



November 12, 2013

Re: Beckett Bridge PD&E Study
Pinellas County Project ID: 2161
FDOT Financial Project ID: 424385-1-28-01
Cultural Resources Committee (CRC)
Project Status Update

Dear CRC Member:

The purpose of this letter is to update you on the status of the ongoing PD&E study for improvements to the Beckett Bridge. At the last CRC meeting held on March 13, 2013, at the request of the Committee, the County agreed to postpone the selection of a Recommended Alternative until after development and evaluation of an additional rehabilitation alternative that included widening the bridge to provide improved pedestrian facilities. Accordingly, the project team engineers developed a second rehabilitation alternative to address this issue.

In coordination with the Florida Department of Transportation (FDOT) and the County Engineer, it was determined that if the bridge were widened to provide wider sidewalks on both sides, an acceptable minimum typical section which meets current minimum safety and design standards would be required. The minimum acceptable typical section includes two 11 foot lanes, outside shoulders at least 3 feet wide, and 5.5 foot wide sidewalks. The total width of the minimum typical section is 42 feet, approximately 14 feet wider than the existing bridge.

A detailed engineering evaluation of this alternative was conducted. The results indicate that construction of a rehabilitation alternative which includes widening the bridge to provide the minimal acceptable typical section (as described above) requires replacement of the movable (basculer) span and replacement of the basculer pier which supports the movable span. These two elements are the only two structural elements remaining from the original bridge constructed in 1924.

The project team met with the State Historic Preservation Office (SHPO), Federal Highway Administration (FHWA) and FDOT staff on June 11, 2013 in Tallahassee to discuss the engineering evaluation and conclusion. At that meeting, SHPO staff requested development and evaluation of a third rehabilitation alternative which included reconfiguration of the existing bridge without widening to provide one acceptable sidewalk. Accordingly, project engineers evaluated the feasibility of this alternative. The results of that evaluation indicate that reconfiguration is not feasible due to limitations of the structural design of the existing bridge. Accordingly, widening the bridge would be required to provide one 5.5 ft wide sidewalk on the existing bridge. Replacement of both the movable span and basculer pier would be required.

The remaining service life of the two rehabilitation alternatives is about 25 years. A new bridge would be constructed to last at least 75 years. Cost estimates for the Rehabilitation with Widening Alternative were developed and compared to the cost of the original Rehabilitation Alternative, which does not include changing the existing roadway geometry, and Replacement with a New Movable Bridge.

- Original Rehabilitation Alternative \$9.5 M
 - No Widening/No Sidewalk Improvements
 - Remaining Service Life 25 Years
- Rehabilitation with Widening \$12.5 M
 - Provides two 5.5 ft sidewalks
 - Remaining Service Life 25 Years
- Replacement with a New Movable Bridge \$15.8 M
 - Provides two 6 ft sidewalks
 - Designed for Service Life of 75 Years

After consideration of all engineering data, SHPO concurred that the engineering analysis provides “ample evidence to support the project team’s opinion that a new bridge would be preferable to the rehabilitation”. SHPO also stated that mitigation would be required if the existing bridge were demolished.

After consideration of all public input from the community and local governments, potential environmental, cultural, socio-economic impacts, project costs and the need to provide a safe efficient transportation facility, County staff selected the **Replace with a New Movable Bridge** alternative as the **Recommended Alternative** which will be carried forward to the Public Hearing in February 2014. On October 22, 2013, the County Board of County Commissioners (BCC) concurred with the staff recommendation. However, in order to provide additional opportunity for the community to express their opinions about the **Recommended Alternative**, the County will reconsider their decision after the Public Hearing when all public comments are received. Invitations to the Public Hearing and the subsequent BCC meeting will be sent to adjacent property owners and all those who have expressed interest and provided contact information during the PD&E Study. Information about all alternatives considered during the study will be presented at the Public Hearing.

If after the Public Hearing, the **Replacement with a New Movable Bridge** alternative is considered the “**Preferred Alternative**”, it will be forwarded to FHWA for their approval of the location and conceptual design. If this occurs, the project team will meet again with the CRC to request the committee’s input on possible mitigation options to offset the impacts to the historic bridge.

If you have any questions about the evaluation conducted for rehabilitation alternatives, please contact me at the letterhead address, by email at ann.venables@urs.com, or by phone at 813.675.6725. We look forward to your continued involvement in this important project.

Sincerely,

URS Corporation Southern

Ann Venables, AICP
URS Project Manager

cc: Ivan Fernandez, Pinellas County

BECKETT BRIDGE CULTURAL RESOURCE COMMITTEE (CRC)

Purpose of Committee:

The Cultural Resources Committee is a vehicle that has been very effective in bringing affected and interested parties to satisfy the public involvement/ good faith consultation requirement of the Section 106 process. The meetings provide an opportunity for affected and interested parties to meet and discuss the Section 106 process, the project and the significant resources. This committee initially provides input on the significance of resources. Later in the process the CRC will discuss potential effects to resources, and assist with development of possible mitigation strategies if adverse effects cannot be avoided.

Committee Members

Pinellas County

Tony Horrnik, Project Manager
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Paul Bellhorn
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Unit Manager
Civil & Structural Systems Unit
Department of Environment and Infrastructure

FDOT

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Nahir DeTizio
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SHPO

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Alyssa McManus

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City of Tarpon Springs

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Planning & Zoning Director

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Cultural & Civic Services

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kmonahan@ctsfl.us

USCG

Evelyn Smart

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Tarpon Springs Yacht Club

Commodore

Richard (Dick) Pease

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reptarsps@aol.com

Tarpon Springs Historical Society

Cynthia Tarapani

President, Tarpon Springs Historical Society

Work phone: 727-84907588

ctarapani@fldesign.com

Peggy Proestos,

Treasurer Tarpon Springs Historical Society

(Also member of Tarpon Springs Chamber of Commerce)

727-487-0059; peggymarie@aol.com

Beckett Bridge PD& E Study

Presentation to:

Cultural Resources Committee



ECDriver
& Associates, Inc.

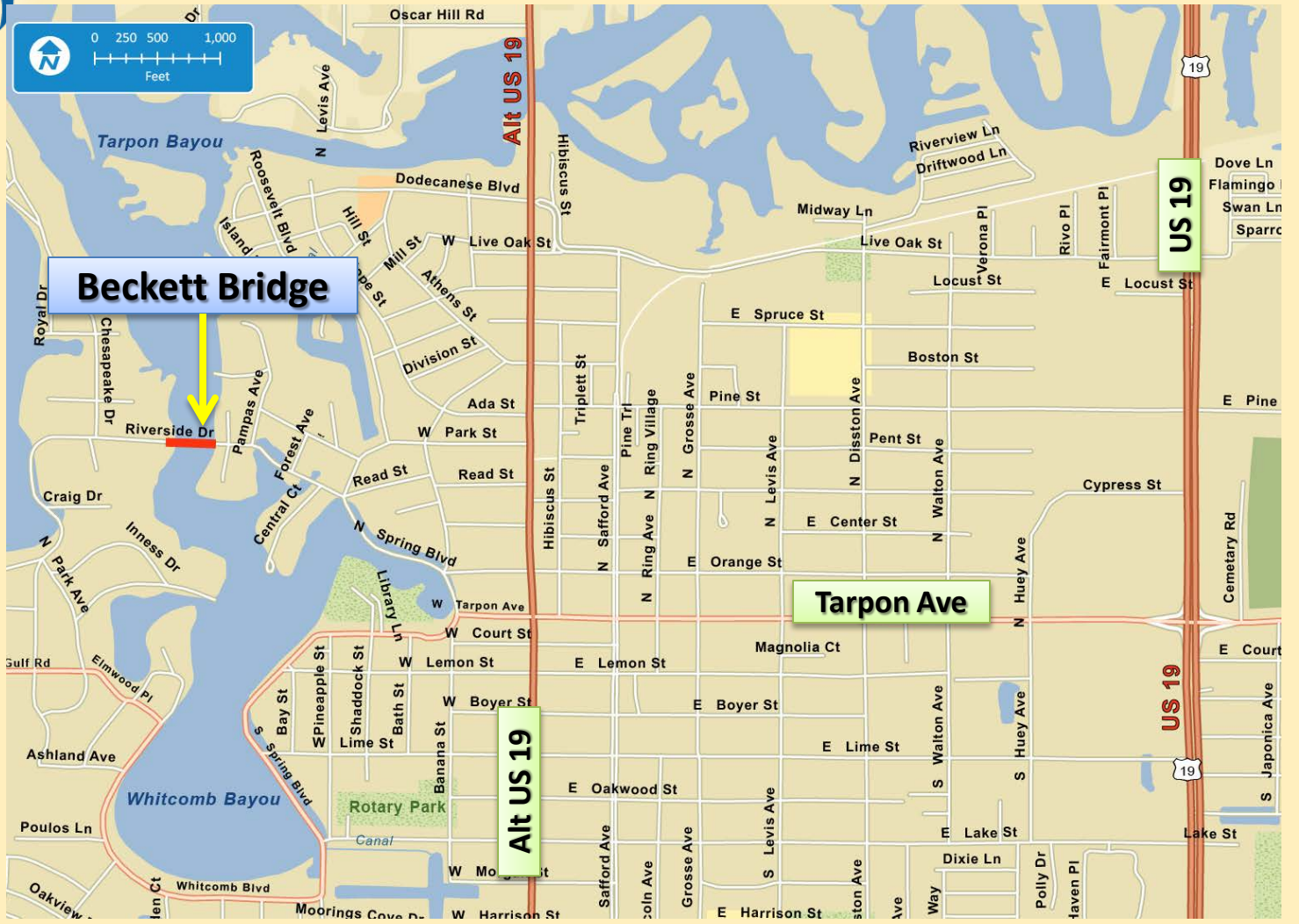
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RESEARCH

March 13, 2013

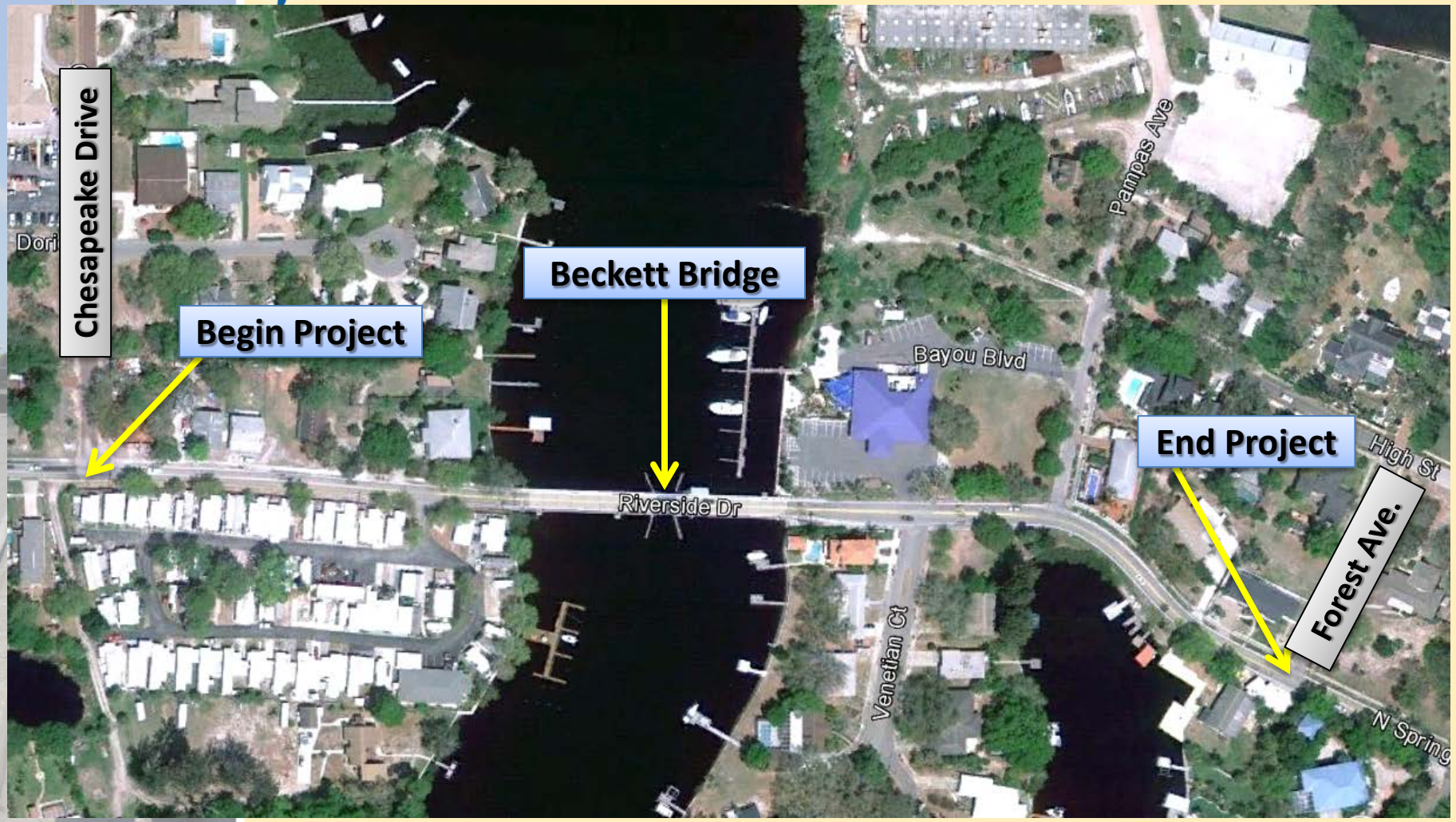


Project Location





Project Limits





Existing Bridge

- Determined Eligible for listing in the National Register of Historic Places
- Original Timber Construction – 1924
- Rebuilt Concrete Bridge – 1956
 - Major Repairs in 1979, 1998 and 2011
- Sufficiency Rating - 44.9 (Scale of 1 -100)
 - Structural Concerns
 - Functionally Obsolete



Existing Bridge

- Vertical Clearance – 6 ft
- Horizontal Clearance – 25 ft
- Opens with 2-hr Notice

**Total Bridge
Openings**

2009 - 10

2010 - 20

2011 - 18

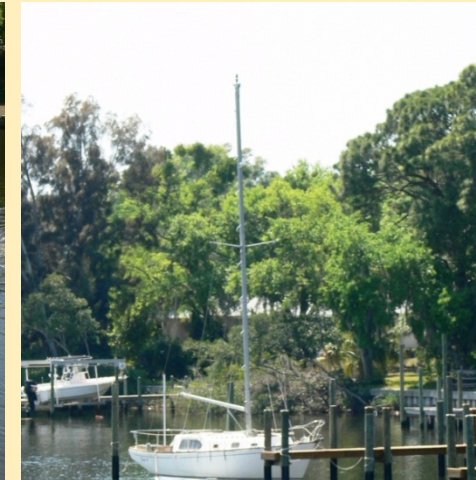




Boat Survey – Whitcomb Bayou

Boat Survey of Waterfront Property Owners on Whitcomb Bayou

- 289 Surveyed
- 99 Responded



Results

- Most Boats 22-26 ft Powerboats
 - No Bridge Opening Required
- 4 Sailboats required ≥ 28 ft of Clearance
 - Could not Pass Under Mid-Level Option

- **Bridge Assessment**
 - **Condition**
 - Structural
 - Mechanical
 - Electrical
 - **Design**
 - Safety Standards
 - **Unforeseen Conditions**



- **Structural Issues**
 - Posted Weight Restrictions (12 tons)
 - Concrete Deterioration
 - Structural Steel Deterioration





- **Mechanical & Electrical Issues**
 - Existing systems are old, worn and no longer reliable



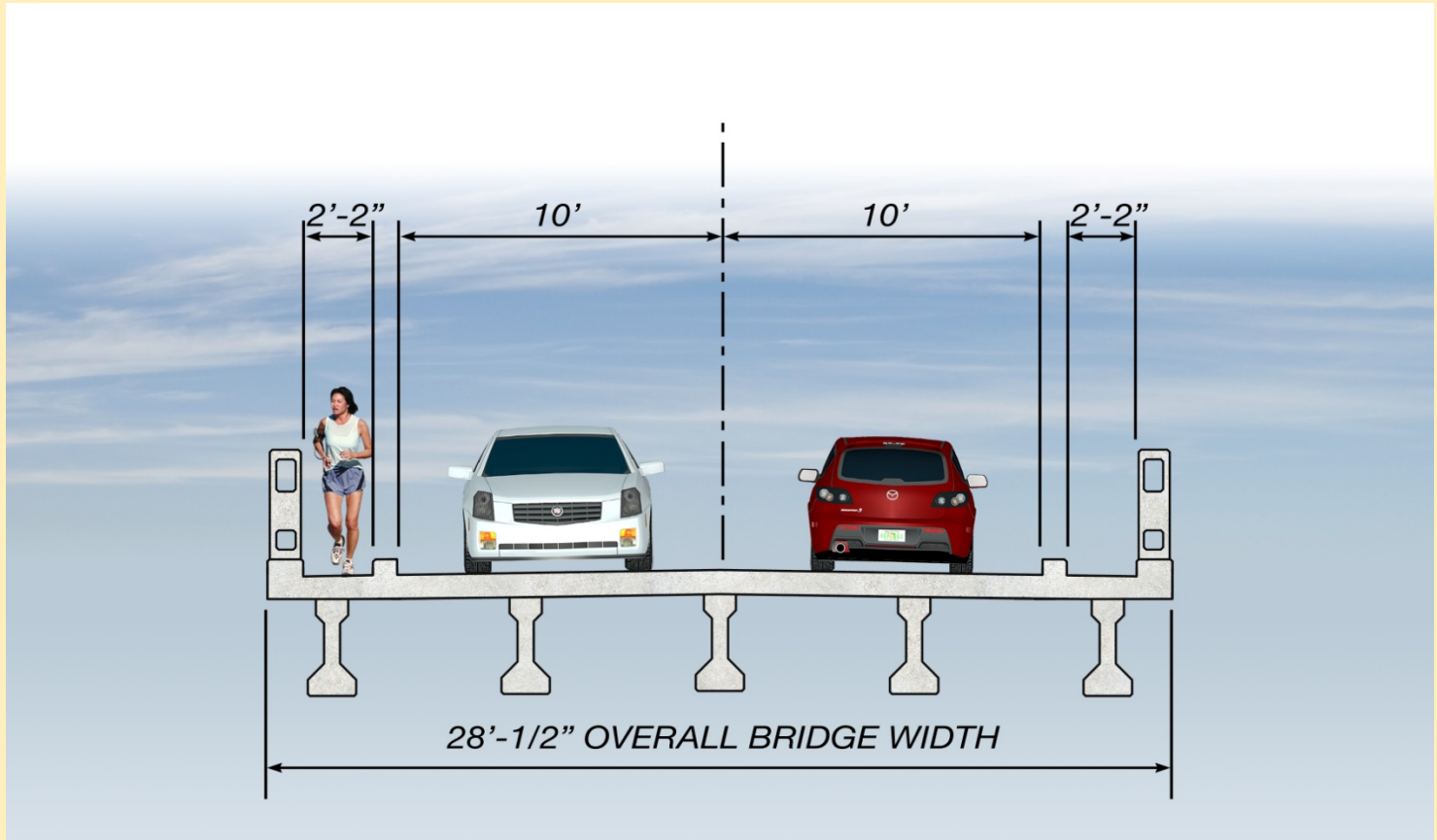
- **Functionally Obsolete**
 - **Narrow Sidewalks**
 - Do Not Meet ADA Requirements



- **Narrow Lanes**
 - No Shoulders
 - No bicycle lanes



Existing Typical Section



No Shoulders

Narrow Sidewalks

- **Unforeseen Conditions**
 - Foundations susceptible to settlement
 - Scour Susceptible



Existing Crutch Bents



Public Workshop – January 23, 2013 77 Written Comments Received

Preferences for Alternatives

No-Build	7
No-Build, Remove Bridge	2
Rehabilitation	11
Rehabilitation or New Movable	12
New Movable Bridge	32
New Fixed Bridge (28 ft Vertical Clearance)	4



Preference for Other Alternatives

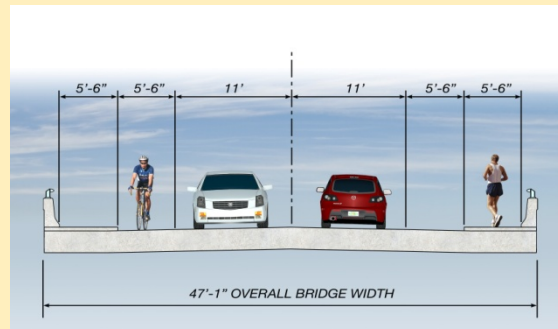
- Fixed Bridge with 7-9 ft Vertical Clearance
- Rehab w/wider sidewalks and bicycle lane
- Rehab w/inoperable movable span
- Rehab w/current weight restrictions enforced
- Tunnel

Many Individuals Opposed Removal of Bridge



Bicycle/Pedestrian

- Wider Sidewalks and bicycle lanes are needed
- Sidewalk only needed on one side of bridge
- No bicycle lanes needed
- Sidewalks and bicycle lanes needed on roadway approaches
- Close Bridge to vehicles
- Close one lane to vehicles



Vertical Clearance

- Limiting clearance negatively affects waterfront property values
- New Bridge should accommodate all boats
- Fixed bridge with 7-9 feet clearance is sufficient
- Cost of Movable Bridge not justified by number of boats requiring openings
- Bayou used as safe haven during storms



Historical Character/Context

- A new bridge should be similar in design as existing historic bridge.
- The historical character of the bridge should be preserved
- City and Bridge are “heritage tourist attraction”
- Fixed bridge will negatively impact historic beauty and aesthetics of area
- Tarpon Springs Historical Society Opposes Demolition





Other Issues

- **Important for Evacuation**
- **Flooding**
 - **Affects potential evacuation during storm events**
- **Roadway Repairs**
 - **Repairs needed from Bridge to Alt US 19**
- **Costs**
 - **New Bridge Not Justified**
 - **Movable Not Justified**

Other Issues

- **Detour**
 - Eliminate
 - Repair route after construction
- **Evacuation**
- **Traffic**
 - Provides important connections
- **Other**
 - Convert MHP to City park



- Extensive Repairs
- No Widening
 - No Shoulders
 - Narrow Sidewalks would remain
- No Change in Navigational Clearances
- Extend Service Life 25-30 years



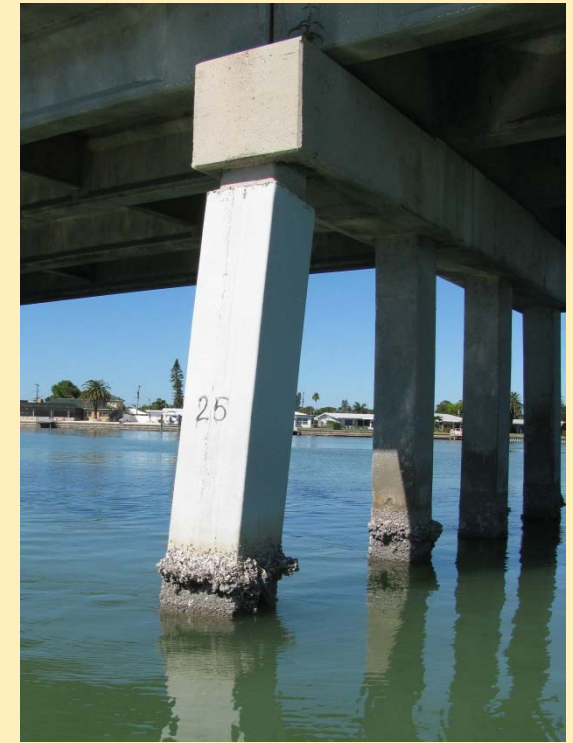
- Replace Shore Protection - Sand-Cement Riprap at Abutments



- Repair deteriorated concrete of pile bent caps, bascule pier and rest pier
- Provide Zinc Spray Metalizing for Cathodic Protection



- Install new pile jackets with cathodic protection on all existing concrete piles and steel crutch bents





Pile Jackets



- Install Crutch Bents at bents 2,4,5, 8, 10





Existing Bridge



Simulation





Rehabilitation - Existing





Rehabilitation - Simulation



- Replace substandard approach guardrails



Pinellas County Rehabilitation

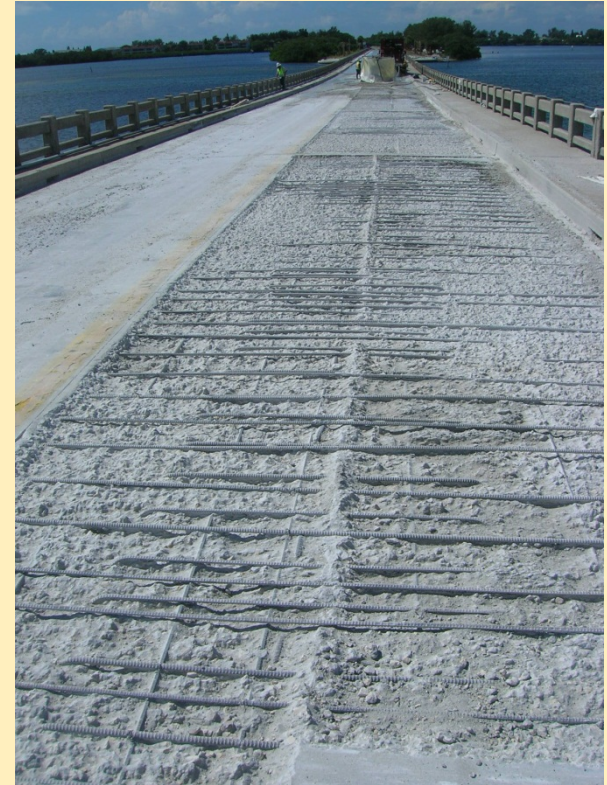
- Replace substandard concrete bridge railings with new traffic rails meeting crash testing requirements



- Replace bascule leaf
 - Including counterweight, open steel and concrete filled grid deck



- Hydro-blast deteriorated concrete deck – install new concrete overlay



- Repair deteriorated concrete deck underside, beams and diaphragms
 - Provide Zinc Spray Metalizing – Cathodic Protection





- Rehabilitate Control House
 - Roof, window, door
- or Replace Control House



- **Replace Bascule Machinery**
 - Bascule span main drive machinery
 - Span locks
 - Live load shoes



- **Replace Bascule Span Electrical System**



- Replace Bascule Span Barrier and Traffic Gates



- Replace Fender System





Rehabilitation Example Platt Street Bridge



Pre-Restoration



Post-Restoration



Movable Bridge Alternative

- 7.8 feet Vertical Clearance
- 25 feet Horizontal Clearance

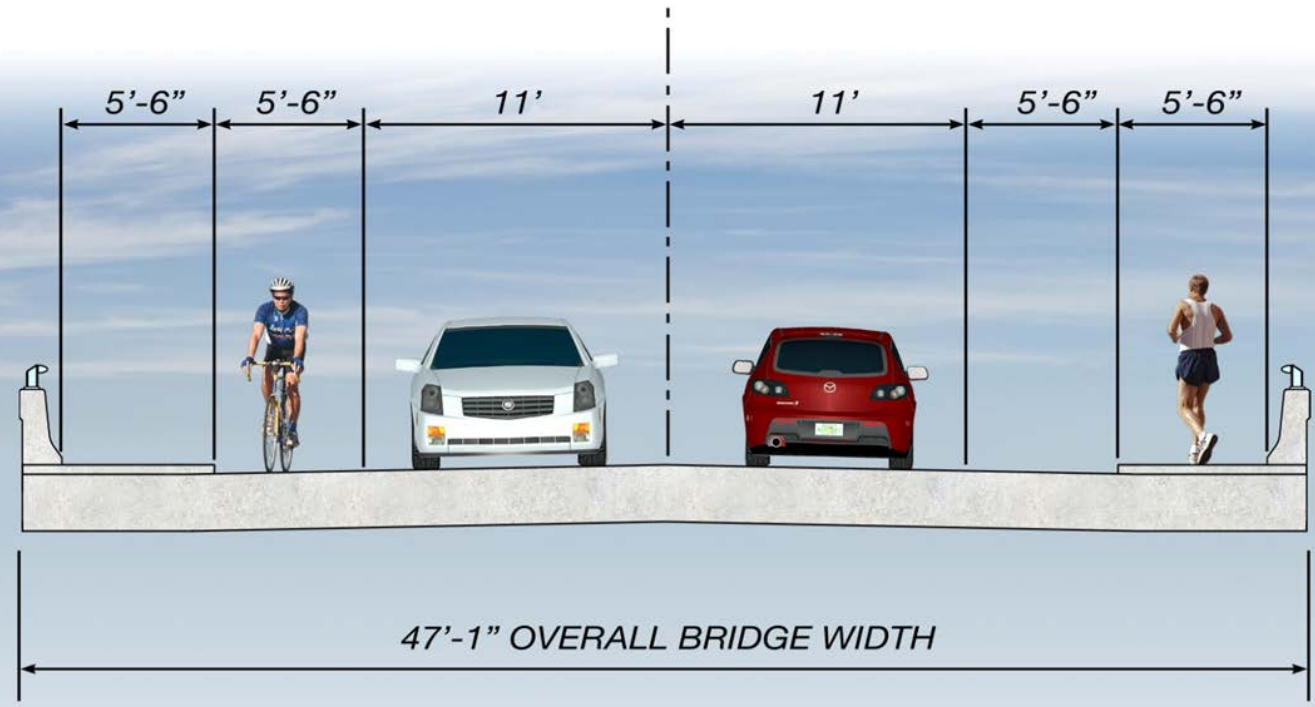


Rendering – Not Actual Design



Movable Bridge Typical Section

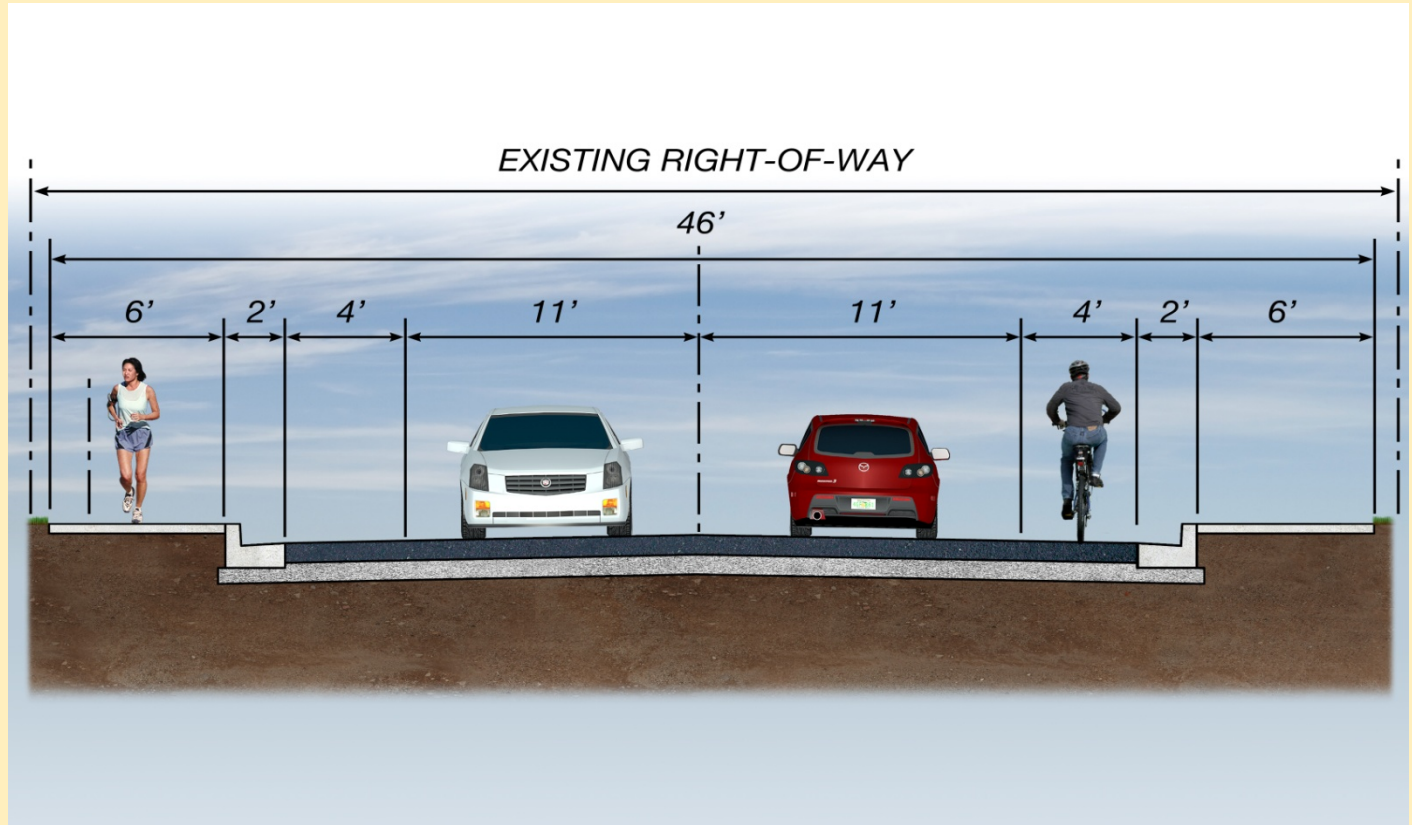
Approximately 19 feet Wider than Existing





Movable Bridge Roadway Section

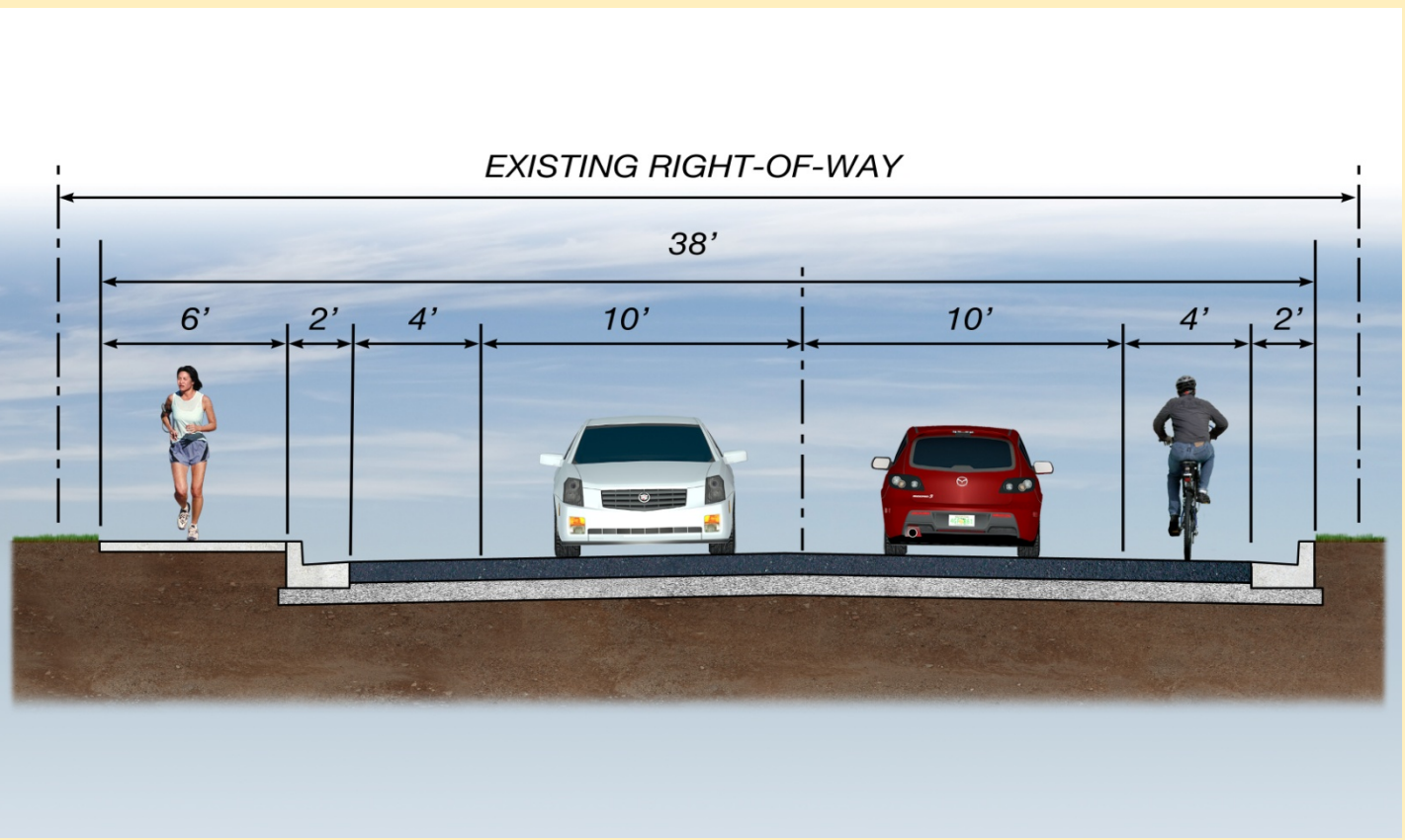
East of Bridge – Sidewalk Both Sides





Movable Bridge Roadway Section

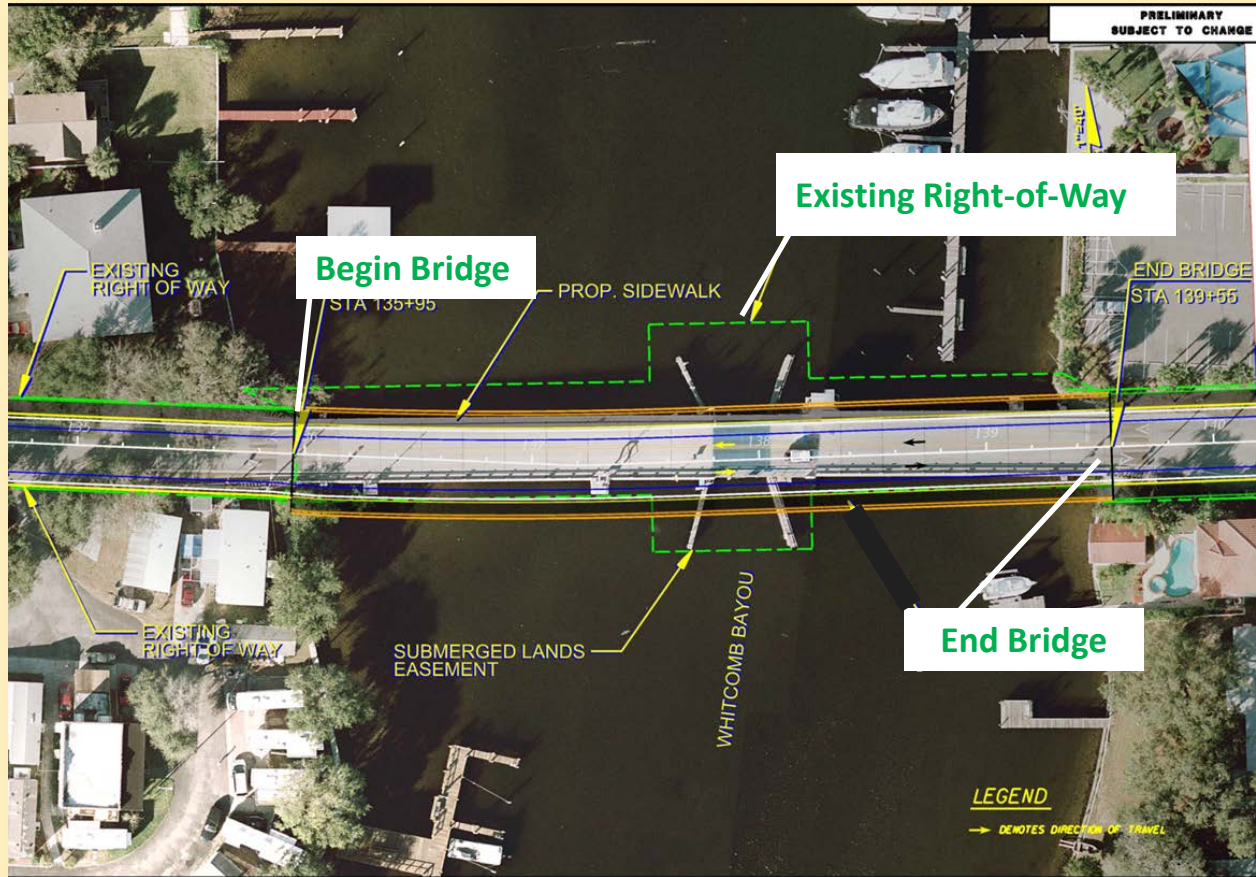
West of Bridge – Sidewalk One Side Only





Movable Bridge

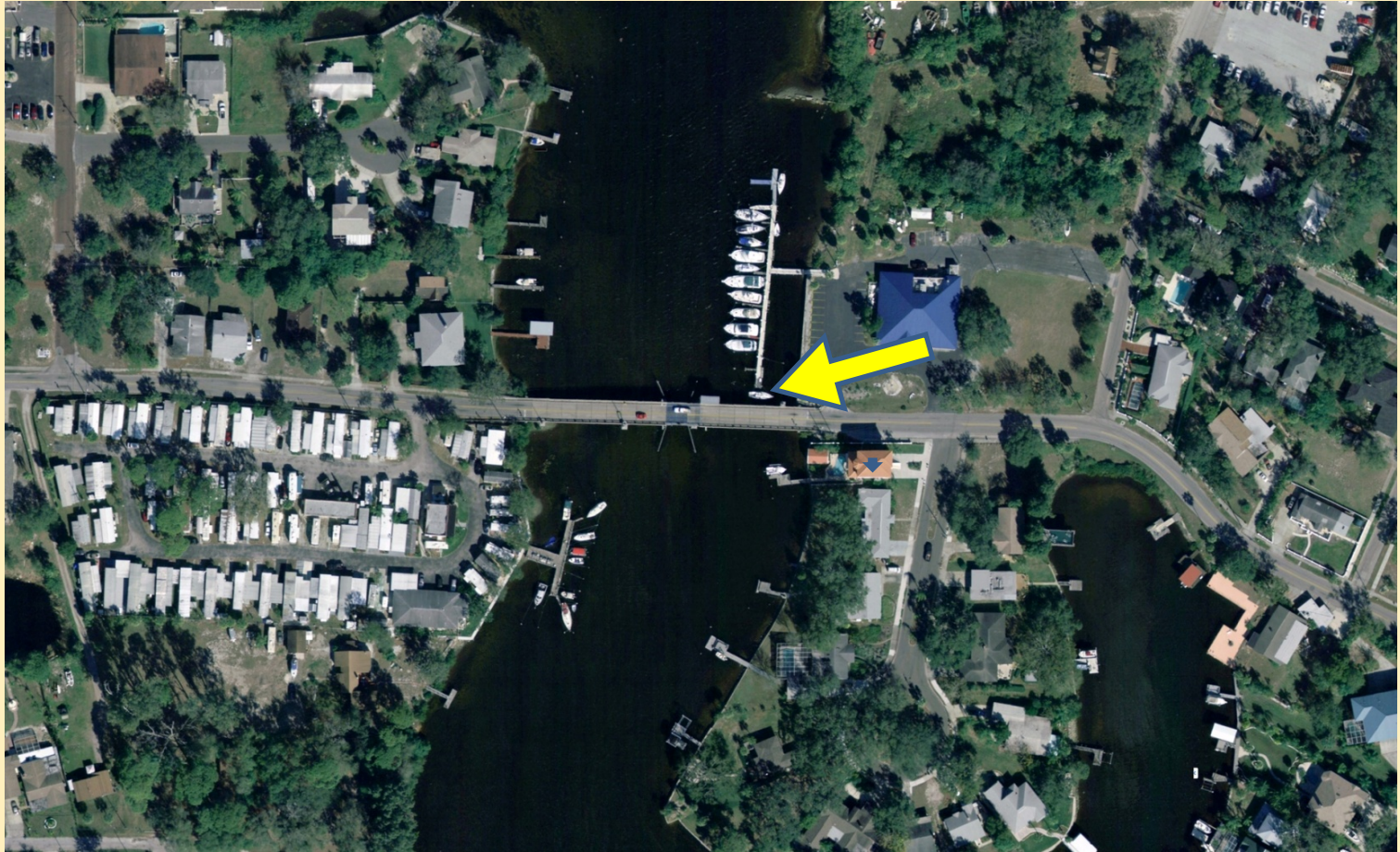
No Impacts to Adjacent Property





View from Tarpon Springs Yacht Club Entrance

Photo Location and View Direction





View from Tarpon Springs Yacht Club Entrance

Existing Bridge





View from Tarpon Springs Yacht Club Entrance

Movable Bridge





View from Dock Southeast of Bridge

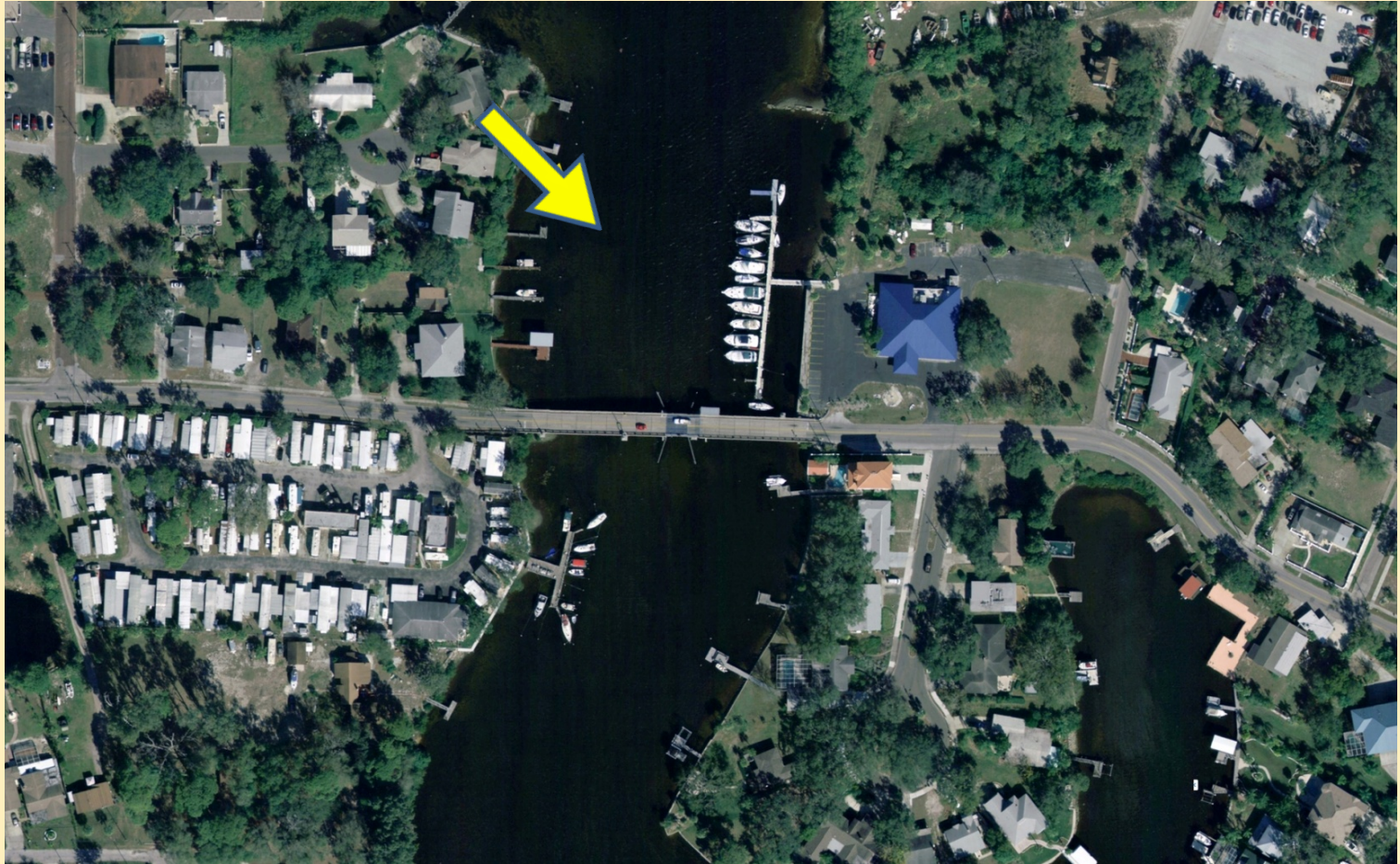
Existing Bridge





View from Dock Northwest of Bridge

Photo Location and View Direction





View from Dock Northwest of Bridge

Existing Bridge





View from Dock Northwest of Bridge

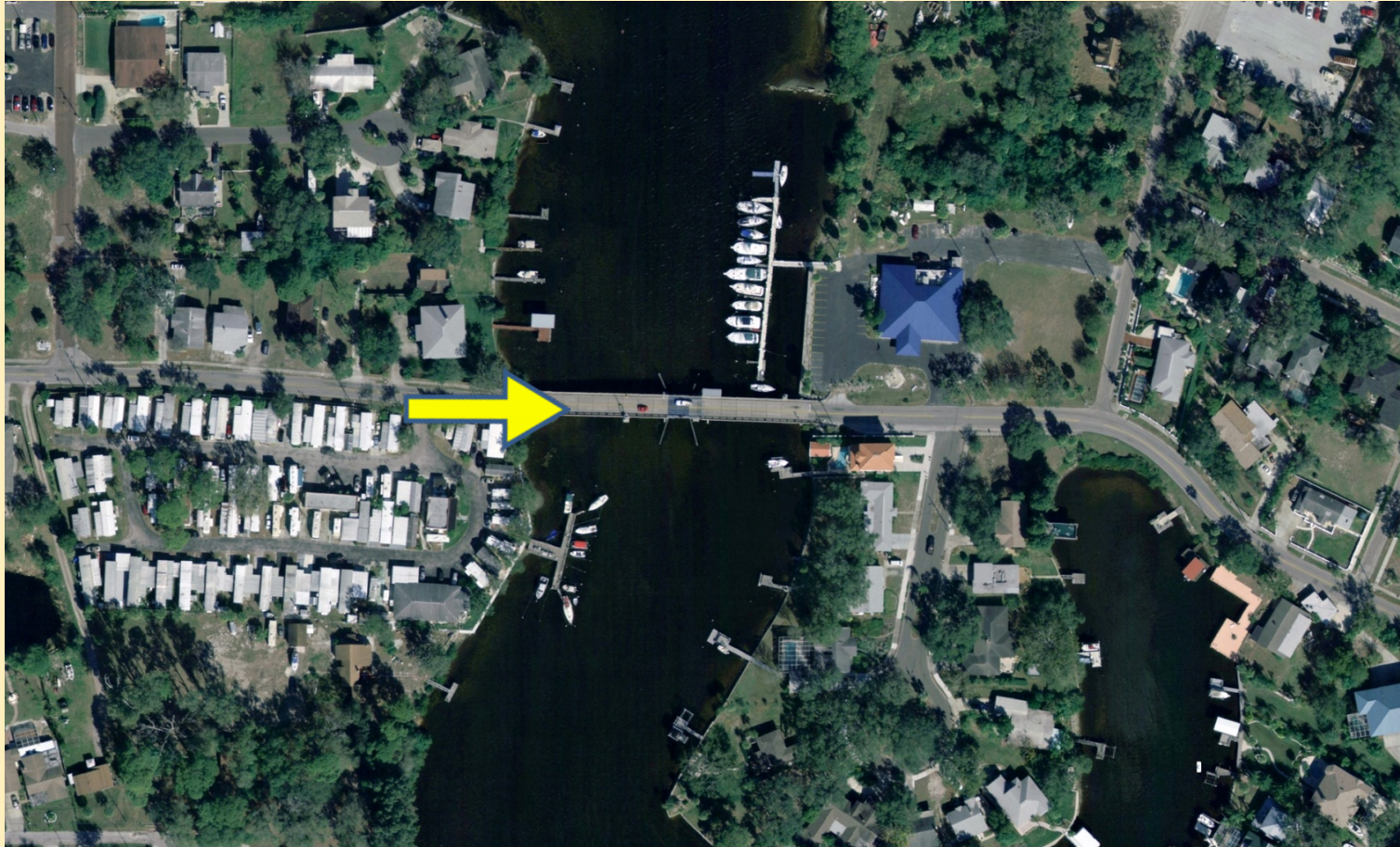
Movable Bridge





View from Mobile Home Park ⁵² Entrance Driveway

Photo Location and View Direction





Existing Bridge



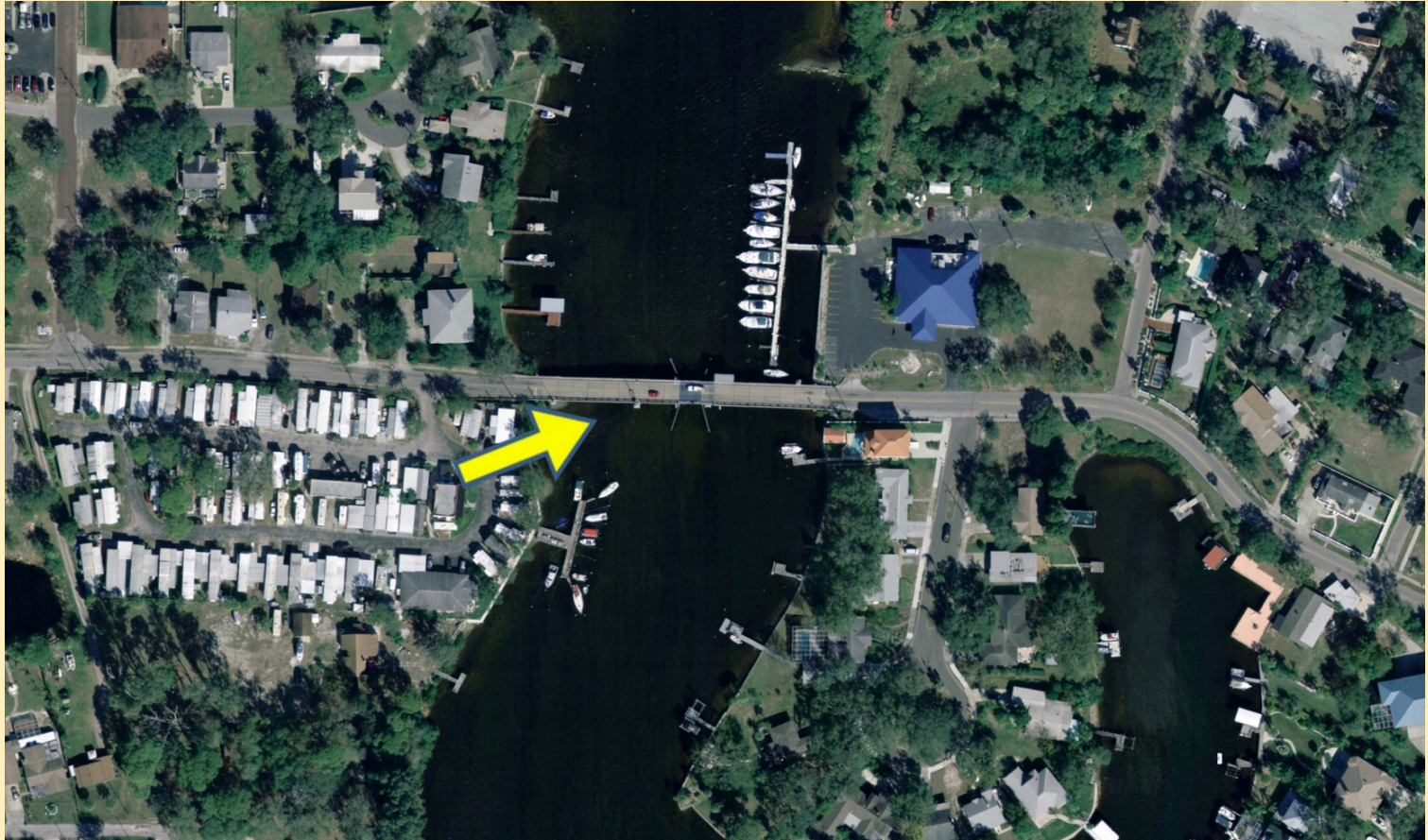


Movable Bridge





Photo Location and View Direction





Existing Bridge





Movable Bridge





Proposed Movable Bridge Animation



Original Bridge Condition





Replacement Movable Bridge⁶⁰ Example – Treasure Island

Existing Bridge



New Movable Bridge





Rehabilitation

\$9.5 M

Replacement w/Low-Level Movable Bridge

\$15.8 M

Replacement w/Mid-Level Fixed Bridge

\$11.0 M plus Right-of-Way costs

*Includes Design, Contingency
& Construction Engineering Inspection*

Life Cycle Cost Estimates



Rehabilitation Service Life (years)	Discount Rate (percent)	Alternative			
		Rehabilitate / Replace with Movable Bridge	Rehabilitate / Replace with Fixed Bridge	Replace with Movable Bridge	Replace with Fixed Bridge
		Present Value (\$Millions)			
20	4	17.6	14.9	14.8	9.8
20	7	12.0	10.5	11.3	7.7
20	10	8.6	7.9	9.2	6.3
25	4	16.4	14.2	14.8	9.8
25	7	10.9	9.8	11.3	7.7
25	10	7.8	7.3	9.2	6.3
30	4	15.3	13.4	14.8	9.8
30	7	10.0	9.2	11.3	7.7
30	10	7.2	6.8	9.2	6.3



Wetland Impacts – Movable Bridge

0.03 acre





Preliminary Study – Minimal Impacts



Detailed Study will be conducted for Preferred Alternative



Wildlife and Habitat

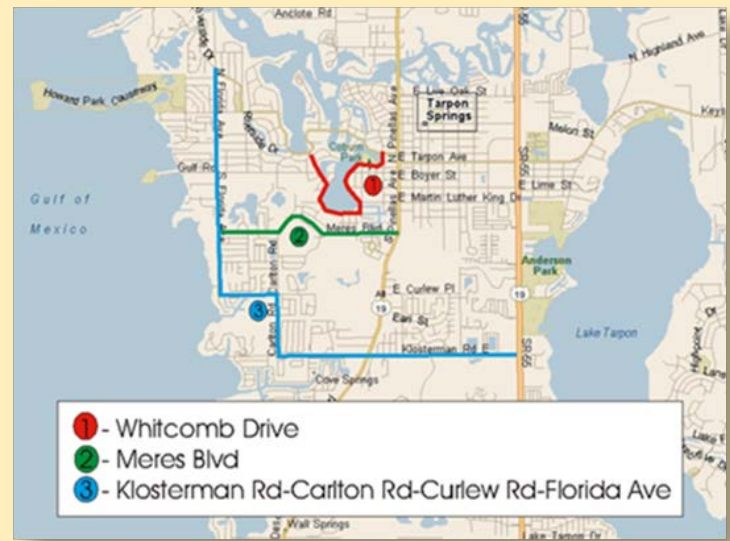
Minimal Impacts to Protected Species



Cultural Resources Assessment Survey



- No Archaeological Resources Identified
- 16 Recorded Historic Resources
- Beckett Bridge –Determined Eligible for Inclusion in National Register
- Reconnaissance Survey Conducted for Detour Route





Cultural Resources Assessment Survey

Eight Significant Properties Identified on Detour Route

- Tarpon Springs Historic District (8PI1712)
- Edward Newton Knapp House (8PI238)
- William T. Fleming House (8PI1617)
- George Clemson House (8PI1619)
- George Clemson Auxiliary (8PI1620)
- Marshall H. Alworth House (8PI1621)
- Bigelow Cottage (8PI1625)
- 115 Park Avenue



Pinellas County Cultural Resources Assessment Survey

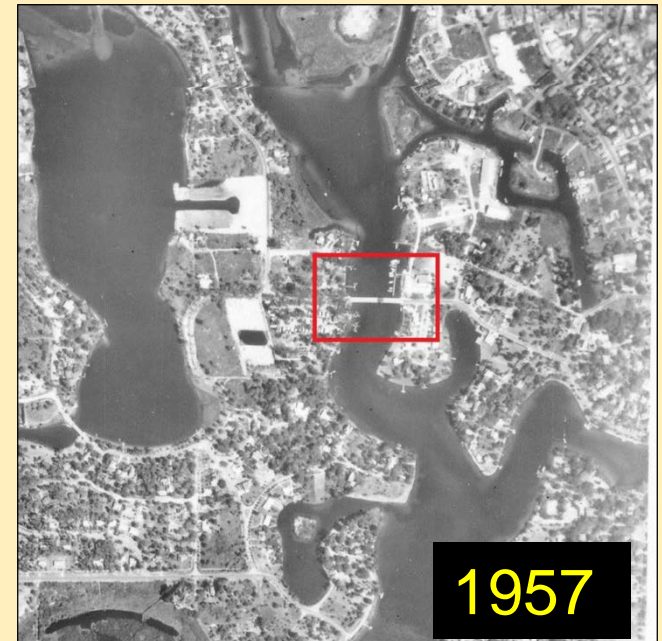
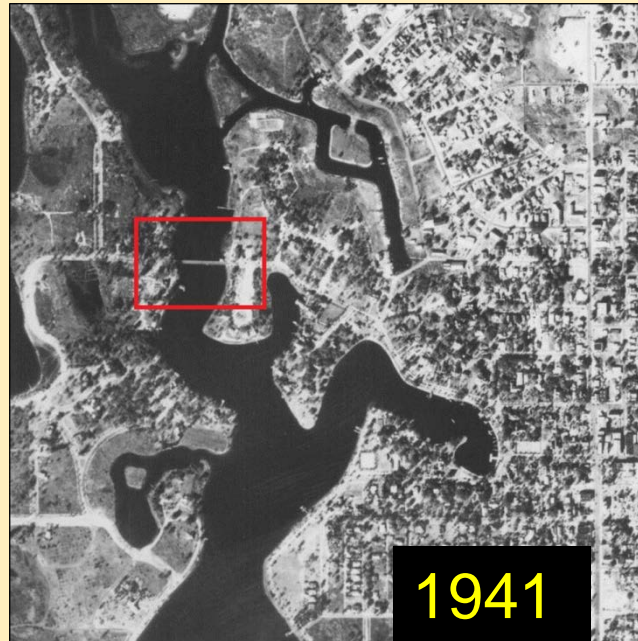


Historic Resources Identified During CRAS



Beckett Bridge

- Eligible in Areas of Community Planning and Development, Transportation and Engineering
- Contributed to Westward Expansion of the City of Tarpon Springs

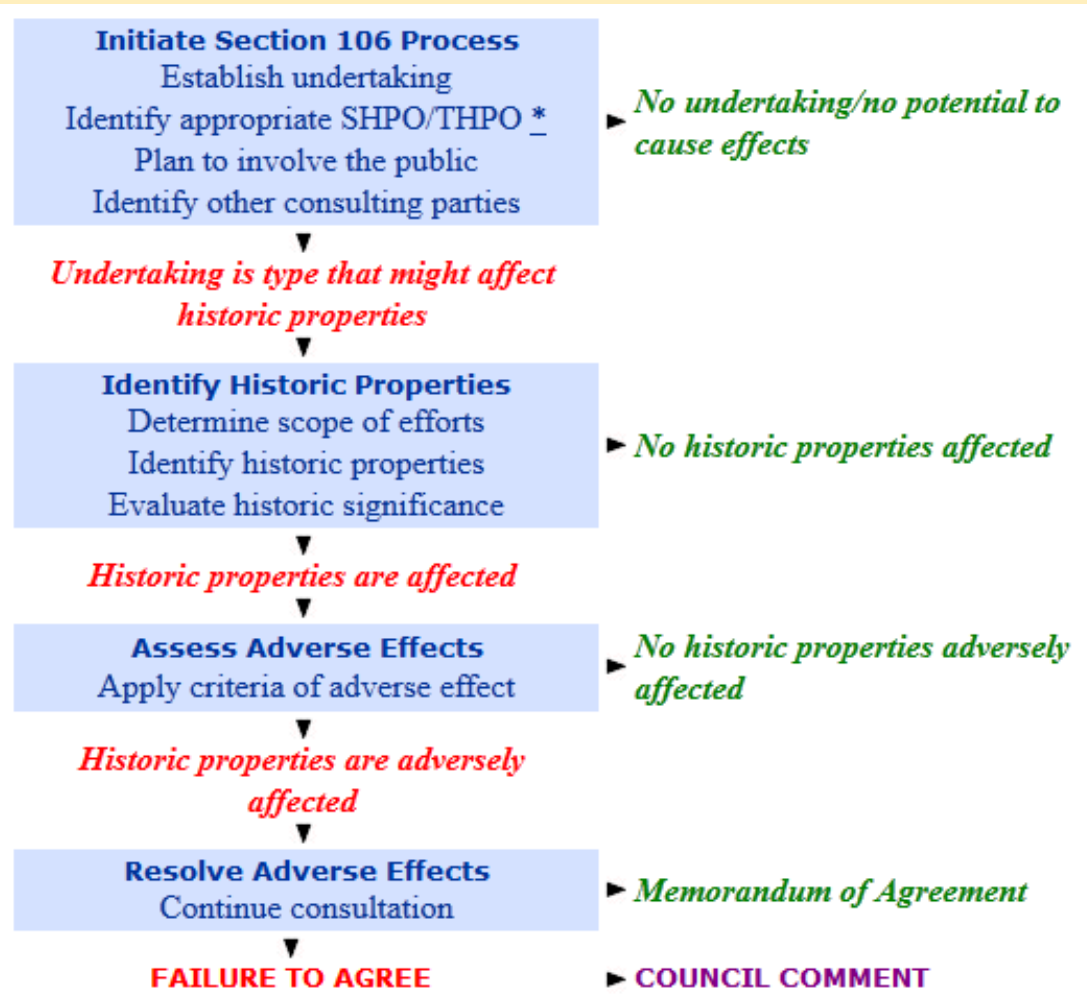


Beckett Bridge

- Constructed 1924
- Significantly Rehabilitated 1956
 - Original Steel Bascule Span and Machinery Retained
- One of 7 pre-1965 Single-Leaf Rolling-Lift Bascule Highway Bridges in Florida



Section 106 Process





Section 106 Process - Status

- Determination of Eligibility on Beckett Bridge - **Complete**
- Cultural Resources Assessment Survey- **Submitted to FDOT for Review**
- Section 106 Determination of Effects Documentation - **In Progress**
- Continued Consultation - **In Progress**
- Development of Minimization/Mitigation Measures - **In Progress**

Section 106

Determination of Effects

- **No-Build - Maintain Existing Bridge**
 - No Effect
- **No-Build - Remove Existing Bridge**
 - Adverse Effect
- **Rehabilitation of the Existing Bridge**
 - Adverse Effect
- **Replace with a New Movable Bridge**
 - Adverse Effect

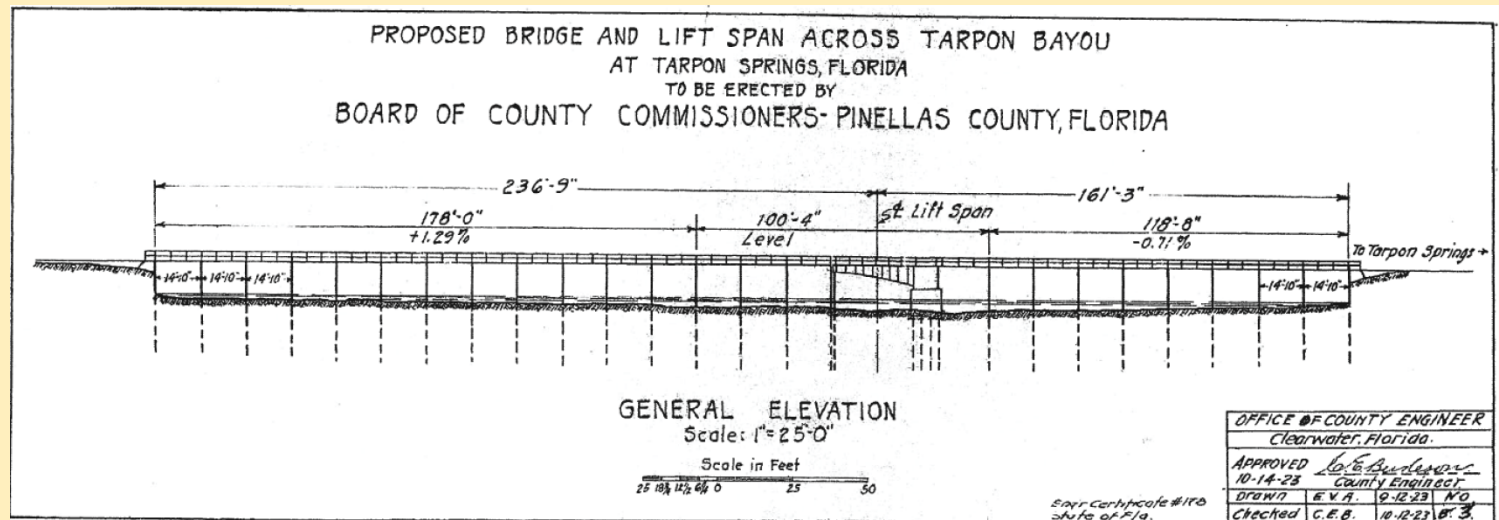
Pinellas County

Section 106

Possible Mitigation

Historic American Engineering Record (HAER) documentation

- Large Format Photographs
- Written History/Narrative
- Historic Bridge Plans copied on Archival Paper



Possible Minimization/Mitigation Options

- Single Leaf Rolling Lift Bascule Design for Replacement Bridge
- Choose Bridge Rail to Preserve Viewshed from Bridge
- Educational Kiosk/Monument in Public Space
 - On or Near Bridge
 - In City Park
 - At Heritage Museum
- Incorporate Monument into Second Control House
- Incorporate Portion of Original Bridge into New Bridge

Possible Minimization/Mitigation Some Rail Options



Possible Mitigation – Example Treasure Island Incorporating Part of Existing Bridge into Monument or Educational Display in Park or Public Space



Possible Mitigation - Example

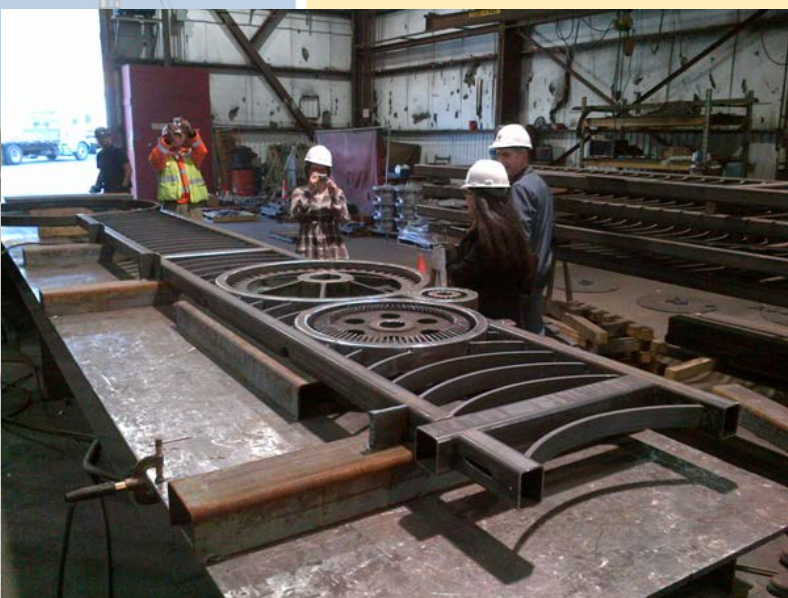
Monument Bridge in City Park – Treasure Island



Possible Mitigation- Example

South Park Bridge – Seattle, WA

Incorporating Part of Existing Bridge into New Bridge



Activity	2012				2013				
	Jan - Mar	Apr - Jun	Jul - Sep	Oct - Dec	Jan - Mar	Apr - Jun	Jul - Aug	Sep - Oct	Nov - Dec
Study Begins	★								
Data Collection	█								
Develop/Evaluate Alternatives	█								
Local Government Coordination			█						
Alternatives Workshop					★				
Select Preferred Alternative					█				
Public Hearing							★		
Final Reports/Agency Coordination					█				
Approval by the Federal Highway Administration									★



Questions and Discussion

Meeting Notes

Date: March 13, 2013
Time: 2:30 pm
Place: Tarpon Springs Heritage Museum, Craig Park
RE: 1st Cultural Resources Committee Meeting
Beckett Bridge PD&E Study
FDOT PID: 424385-1-28-01

Recorded by: Ann Venables

Attendees: Theresa Farmer, FDOT
Robin Rhinesmith, FDOT
Roy Jackson, FDOT
Rebecca Spain-Schwarz, Atkins (FDOT GEC)
Tony Horrnik, Pinellas County
Ann Venables, EC Driver
Jim Phillips, EC Driver
Amy Streelman, Janus Research
Ken Hardin, Janus Research
Andrew Hayslip, EC Driver
Dan McClarnon, SHPO
Alyssa McManus, SHPO
Evelyn Smart, USCG
Kathleen Monahan, City of Tarpon Springs
Mark LeCouris, City of Tarpon Springs
Richard Pease, Tarpon Springs Yacht Club
Peggy Proestes, Tarpon Springs Resident
Cyndi Tarapini, Tarpon Springs Historical Society

Purpose

The purpose of this second meeting included the following:

- Present a summary of comments received from the community since the January 23, 2013 Alternatives Community Workshop
- Discuss the Rehabilitation and Movable Bridge Alternatives in more detail
- Obtain additional input from members regarding the acceptability of the Rehabilitation and Movable Bridge Alternatives from a Section 106 perspective
- Discuss possible mitigation opportunities for loss of the historic resource if the Movable Bridge Alternative was selected as the Recommended Alternative

Summary of Discussion

Ann Venables provided a brief overview of the current status of the PD&E study and the alternatives developed to date. In addition, a summary of comments received from the public since the January 2013. Jim Phillips discussed the Ken Hardin discussed the Section 106 process and the purpose of the CRC. Amy Streelman presented the Cultural Resources Assessment Survey results and discussed the significance of the bridge. Jim Phillips discussed the existing condition of the Beckett Bridge and what would be required for rehabilitation. Ken Hardin led the subsequent discussion, which is summarized below:

- The Beckett Bridge is one of a few remaining historic, rolling-lift, single leaf bascule highway bridges in Florida.

- The only remaining portion of the original 1924 structure is the steel bascule leaf. Alyssa McManus stated that if a rehabilitation alternative involved replacement of the approach spans but preserved the existing steel leaf, it might be possible that the impact to the historical resource would not be considered substantial.

Beckett Bridge CRC Meeting Notes

October 29, 2012

- Dan stated that it is SHPO's role to challenge the engineers to thoroughly evaluate possible rehabilitation options, so that there could be a conditional no adverse effect under Section 106.
- Rebecca Spain-Schwarz asked if there was any way that a sidewalk could be added to the bascule span if the existing bascule leaf were rehabilitated and used in a new structure. One limitation of this suggestion is the narrow width of the existing bascule span compared to the proposed typical section for the approach spans for a replacement bridge.
- All build alternatives, and "No Build with Permanent Removal of the Bridge" will involve demolition of the historic bridge and would constitute an "adverse effect".
- EC Driver has not finalized cost estimates yet. However, the cost of rehabilitation would be about \$8M-\$10 M, compared to replacement which would cost about 12-15 for replacement.
- A discussion of whether possible federal funding sources were available for preservation of historic resources that could be obtained for rehabilitation of the existing bridge. Ken Hardin explained that most grants and other funding for preservation of historic structures would not apply to the bridge and/or would not be sufficient to cover the costs.
- Tony Horrnik discussed the County's concerns about the required continual maintenance and repairs required to keep the bridge operational.
- Katherine Monahan stressed the importance of the "look and feel" of a new bridge, if a constructed, in terms of how it defines the "look and feel" of the community. She also urged the County to consider elements such as the scale, mass, and aesthetics of the bridge and how it would affect the "sense of place". She noted that this is an important entry and egress to the nearby Tarpon Springs Historic District.
- Katherine mentioned the maritime heritage of Tarpon Springs as an important aspect of the community that should be considered when making decisions about aesthetics of a replacement bridge if constructed. Decisions should reflect community values.
- Roy Jackson pointed out that since the bridge is not located within the National Register Historic District, a discussion of aesthetics for a replacement bridge would be considered more of a sociocultural effects issue rather than a Section 106 issue.
- Mitigation opportunities, based on other projects in which historic bridges were demolished, could include construction of an informational kiosk about the bridge, archival quality bridge plans and drawings to be preserved, use of open style railings to preserve the viewshed from the bridge.

Cultural Resource Committee Meeting Agenda
Beckett Bridge PD&E Study
Pinellas County Project ID: PID 2161
FDOT Financial Project ID: 424385-1-28-01

Date: March 13, 2013

Time: 2:30 pm

Location: Tarpon Springs Heritage Museum, Tarpon Springs, FL

- A. Introductions
- B. Power Point Presentation
 - 1. Brief Project Review
 - 2. Summary of Public Comments
(since Alternatives Workshop)
 - 3. Discussion of Rehabilitation Alternative
 - 4. Discussion of Movable Bridge Alternative
 - 5. Discussion of Effects to the Significant Bridge
 - 6. Discussion of Possible Mitigation/Minimization Options
- C. Discussion of Effects and Input on Possible Mitigation/Minimization Options
- D. Other Committee Feedback, Issues & Concerns
- E. Next Meeting Date

Beckett Bridge PD& E Study

Presentation to:

Cultural Resources Committee



ECDriver
& Associates, Inc.

URS

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RESEARCH

April 24, 2013



February 26, 2014

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

**Official Public Hearing Comment Period –
21 days Prior and 10 days after Public Hearing**

21 Comment Forms

1 email (Mr. Faison)

1 letter – (Ms. Tarapani)

6 Oral Statements at Public Hearing

19 – Supported Recommended Alternative

1 – Requested New Low-level Fixed Bridge

1 – Requested Preservation of Existing Bridge

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



Concerns/Comments

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

Concerns/Comments

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

Pinellas BCC – April 15, 2014

- Confirmed Selection of Recommended Alternative

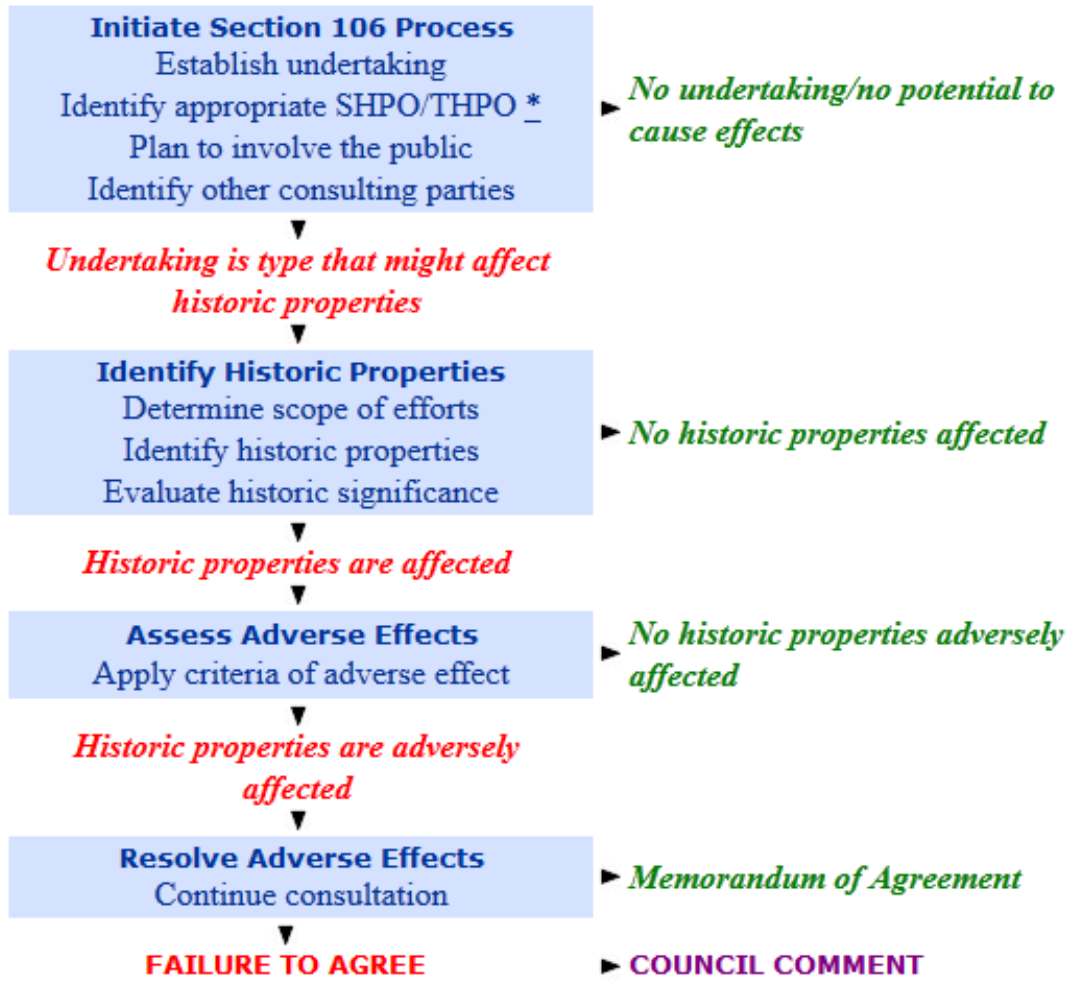




OVERVIEW OF PROCESS TO DATE



Section 106 Process



- No Archaeological Resources Identified
- 16 Recorded Historic Resources
- Beckett Bridge –Determined Eligible for Inclusion in National Register
- Reconnaissance Survey Conducted for Detour Route



Pinellas County Cultural Resources Assessment Survey



Historic Resources Identified During CRAS

- **Constructed 1924**
- **Significantly Rehabilitated 1956**
 - Original Steel Bascule Span and Machinery Retained
- **One of 7 pre-1965 Single-Leaf Rolling-Lift Bascule Highway Bridges in Florida**



Section 106 Process - Status

- Determination of Eligibility on Beckett Bridge - **Complete**
- Cultural Resources Assessment Survey- **Complete- SHPO/FHWA concurrence**
- Section 106 Determination of Effects Documentation – **FDOT Completed Review**
- Continued Consultation – **In Progress**
- Development of Minimization/Mitigation Measures – **In Progress**
- Section 4(f) Programmatic – **In Progress**

Section 106 Determination of Effects

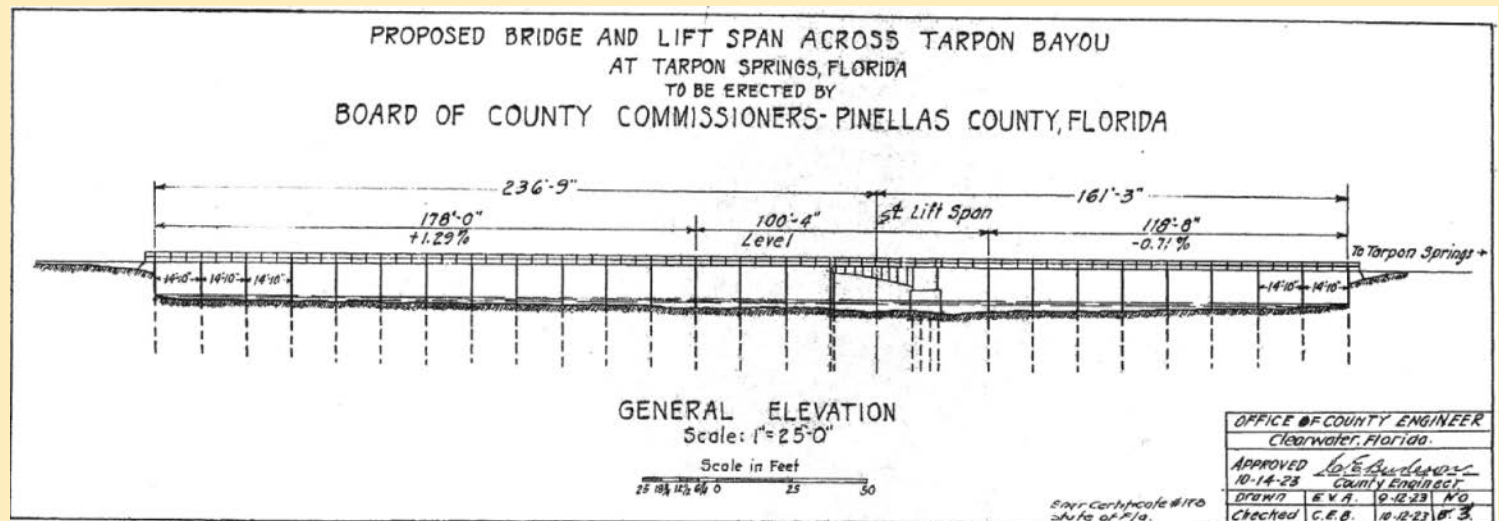
- **No-Build - Maintain Existing Bridge**
 - No Effect
- **No-Build - Remove Existing Bridge**
 - Adverse Effect
- **Rehabilitation of the Existing Bridge**
 - Adverse Effect
- **Replace with a New Movable Bridge**
 - Adverse Effect



Possible Mitigation

Historic American Engineering Record (HAER) documentation

- Large Format Photographs
- Written History/Narrative
- Historic Bridge Plans copied on Archival Paper



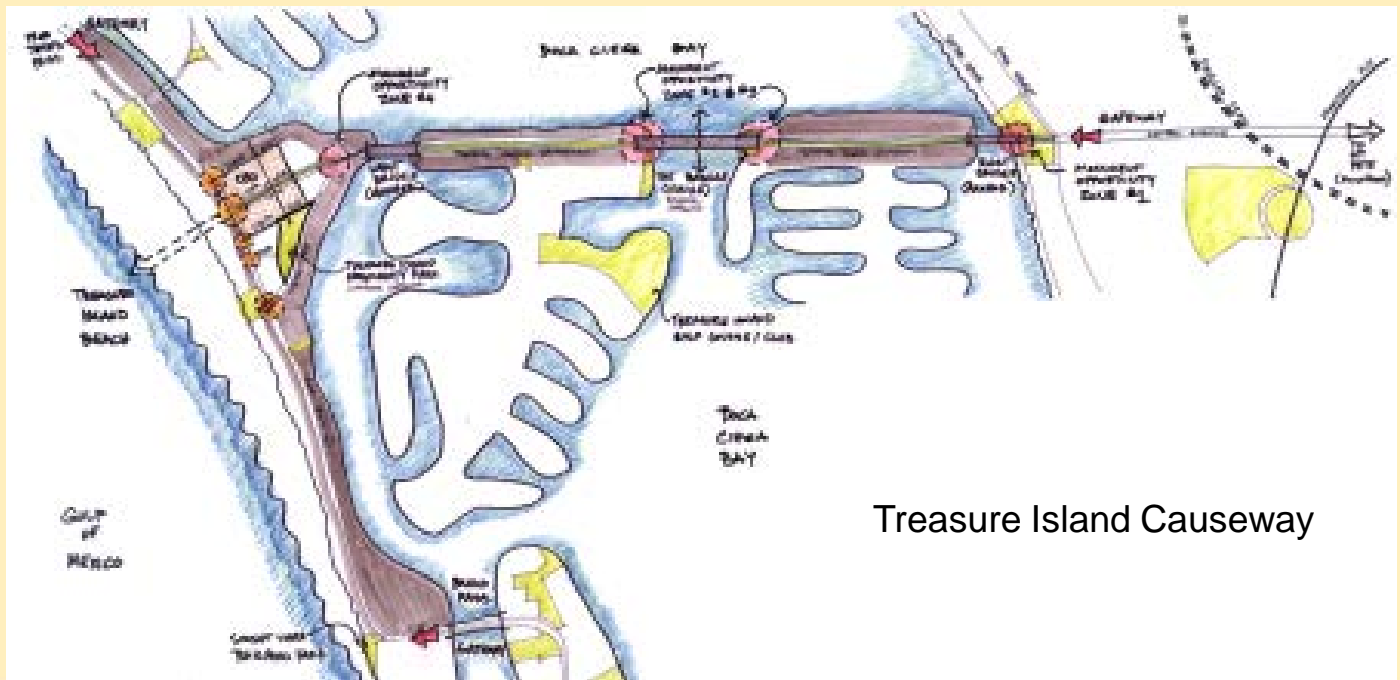
Possible Minimization/Mitigation Options

- **Single Leaf Rolling Lift Bascule Design for Replacement Bridge**
- **Choose Bridge Rail to Preserve Viewshed from Bridge**
- **Educational Display**
- **Incorporate Monument into Second Control House**
- **Incorporate Portion of Original Bridge into New Bridge**

Possible Minimization/Mitigation

Example – Treasure Island Bridge

Planning a Monument or Kiosk to be located in local Park or Recreation Area, Museum or Public Space



Treasure Island Causeway

**Possible Mitigation – Example Treasure Island
Incorporating Part of Existing Bridge into Monument or
Educational Display in Park or Public Space**



Possible Mitigation - Example

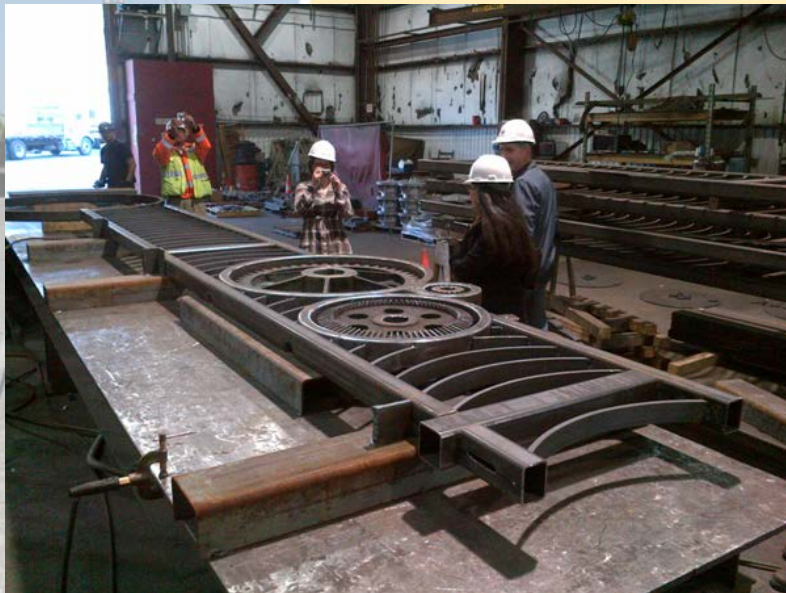
Monument Bridge in City Park – Treasure Island



Possible Mitigation- Example

South Park Bridge – Seattle, WA

Incorporating Part of Existing Bridge into New Bridge





Questions and Discussion

Pictures of the Existing Bridge

for Discussion Purposes (if Needed)





View from Tarpon Springs Yacht Club Entrance

Existing Bridge





View from Dock Southeast of Bridge

Existing Bridge





View from Dock Northwest of Bridge

Existing Bridge





Existing Bridge









12.03.2008















Meeting Notes



Date: April 24, 2014
Time: 1:30 pm
Place: Tarpon Springs City Hall
RE: 3rd Cultural Resources Committee Meeting
Beckett Bridge PD&E Study
FDOT PID: 424385-1-28-01

Recorded by: Ann Venables

Attendees:

Todd Bogner, FDOT
Linda Anderson, FHWA (teleconference)
Rebecca Spain-Schwarz, Atkins (FDOT GEC)
Tony Hornik, Pinellas County
Paul Bellhorn, Pinellas County
Ann Venables, URS
Jim Phillips, URS
Amy Strelman, Janus Research (teleconference)
Ken Hardin, Janus Research
Dan McClarnon, SHPO (teleconference)
Alyssa McManus, SHPO (teleconference)
Evelyn Smart, USCG (teleconference)
Mark LeCouris, City of Tarpon Springs
Maryann Irving, Tarpon Springs Yacht Club
Phyllis Kolianos, Tarpon Springs Historical Society, President

Purpose

The purpose of this second meeting included the following:

- Present a summary of the February 26, 2104 Public Hearing - including attendance and comments received during the official Public Hearing comment period
- Discuss elements of the Section 106 process completed to date
- Discuss effects of alternatives considered
- Discuss remaining steps left in Section 106 process
- Discuss possible mitigation for inclusion in the MOA

Summary of Presentation and Discussion

Presentation (Power Point)

Ann Venables provided a brief overview of the Public Hearing, held on February 26, 2014. The presentation slides, attached to these minutes, summarize the number of invitations, attendees and comments received from the public. Results of the April 15, BCC meeting were also discussed.

Ken Hardin led the Section 106 discussion which is summarized in the attached presentation slides.

A summary of the discussion regarding mitigation measures that should be included in the MOA is provided below.

Mitigation/MOA Discussion

Historic American Engineering Record (HAER)

SHPO and FHWA agreed that HAER documentation should be included as a requirement in the MOA. There was some discussion about whether or not a copy would be required to be sent to the Park Service in Washington D.C. Dan McClarnon and Alyssa McManus stated that SHPO's current policy is to include the National Park Service in the review /approval process. Accordingly, the MOA will include the Park Service in this process.

Phyllis Kolianos requested a copy of the documentation package prepared for the HAER for the Tarpon Springs Historic Society.

Amy Streelman will provide a rough estimate on the cost to provide additional copies of this mitigation.

Design of the Replacement Bridge

Dan and Alyssa stated that it was important to SHPO that the design of the replacement bridge, in terms of engineering, be the same as the existing bridge. Preserving the character of the area by constructing a replacement design of similar scale and character is an important consideration.

Accordingly, the MOA will state that 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.

Jim Phillips pointed out that the bridge rail on the existing bridge does not meet current crash testing criteria. Accordingly, selection of an "open" bridge rail, which will allow those on the bridge a better view of the surrounding area will likely be limited to a steel rail.

Dan stated that preserving the viewshed from the bridge was not a major concern of the SHPO. It is more important that the view from the water and surrounding areas is preserved by designing a bridge of similar design and scale.

Incorporating Elements of the Existing Bridge into a Replacement Bridge

Discussions about incorporating some of the gears or mechanical elements of the existing bridge into the design of the new bridge have been ongoing throughout the study. An example of incorporation of gears into a new bridge pedestrian rail in Seattle Washington was shown at this meeting and to the public at the Public Hearing. (We received some comments supporting this idea after the Hearing as well.)

There was general support for this option. It was decided that the MOA will not specify exactly how the salvaged parts of the old bridge will be re-used. However, it will state that elements of the old bridge will be salvaged and incorporated into the design of the new bridge. The specifics of the design will be determined by the aesthetics committee and community during the design phase.

Incorporation of the Historic Plaque into a Historic Marker/Monument for New Bridge

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.

It was generally agreed that this historic plaque should be incorporated into a new plaque or monument which provides some “bullet history” of the bridge. Becky suggested that in lieu of an actual ‘monument’, the new plaque or marker could be attached to the control house so that it could be seen by pedestrians crossing the bridge.

Educational Cell Phone Application or “App”

It was generally agreed that an educational kiosk was not desirable for this bridge because of its small size and highly developed area in the immediate vicinity. Other options for developing educational material about the history of the bridge including preparation of a DVD or video were also discussed.

Ken introduced two cell phone Apps that provide historical information about historic areas or structures. The apps are “NextExitHistory” and “Whatwashere”. These are free Apps that use gps technology to identify the location of the historic site relative to the App user’s location.

It was generally agreed that a cell phone “App” would be more likely to be used by a broader cross section of the public and that utilizing this new technology was a good idea. Ways to inform the public of the information about the bridge on the App were also discussed. There are opportunities at the Historical Museum, at the Sponge Docks and in other areas around Tarpon Springs to provide information about the App to visitors.

It was generally agreed that information would be prepared suitable for the existing Apps.

Other Discussion

Who will Sign the MOA

There was a discussion of which agencies would be signatories and which agencies would or could sign as consulting agencies.

It was generally agreed that FHWA, Pinellas County, and SHPO would be signing the MOA. Linda Anderson was asked to find out if FDOT would also be signing the MOA for this LAP project.

Evelyn Smart stated that the USCG did not need to sign the MOA since they are not the lead agency.

It was generally agreed that the City of Tarpon Springs did not need to sign the MOA, but could be a consulting party if desired.

Yacht Club Concerns

Maryann reiterated concerns that the Yacht Club members have previously expressed about potential impacts to their docks and sidewalks during and after construction. The County assured her that personal coordination with the Yacht Club would occur in Design and Construction phases. Ann stated that a commitment will be included in the Preliminary Engineering Report (PER) which required ongoing coordination with the Yacht Club Commodore and members.

Cultural Resource Committee Meeting Agenda
Beckett Bridge PD&E Study
Pinellas County Project ID: PID 2161
FDOT Financial Project ID: 424385-1-28-01

Date: April 24, 2014

Time: 1:30 pm

Location: Tarpon Springs City Hall, 324 E. Pine Street, Tarpon Springs, FL 34689

- A. Introductions
- B. Power Point Presentation
 - 1. Update on Results of Public Hearing
 - 2. Summary of Section 106 Process Completed to Date
 - 3. Discussion of Effects
 - 4. Discussion of Remaining Steps in Section 106 /Section 4(f) Process
- C. Discussion of Possible Mitigation/Minimization Options
- D. Discussion of MOA

From: Venables, Ann
To: [Alyssa McManus \(Alyssa.McManus@DOS.MyFlorida.com\)](mailto:Alyssa.McManus@DOS.MyFlorida.com); [Daniel McClarnon \(Daniel.McClarnon@DOS.MyFlorida.com\)](mailto:Daniel.McClarnon@DOS.MyFlorida.com); [Joseph DiPasqua \(JDiPasqua@ctsfl.us\)](mailto:Joseph.DiPasqua@ctsfl.us); [Kathleen Monahan \(kmonahan@ctsfl.us\)](mailto:Kathleen.Monahan@ctsfl.us); [Linda Anderson \(Linda.Anderson@dot.gov\)](mailto:Linda.Anderson@dot.gov); [Mark G. LeCouris \(mlecouris@ctsfl.us\)](mailto:Mark.G.LeCouris@ctsfl.us); [Paul Bellhorn \(pbellhor@co.pinellas.fl.us\)](mailto:Paul.Bellhor@co.pinellas.fl.us); PeggyMarie@aol.com; [Renea Vincent \(rvincent@ctsfl.us\)](mailto:Renea.Vincent@ctsfl.us); reptarsps@aol.com; Robin.Rhinesmith@dot.state.fl.us; roy.jackson@dot.state.fl.us; [Spain-Schwarz, Rebecca](mailto:Spain-Schwarz,Rebecca); [Theresa Farmer \(theresa.farmer@dot.state.fl.us\)](mailto:Theresa.Farmer@dot.state.fl.us); [Evelyn Smart](mailto:Evelyn.Smart); [Phillip Bello@dot.gov](mailto:Phillip.Bello@dot.gov); [Maryann; ctarapani@fldesign.com](mailto:Maryann.ctarapani@fldesign.com)
Cc: [Tony Hornnik \(thornnik@co.pinellas.fl.us\)](mailto:Tony.Hornnik@co.pinellas.fl.us); [Cutrone, Gregory \(gcutrone@co.pinellas.fl.us\)](mailto:Cutrone.Gregory@co.pinellas.fl.us); [Ivan Fernandez](mailto:Ivan.Fernandez); [Judy Staley \(jstaley@ctsfl.us\)](mailto:Judy.Staley@ctsfl.us); [Phillips, Jim](mailto:Phillips,Jim); [Ken Hardin \(ken_hardin@janus-research.com\)](mailto:Ken.Hardin@janus-research.com); [Amy Streelman \(amy_streelman@janus-research.com\)](mailto:Amy.Streelman@janus-research.com)
Subject: RE: Beckett Bridge PD&E Study - Availability to Participate in a CRC Meeting to be TENTATIVELY scheduled the week of April 21, 2014
Date: Wednesday, April 16, 2014 9:42:00 AM

Dear CRC Member:

The Pinellas County Commission voted unanimously to “ratify and confirm” the Recommended Alternative as the Preferred Alternative for submittal to FHWA for “Location and Design Concept Acceptance” at last night’s BCC meeting.

Accordingly, the CRC meeting referenced below will be held on April 24th at 1:30 pm.

If you plan to call in, we will have a land-line speaker phone in the meeting room. The call-in information is provided below. If you have any other questions, please advise.

Sincerely,
Ann Venables

AT&T Conference Call Information

USA Toll Free:	888-369-1427
USA Caller Paid:	602-333-2024
Access Code:	6130663
Host Password:	*5148#

From: Venables, Ann
Sent: Tuesday, March 11, 2014 1:22 PM
To: [Alyssa McManus \(Alyssa.McManus@DOS.MyFlorida.com\)](mailto:Alyssa.McManus@DOS.MyFlorida.com); [Daniel McClarnon \(Daniel.McClarnon@DOS.MyFlorida.com\)](mailto:Daniel.McClarnon@DOS.MyFlorida.com); [Joseph DiPasqua \(JDiPasqua@ctsfl.us\)](mailto:Joseph.DiPasqua@ctsfl.us); [Kathleen Monahan \(kmonahan@ctsfl.us\)](mailto:Kathleen.Monahan@ctsfl.us); [Linda Anderson \(Linda.Anderson@dot.gov\)](mailto:Linda.Anderson@dot.gov); [Mark G. LeCouris \(mlecouris@ctsfl.us\)](mailto:Mark.G.LeCouris@ctsfl.us); [Paul Bellhorn \(pbellhor@co.pinellas.fl.us\)](mailto:Paul.Bellhor@co.pinellas.fl.us); PeggyMarie@aol.com; [Renea Vincent \(rvincent@ctsfl.us\)](mailto:Renea.Vincent@ctsfl.us); reptarsps@aol.com; Robin.Rhinesmith@dot.state.fl.us; roy.jackson@dot.state.fl.us; [Spain-Schwarz, Rebecca](mailto:Spain-Schwarz,Rebecca); [Theresa Farmer \(theresa.farmer@dot.state.fl.us\)](mailto:Theresa.Farmer@dot.state.fl.us); [Evelyn Smart](mailto:Evelyn.Smart); [Phillip Bello@dot.gov](mailto:Phillip.Bello@dot.gov); [Maryann; ctarapani@fldesign.com](mailto:Maryann.ctarapani@fldesign.com)
Cc: [Tony Hornnik \(thornnik@co.pinellas.fl.us\)](mailto:Tony.Hornnik@co.pinellas.fl.us); [Cutrone, Gregory \(gcutrone@co.pinellas.fl.us\)](mailto:Cutrone.Gregory@co.pinellas.fl.us); [Ivan Fernandez](mailto:Ivan.Fernandez); [Judy Staley \(jstaley@ctsfl.us\)](mailto:Judy.Staley@ctsfl.us)
Subject: RE: Beckett Bridge PD&E Study - Availability to Participate in a CRC Meeting to be

TENTATIVELY scheduled the week of April 21, 2014

Dear CRC Member,

Based on the response to the email below, the next CRC meeting has been TENTATIVELY scheduled for Thursday, April 24th at 1:30 pm. The meeting will be held at Tarpon Springs City Hall, 324 E. Pine Street, Tarpon Springs, FL 34689. We will have a speaker phone and directions for calling in will be emailed to everyone prior to the meeting.

I will update you immediately following the Beckett Bridge Presentation that will be made at the April 15, 2014 Pinellas County Commission Meeting. I will also send out an outlook invitation so that you reserve this date and time on your calendar. If you have any questions, please call or email.

Sincerely,

Ann Venables

From: Venables, Ann

Sent: Thursday, March 06, 2014 3:17 PM

To: Alyssa McManus (Alyssa.McManus@DOS.MyFlorida.com); Daniel McClarnon (Daniel.McClarnon@DOS.MyFlorida.com); Joseph DiPasqua (JDiPasqua@ctsfl.us); Kathleen Monahan (kmonahan@ctsfl.us); Linda Anderson (Linda.Anderson@dot.gov); Mark G. LeCouris (mlcouris@ctsfl.us); Paul Bellhorn (pbellhor@co.pinellas.fl.us); Peggymarie@aol.com; Renea Vincent (rvincent@ctsfl.us); reptarsps@aol.com; Robin.Rhinesmith@dot.state.fl.us; roy.jackson@dot.state.fl.us; Spain-Schwarz, Rebecca; Theresa Farmer (theresa.farmer@dot.state.fl.us); Evelyn Smart; Phillip.Bello@dot.gov; Maryann

Cc: Tony Horrnik (thorrnik@co.pinellas.fl.us); Cutrone, Gregory (gcutrone@co.pinellas.fl.us); Ivan Fernandez; Judy Staley (jstaley@ctsfl.us)

Subject: Beckett Bridge PD&E Study - Availability to Participate in a CRC Meeting to be TENTATIVELY scheduled the week of April 21, 2014

Dear CRC Member,

We are tentatively scheduling the next CRC meeting for the week of April 21, 2014, with the understanding that this meeting could be postponed or cancelled depending on the outcome of the April 15, 2014 Pinellas County Commission Meeting. We are changing the venue to have access to a speaker phone for those who need to call in from out of town. The City of Tarpon Springs has made their conference room available.

Please advise of your availability to participate on either Wednesday, April 23 at 1:30 pm or Thursday, April 24 at 1:30 pm. We anticipate the meeting will last approximately 2 hours.

As soon as I have an idea of availability I will send out an email invitation.

Thank you,

Ann

Ann Venables, AICP

Project Manager/Senior NEPA Planner

URS Corporation

7650 W. Courtney Campbell Causeway

Suite 700

Tampa, Florida 33607

Direct: 813.675.6725

Mobile: 727.410.3289

Main: 813.282.1711

ann.venables@urs.com

Beckett Bridge PD& E Study

Presentation to:

Cultural Resources Committee

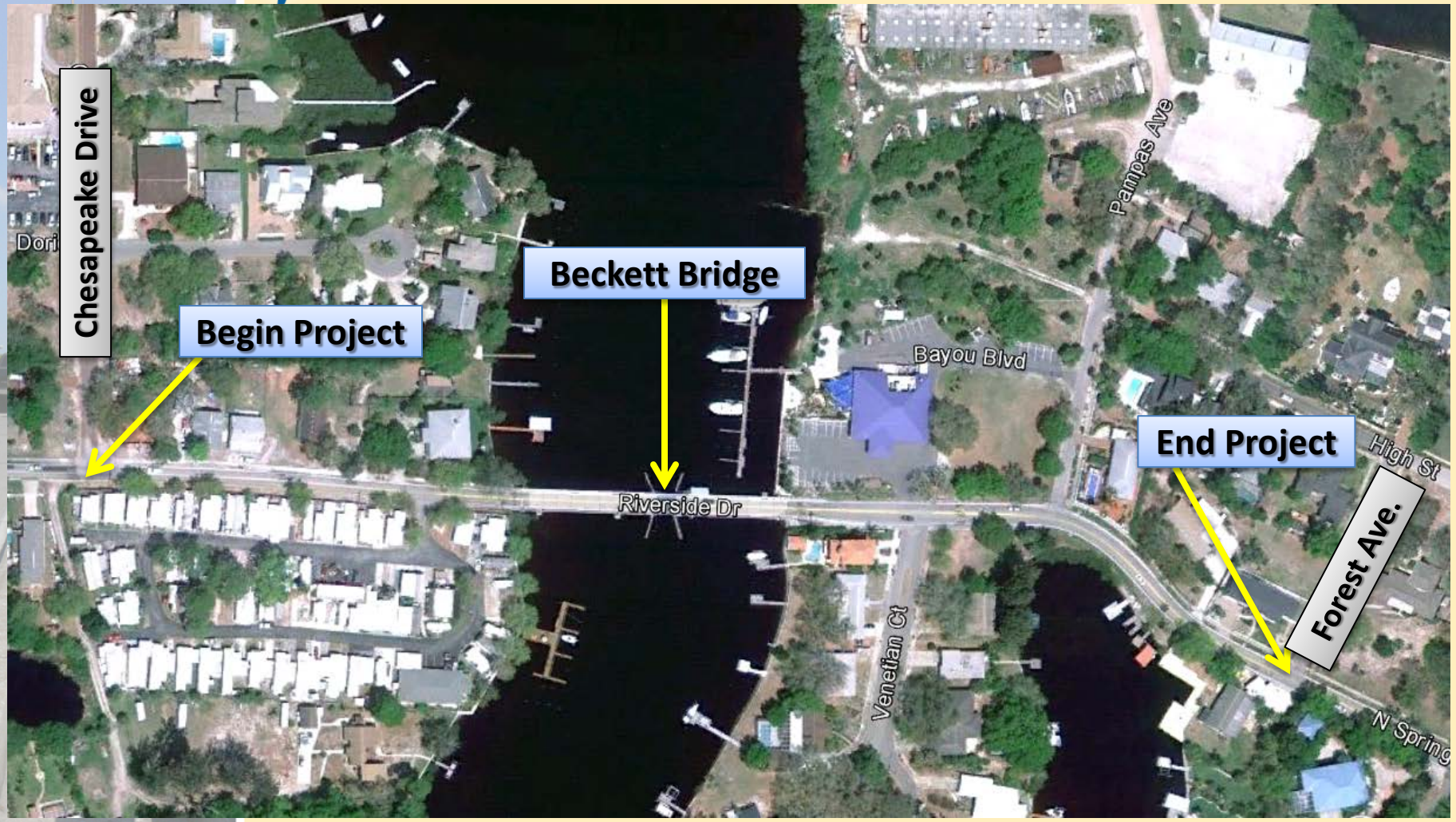


ECDriver
& Associates, Inc.

URS

JANUS
RESEARCH

October 29, 2012





Existing Bridge

- Determined Eligible for listing in the National Register of Historic Places
- Original Timber Construction – 1924
- Rebuilt Concrete Bridge – 1956
 - Major Repairs in 1979, 1998 and 2011
- Sufficiency Rating - 44.9 (Scale of 1 -100)
 - Structural Concerns
 - Functionally Obsolete



Existing Bridge

- Vertical Clearance – 6 ft
- Horizontal Clearance – 25 ft
- Opens with 2-hr Notice

Total Bridge Openings

2009 - 10

2010 - 20

2011 - 18



- **Structural Issues**
 - Posted Weight Restrictions (12 tons)
 - Foundations susceptible to settlement
 - Scour Susceptible



- **Functionally Obsolete**
 - **Narrow Sidewalks**
 - Do Not Meet ADA Requirements



- **Narrow Lanes**
 - No Shoulders
 - No bicycle lanes



Overall Project Approach

Agency Coordination/Concerns

Identify Community Concerns

Environmental/Engineering Data Collection

Alternatives Development

Alternatives Analysis and Evaluation

Technical Reports

Obtain Community Input on Alternatives

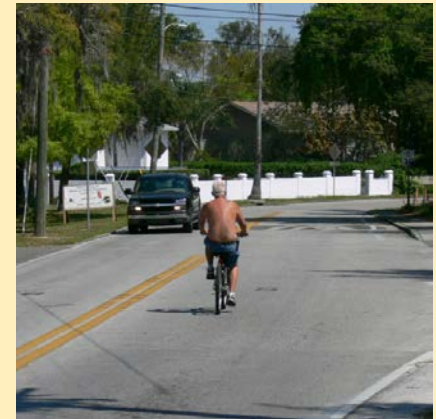
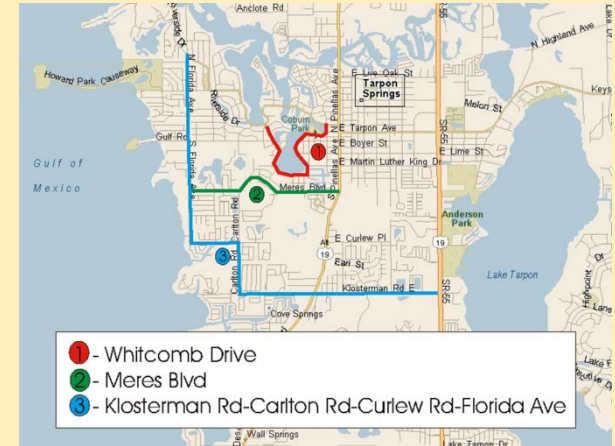
Select Preferred Alternative

Public Hearing

NEPA Documentation

Location and Design Concept Approval - FHWA

- **Community Concerns**
 - Vertical Clearance
 - Noise
 - Construction Impacts
 - Detour/MOT
 - Aesthetics
 - Bicycle/Pedestrian Facilities



- Project Website
- Coordinate with Local Government
- Meet with Stakeholder Groups
- Alternatives Public Workshop
- Public Hearing





- **No-Build**
- **No-Build with Permanent Removal of Existing Bridge**
- **Rehabilitation**
- **Replacement on Existing Alignment**
 - **Low-Level Movable Bridge**
 - 7.8 ft Vertical Clearance
 - 25 ft Horizontal Clearance
 - **Mid-Level Fixed Bridge**
 - 28 ft Vertical Clearance
 - 25 ft Horizontal Clearance





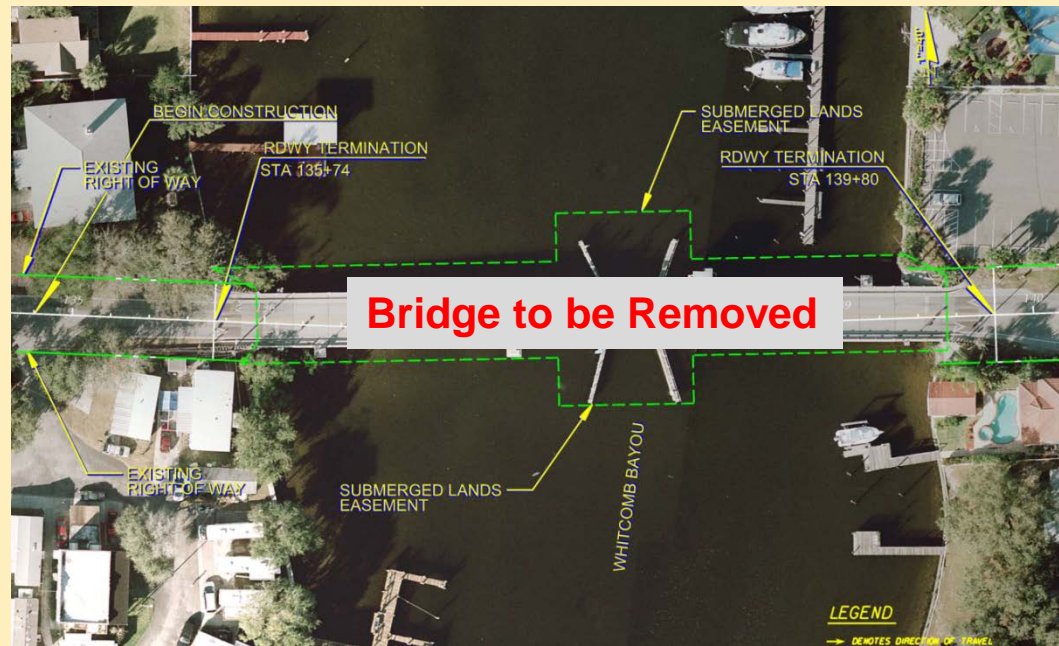
No Build Alternative

- Existing Bridge Remains Until No Longer Serviceable (approximately 10 years)
- Routine Maintenance Only
- No Major Improvements



No Build Alternative – Permanent Removal of Existing Bridge

- Routine Maintenance Only
- Existing Bridge Demolished When No Longer Serviceable
- No Replacement Bridge Constructed



- Extensive Repairs
- Correct Structural Deficiencies
- No Widening
 - No Shoulders
 - Narrow Sidewalks would remain
- No Change in Navigational Clearances
- Extend Service Life 25-30 years



Replacement Alternatives Constraints

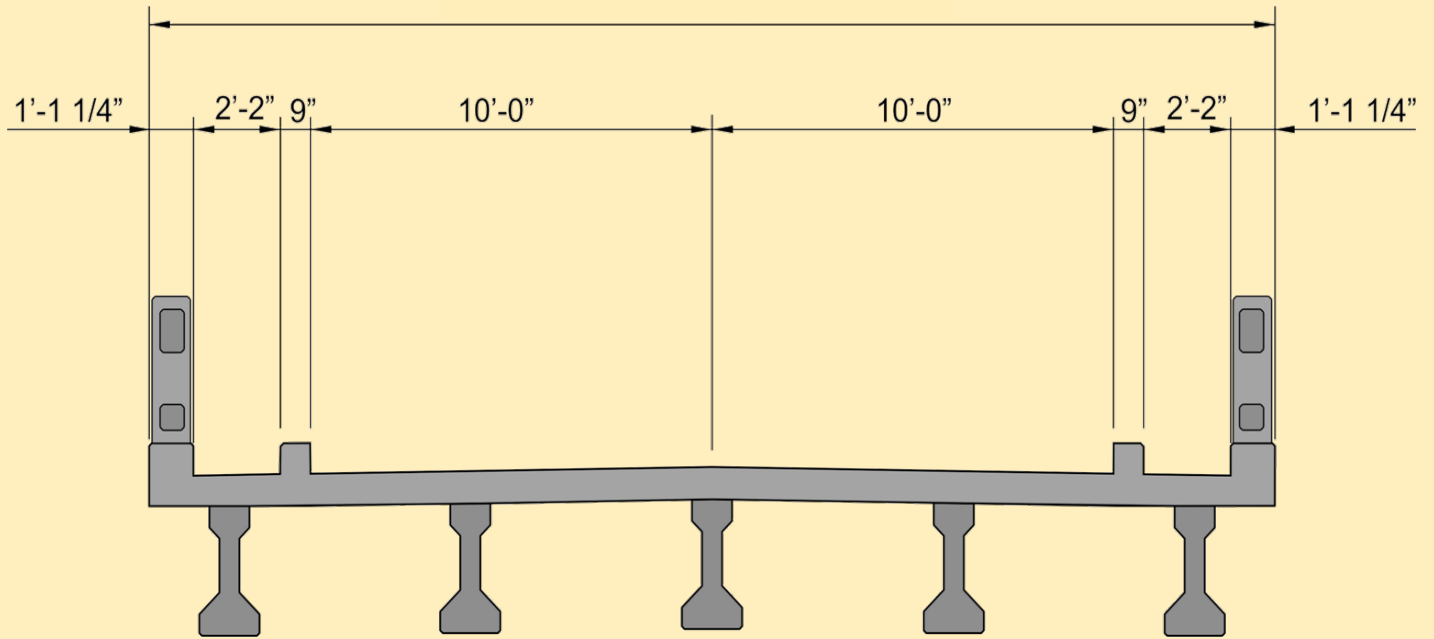
- **Limited Right-of-Way**
 - 50 ft ROW East of Bridge
 - 40 ft ROW West of Bridge



- **Adjacent properties**
- **Driveways**

Existing Bridge Typical Section

28'-0 1/2" Total Width



No Shoulders

Narrow Sidewalks



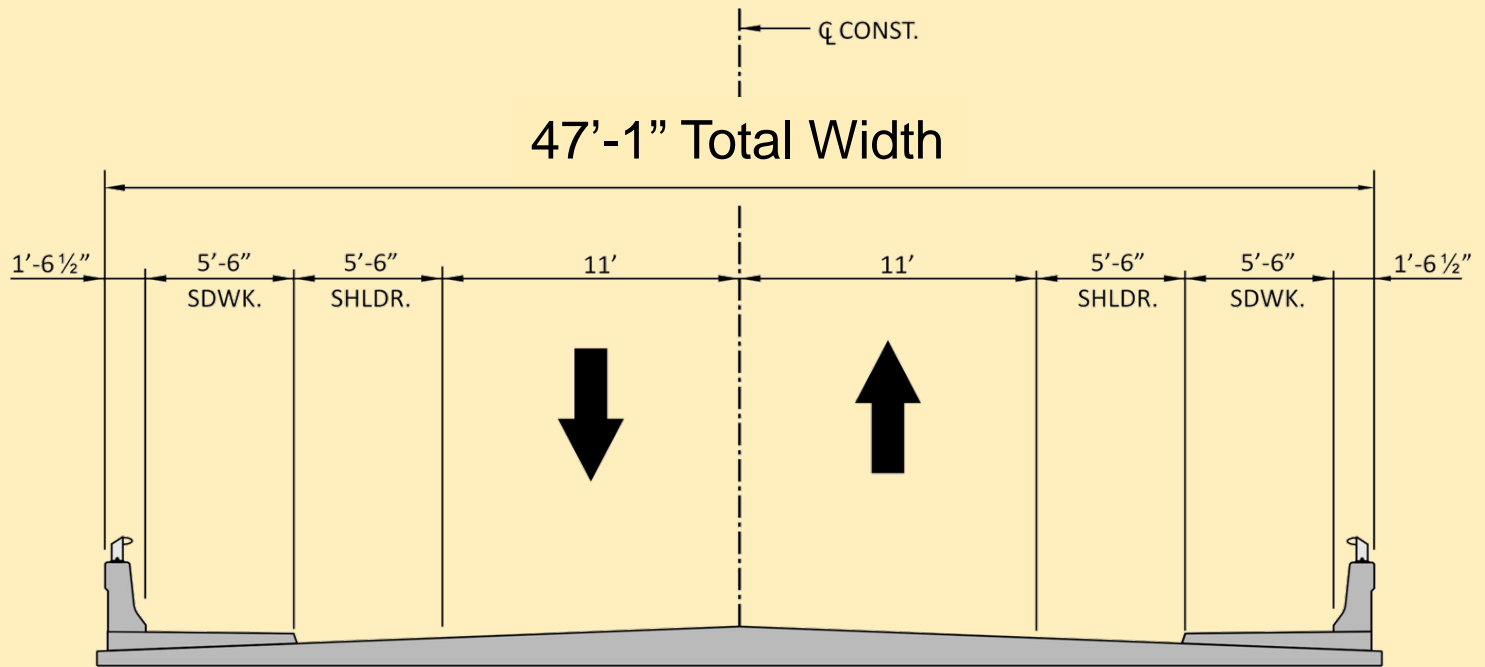


Proposed Typical Sections

- **Meet Current Safety Standards**
- **Accommodate Future Trails**
- **Minimize ROW Impacts**
- **Lane Widths**
10 to 11 feet

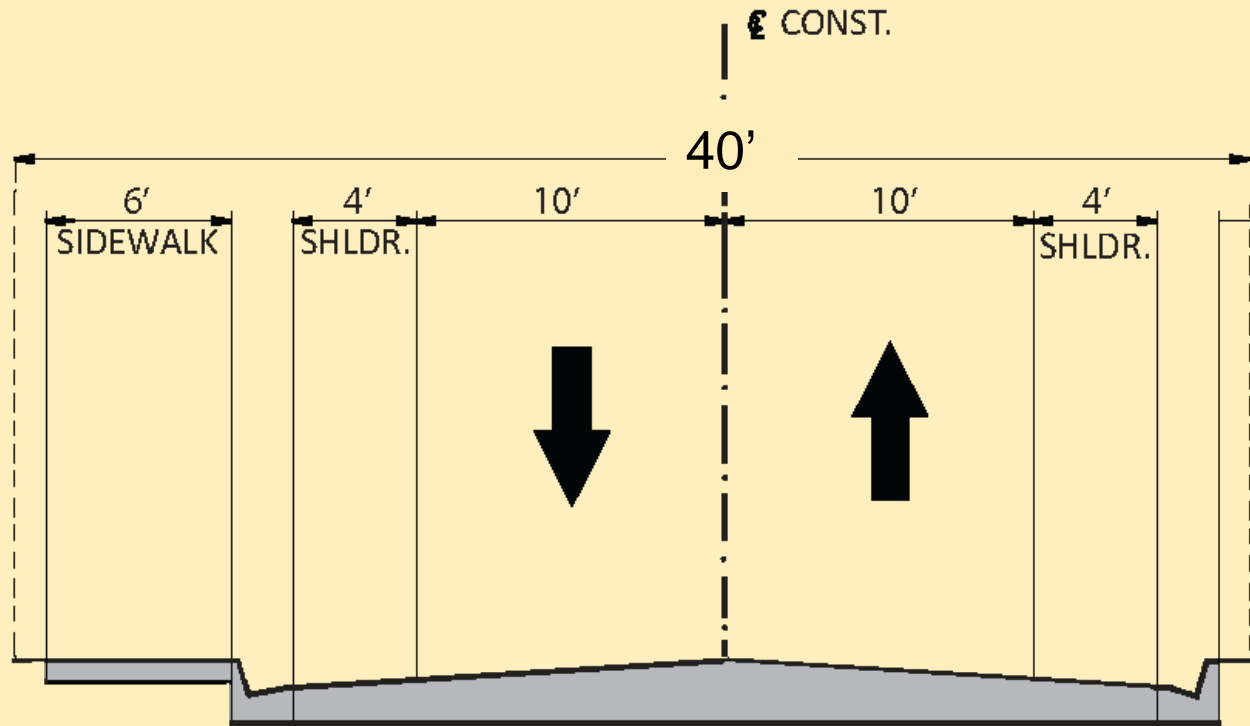


Proposed Bridge Typical Section



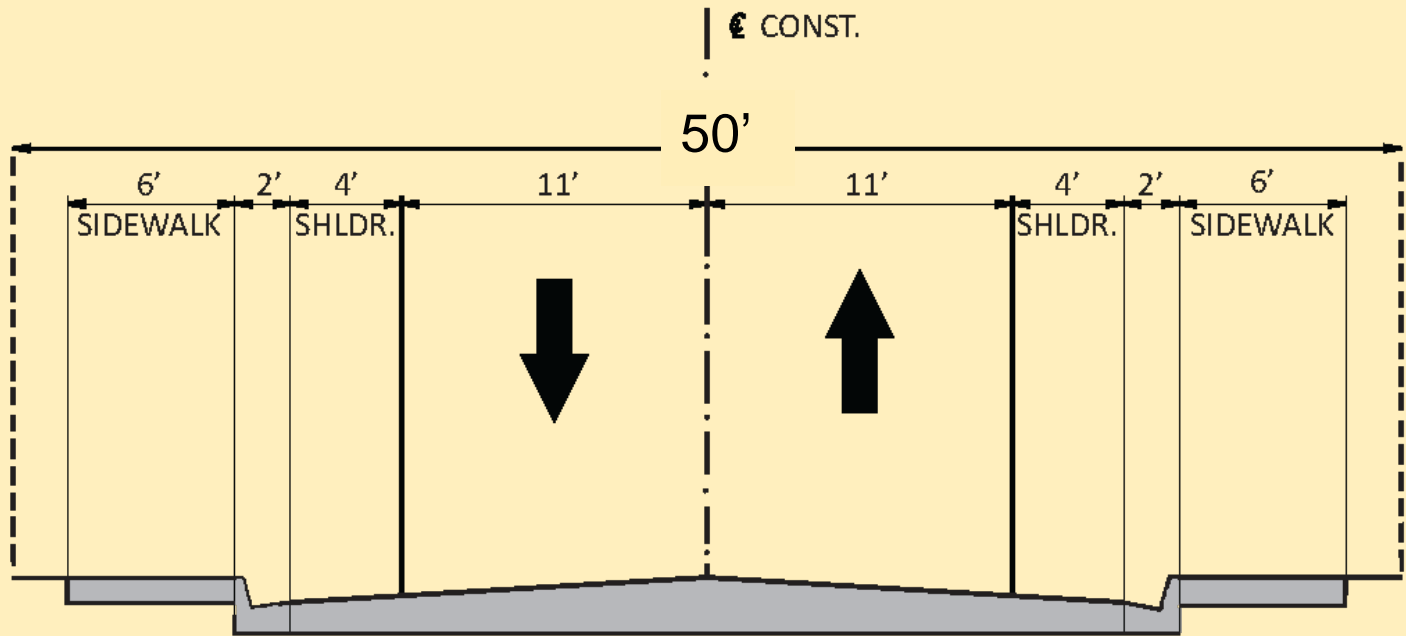
5'6" Sidewalks and Shoulders – Both Sides

Roadway Section – West of Bridge



6 ft Sidewalk - North Side Only

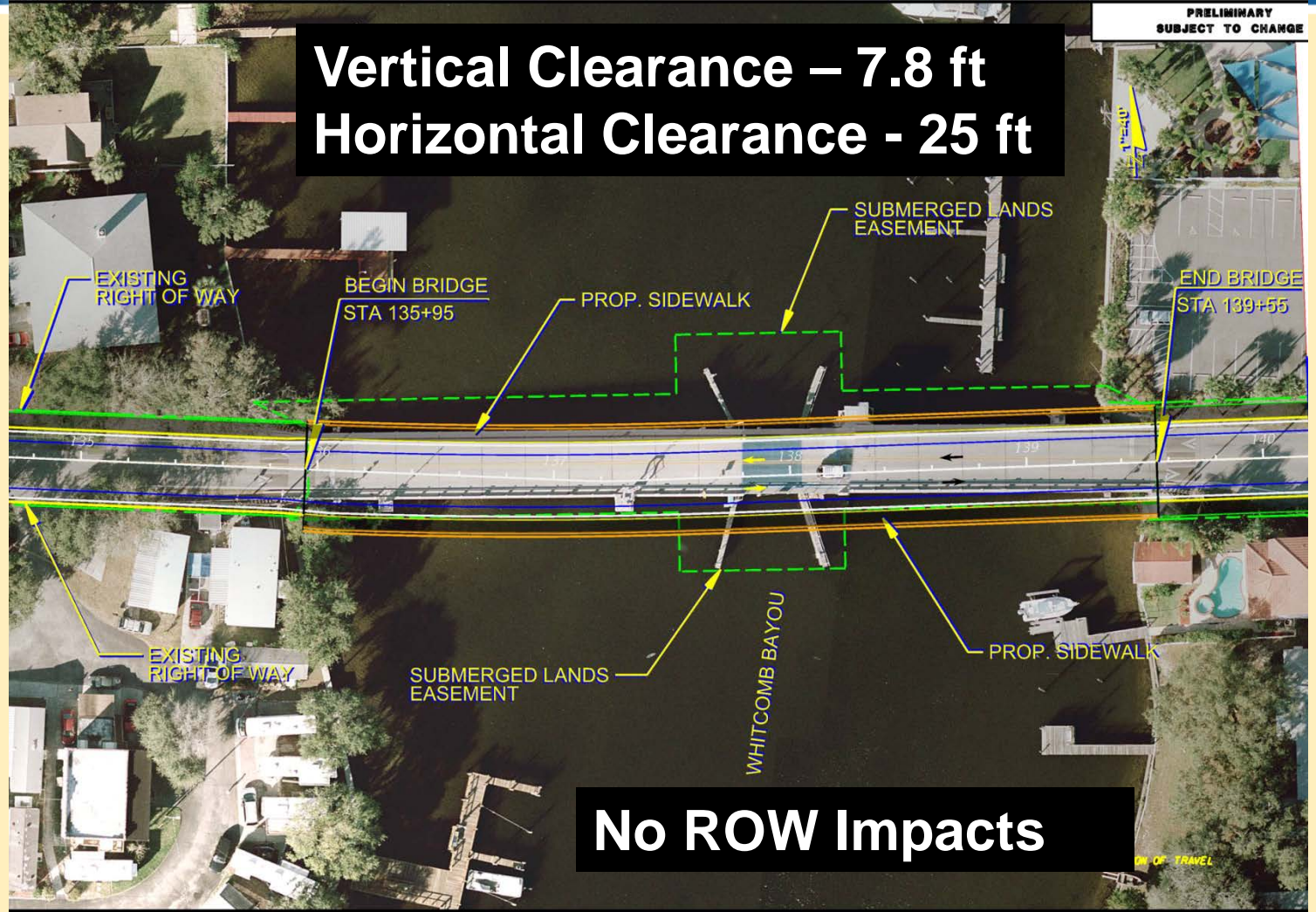
Roadway Section – East of Bridge



6 ft Sidewalks - Both Sides



Low-Level Movable Bridge





- **Vertical Clearance – 28 feet**
- **Horizontal Clearance – 25 feet**
- **Retaining Wall 1 to 19 feet High**
 - **Blocks Driveway Access/Visual Impacts**
- **ROW impacts**
 - **Single Family Residences North Side, West of Bridge**
 - **Yacht Club Property**



Mid-Level Fixed Bridge – Option A

Venetian Court Extension



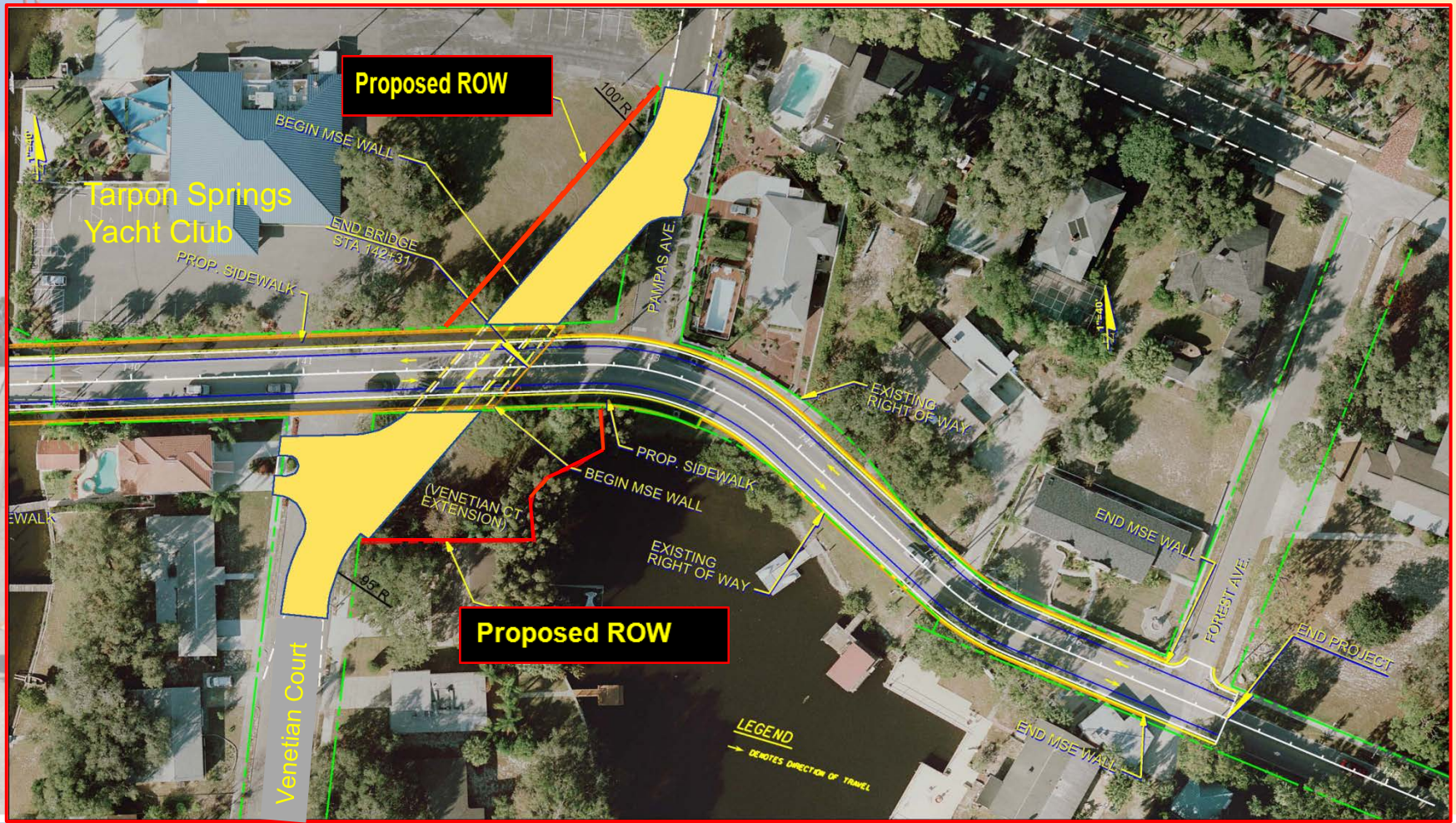


- **Vertical Clearance – 28 feet**
- **Horizontal Clearance – 25 feet**
- **Retaining Wall 1 to 16 feet High**
 - **Blocks Driveway Access/Visual Impacts**
- **ROW impacts**
 - **Single Family Residences North Side,
West of Bridge**
 - **8 Mobile Homes**
 - **Yacht Club Property**
 - **Vacant Lot East of Bridge, South Side of Roadway**



Mid-Level Fixed Bridge – Option B

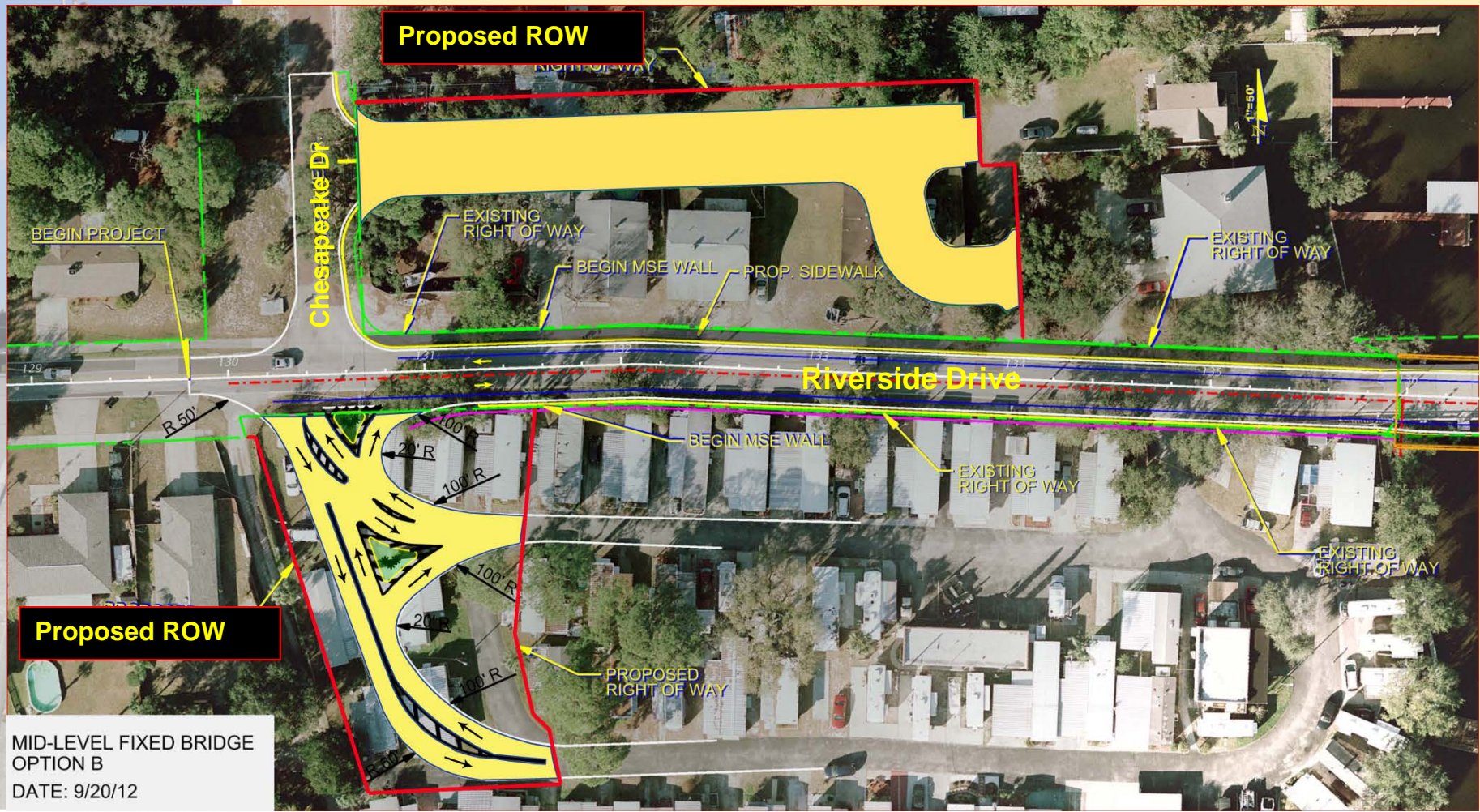
Venetian Court Extension





Mid-Level Fixed Bridge – Option B

Alternate Access to MHP and Waterfront Properties



MID-LEVEL FIXED BRIDGE
OPTION B
DATE: 9/20/12

Boat Survey of Waterfront Property Owners on Whitcomb Bayou

- 289 Surveyed
- 99 Responded



Results

- Most Boats 22-26 ft Powerboats
 - No Bridge Opening Required
- 4 Sailboats required ≥ 28 ft of Clearance
 - Could not Pass Under Mid-Level Option

Similar for All Build Alternatives

- **Wetlands**
 - 0.02 acre – Low-Level
 - 0.03 acre – Mid-Level
 - Wildlife - Minimal
- **Noise - Minimal**
- **Visual – Minimal to High**
- **Cultural Resources**



Cultural Resources Assessment Survey

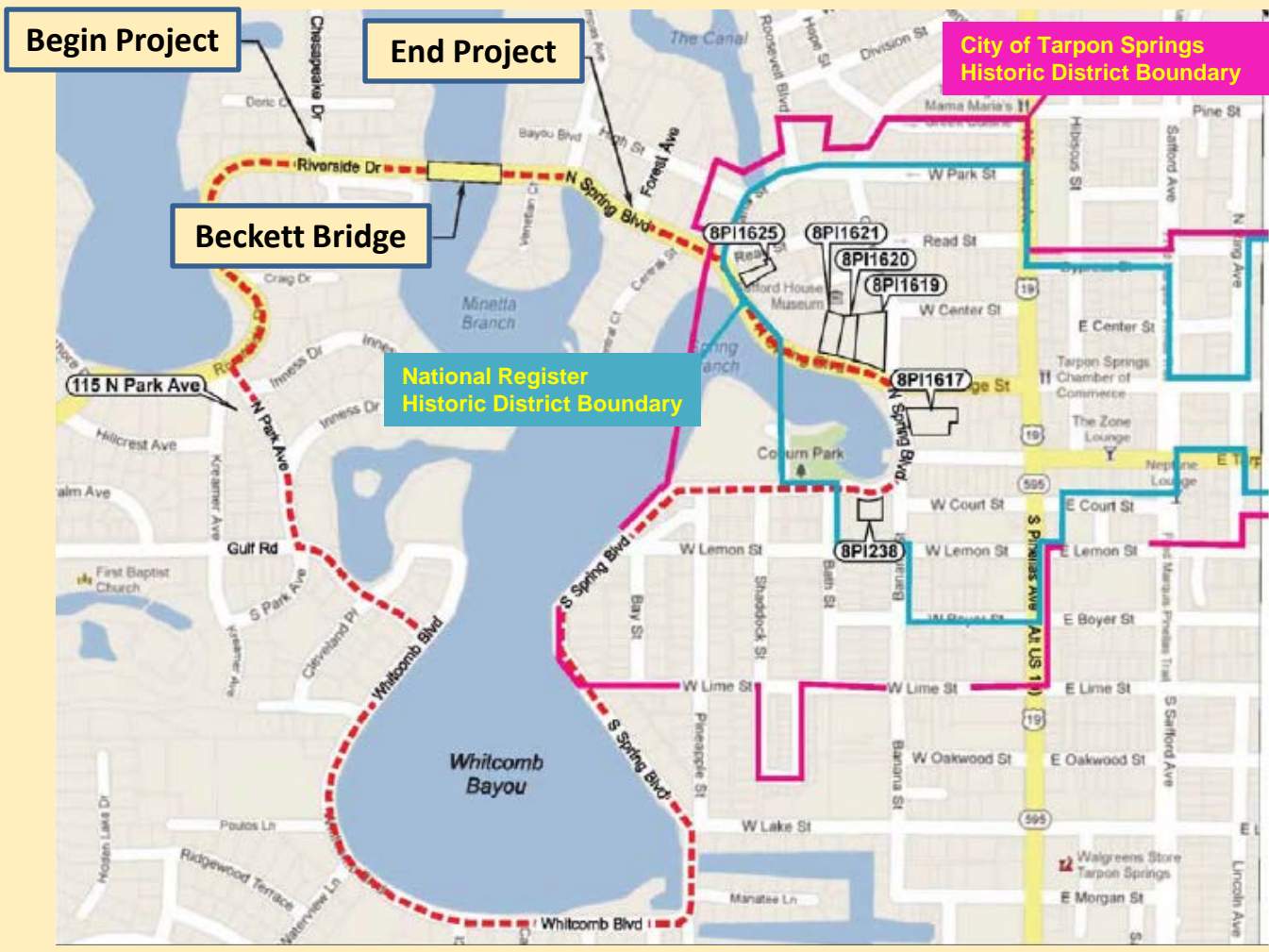
- **No archaeological resources identified**
- **16 recorded historic resources**
- **Beckett Bridge –Determined Eligible for Inclusion in the National Register**
- **Reconnaissance Survey conducted for detour route**

Eight Significant Properties Identified on Detour Route

- **Tarpon Springs Historic District (8PI1712)**
- **Edward Newton Knapp House (8PI238)**
- **William T. Fleming House (8PI1617)**
- **George Clemson House(8PI1619)**
- **George Clemson Auxiliary (8PI1620)**
- **Marshall H. Alworth House (8PI1621)**
- **Bigelow Cottage (8PI1625)**
- **115 Park Avenue**



Map of Historic Districts





Edward Newton Knapp House (8PI238)





William T. Fleming House (8PI1617)





George Clemson House (8PI1619)







Marshall H. Alworth House (8PI1621)





Bigelow Cottage (8PI1625)



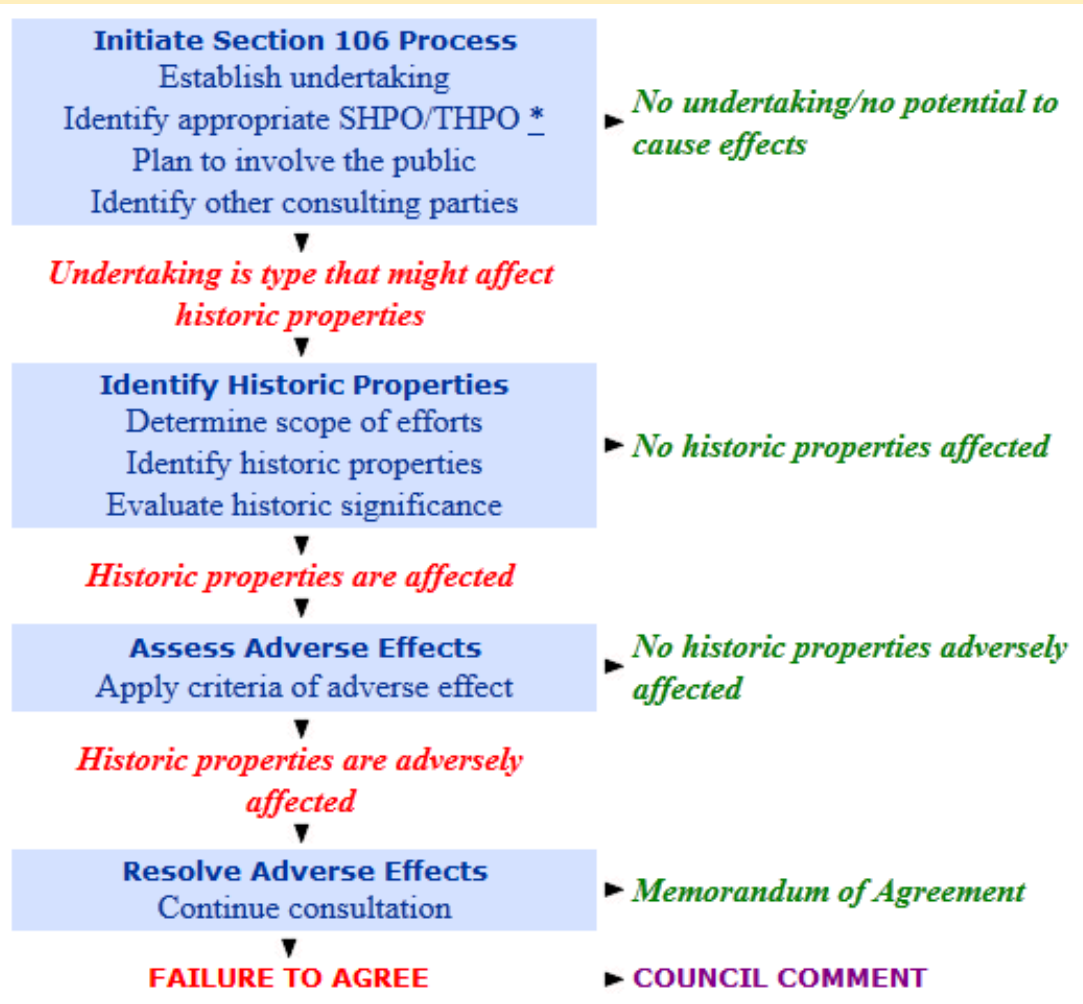




Historic Resources Identified During CRAS



Section 106 Process





- **Determination of Eligibility on Beckett Bridge - Complete**
- **Cultural Resources Assessment Survey- Submitted to FDOT for Review**
- **Section 106 Determination of Effects Documentation**
- **Continued Consultation**
- **Possible Development of Mitigation Measures**



Activity	2012				2013				
	Jan - Mar	Apr - Jun	Jul - Sep	Oct - Dec	Jan - Mar	Apr - Jun	Jul - Aug	Sep - Oct	Nov - Dec
Study Begins	★								
Data Collection	█								
Develop/Evaluate Alternatives	█								
Local Government Coordination			█						
Alternatives Workshop					★				
Select Preferred Alternative					█				
Public Hearing							★		
Final Reports/Agency Coordination					█				
Approval by the Federal Highway Administration									★



Questions?



Cultural Resource Committee Meeting Agenda
Beckett Bridge PD&E Study
Pinellas County Project ID: PID 2161
FDOT Financial Project ID: 424385-1-28-01

Date: October 29, 2012

Time: 2:00 pm

Location: Tarpon Springs Heritage Museum, Tarpon Springs, FL

- A. Introductions
- B. Power Point Presentation
 - 1. Project Overview and Status
 - 2. Section 106 Process
- C. Discussion of Alternative Selection Process
- D. Committee Feedback, Issues & Concerns
- E. Next Meeting Date

Meeting Notes

Date: October 29, 2012
Time: 2:00 pm
Place: Tarpon Springs Heritage Museum, Craig Park
RE: 1st Cultural Resources Committee Meeting
Beckett Bridge PD&E Study
FDOT PID: 424385-1-28-01

Recorded by: Ann Venables

Attendees: Theresa Farmer, FDOT
Robin Rhinesmith, FDOT
Roy Jackson, FDOT
Rebecca Spain-Schwarz, Atkins (FDOT GEC)
Tony Horrnik, Pinellas County
Ann Venables, EC Driver
Jim Phillips, EC Driver
Amy Streelman, Janus Research
Ken Hardin, Janus Research
Andrew Hayslip, EC Driver
Dan McClarnon, SHPO
Alyssa McManus, SHPO
Evelyn Smart, USCG
Kathleen Monahan, City of Tarpon Springs
Mark LeCouris, City of Tarpon Springs
Richard Pease, Tarpon Springs Yacht Club
Peggy Proestes, Tarpon Springs Historical Society

Purpose

The purpose of this first meeting included the following:

- Introduce the project and discuss the current status of alternatives development and public involvement efforts
- Discuss the Section 106 process and how it applies to this PD&E study
- Obtain input from members regarding the importance of the existing bridge as a historic resource

Summary of Discussion

Ann Venables provided an overview of the PD&E study and the alternatives developed to date. Ken Hardin discussed the Section 106 process and the purpose of the CRC. Amy Streelman presented the Cultural Resources Assessment Survey results and discussed the significance of the bridge. Jim Phillips discussed the existing condition of the Beckett Bridge and what would be required for rehabilitation. Ken Hardin led the subsequent discussion, which is summarized below:

- The Beckett Bridge is one of a few remaining historic, rolling-lift, single leaf bascule highway bridges in Florida.
- The only remaining portion of the original 1924 structure is the steel bascule leaf. Alyssa McManus stated that if a rehabilitation alternative involved replacement of the approach spans but preserved the existing steel leaf, it might be possible that the impact to the historical resource would not be considered substantial.

- Dan stated that it is SHPO's role to challenge the engineers to thoroughly evaluate possible rehabilitation options, so that there could be a conditional no adverse effect under Section 106.
- Rebecca Spain-Schwarz asked if there was any way that a sidewalk could be added to the bascule span if the existing bascule leaf were rehabilitated and used in a new structure. One limitation of this suggestion is the narrow width of the existing bascule span compared to the proposed typical section for the approach spans for a replacement bridge.
- All build alternatives, and "No Build with Permanent Removal of the Bridge" will involve demolition of the historic bridge and would constitute an "adverse effect".
- EC Driver has not finalized cost estimates yet. However, the cost of rehabilitation would be about \$8M-\$10 M, compared to replacement which would cost about 12-15 for replacement.
- A discussion of whether possible federal funding sources were available for preservation of historic resources that could be obtained for rehabilitation of the existing bridge. Ken Hardin explained that most grants and other funding for preservation of historic structures would not apply to the bridge and/or would not be sufficient to cover the costs.
- Tony Horrnik discussed the County's concerns about the required continual maintenance and repairs required to keep the bridge operational.
- Katherine Monahan stressed the importance of the "look and feel" of a new bridge, if a constructed, in terms of how it defines the "look and feel" of the community. She also urged the County to consider elements such as the scale, mass, and aesthetics of the bridge and how it would affect the "sense of place". She noted that this is an important entry and egress to the nearby Tarpon Springs Historic District.
- Katherine mentioned the maritime heritage of Tarpon Springs as an important aspect of the community that should be considered when making decisions about aesthetics of a replacement bridge if constructed. Decisions should reflect community values.
- Roy Jackson pointed out that since the bridge is not located within the National Register Historic District, a discussion of aesthetics for a replacement bridge would be considered more of a sociocultural effects issue rather than a Section 106 issue.
- Mitigation opportunities, based on other projects in which historic bridges were demolished, could include construction of an informational kiosk about the bridge, archival quality bridge plans and drawings to be preserved, use of open style railings to preserve the viewshed from the bridge.