINATION OF WQIE SCOPE

Does project increase impervious surface area?  Yes No

Does project alter the drainage system?  Yes No

If the answer to both questions is no, complete the WQIE by checking Box A in Part 4.

Do environmental regulatory requirements apply?  Yes No

### PART 2: PROJECT CHARACTERISTICS

20-year design ADT: 9,700 Expected speed limit: 30 mi/hr  
Drainage area: 28.48 acres 61.6 % Impervious 38.4 % Pervious  
Land Use: 61.9 % Residential 0.4 % Commercial 2.2 % Industrial  
0 % Agricultural 27.3 % Wetlands 8.2 % Other Natural  
Potential large sources of pollution (identify): None

Groundwater receptor (name of aquifer or N/A): Surficial/Floridan

Designated well head protection area? Yes  No Name: \_\_\_\_\_

Sole source aquifer Yes  No Name: \_\_\_\_\_

Groundwater recharge mechanism:

Percolation

(Notify District Drainage Engineer if karst conditions expected)

**WQIE CHECK LIST (Contd.)**

Surface water receptor (name or N/A): Whitcomb Bayou

Classification I II **III** IV V

Special designation (check all that apply):

- ONRW       OFW       Aquatic Preserve       Wild & Scenic River  
 Special Water       SWIM Area       Local Comp Plan       MS4 Area  
 Other (specify): \_\_\_\_\_

Conceptual storm water conveyances & system (check all that apply):

- Swales       Curb and Gutter       Scuppers       Pipe       French Drains  
 Retention/Detention Ponds      Other \_\_\_\_\_

**PART 3: ENVIRONMENTAL REGULATORY REQUIREMENTS**

Regulatory Agency (Check all that apply)	Reference citation for regulatory criteria ( <b>attach copy of pertinent pages</b> )	Most stringent criteria (Check all that apply)
USEPA <input type="checkbox"/>		<input type="checkbox"/>
FDEP <input checked="" type="checkbox"/>	NPDES for Construction Activities	<input checked="" type="checkbox"/>
WMD <input checked="" type="checkbox"/> (Specify)	ERP Chapter 40E-4 FAC	<input checked="" type="checkbox"/>
OTHER <input type="checkbox"/> (Specify)	USCOE - Dredge and Fill USCG - Bridge Permit	<input checked="" type="checkbox"/>

Proceed to Part 4 and check Box C.

**WQIE CHECK LIST (Contd.)**

**PART 4: WQIE DOCUMENTATION**

- Water quality is not an issue.
- No regulatory requirements apply to water quality issues  
(Document by checking the "none" box for water quality in Section 6.C.3 of the *Environmental Determination Form* or Section 5.C.3 of the SEIR.
- Regulatory requirements apply to water quality issues. Water quality issues will be mitigated through compliance with the quantity design requirements placed by SWFWMD, an authorized regulatory agency.  
(Document by checking the "none" box for water quality in Section 6.C.3 of the Environmental Determination Form or Section 5.C.3 of the SEIR.

Evaluator Name (print): Roger J. Dawson, P.E.

Office: URS Corporation, Tampa

Signature:  Date: 02/06/2013