



**PINELLAS COUNTY  
METROPOLITAN PLANNING ORGANIZATION**

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July 21, 2009

Mr. Don Skelton, District Secretary  
FDOT District VII  
11201 N. McKinley Drive  
MS#7-100  
Tampa, FL 33612

Dear Don,

At its July meeting, the Pinellas County Metropolitan Planning Organization took action to amend its American Recovery and Reinvestment Act (ARRA) priority list to add the east/west Bayway Bridge (Structure C) as its number two priority for highway funding.

The amended highway project list now reads as follows:

1. U.S. 19 – north of Whitney Road to north of S.R. 60 – partially controlled access improvements
2. S.R. 682 Pinellas Bayway Bridge (Structure C) – replacement of two-lane bascule bridge with four-lane high level fixed span bridge
3. Ulmerton Road – 119<sup>th</sup> Street to Seminole Bypass Canal – expand to six lanes
4. Gandy Boulevard – widening from Martin Luther King Jr. Street North to 28<sup>th</sup> Street North
5. Bryan Dairy Road – widening to six-lane divided facility from Starkey Road to 72<sup>nd</sup> Street

The priorities for the Enhancement Program remain the same. That is, the Enhancement Program priorities will follow the two MPO priority lists of 2006 and 2007 as reflected in the adopted Transportation Improvement Program. The projects on the 2006 list will have a higher priority than the 2007 priority projects.

By earlier action, the MPO authorized the Chairman to execute any TIP amendments required for the selected ARRA projects.

Sincerely,

A handwritten signature in black ink, appearing to read 'Chris Arbutine', written over a horizontal line.

Chris Arbutine, Chairman  
Pinellas County  
Metropolitan Planning Organization

CA:af



**Florida Department of Transportation  
PROJECT REEVALUATION**

**IV. CHANGE IN IMPACT STATUS OR DOCUMENT COMPLIANCE**

<b>A. NATURAL ENVIRONMENT:</b>	<b>YES/NO</b>	<b>COMMENTS</b>
1. Air Quality	( ) (X)	<u>See Attachment A</u>
2. Coastal & Marine	( ) (X)	<u>See Attachment A</u>
3. Contamination Sites	( ) (X)	<u>See Attachment A</u>
4. Farmlands	( ) (X)	<u>See Attachment A</u>
5. Floodplains	( ) (X)	<u>See Attachment A</u>
6. Infrastructure	( ) (X)	<u>See Attachment A</u>
7. Navigation	( ) (X)	<u>See Attachment A</u>
8. Special Designations	( ) (X)	<u>See Attachment A</u>
9. Water Quality/Quantity	( ) (X)	<u>See Attachment A</u>
10. Wetlands	( ) (X)	<u>See Attachment A</u>
11. Wildlife and Habitat	( ) (X)	<u>See Attachment A</u>
<b>B. CULTURAL IMPACTS:</b>		
1. Historic/Archaeological	( ) (X)	<u>See Attachment A</u>
2. Recreation Areas	( ) (X)	<u>See Attachment A</u>
3. Section 4(f) Potential	( ) (X)	<u>See Attachment A</u>
<b>C. COMMUNITY IMPACTS:</b>		
1. Aesthetics	( ) (X)	<u>See Attachment A</u>
2. Economics	( ) (X)	<u>See Attachment A</u>
3. Land Use	( ) (X)	<u>See Attachment A</u>
4. Mobility	( ) (X)	<u>See Attachment A</u>
5. Relocation	( ) (X)	<u>See Attachment A</u>
6. Social	( ) (X)	<u>See Attachment A</u>
<b>D. OTHER IMPACTS:</b>		
1. Noise	( ) (X)	<u>See Attachment A</u>
2. Construction	( ) (X)	<u>See Attachment A</u>



**Florida Department of Transportation  
PROJECT REEVALUATION**

**V. EVALUATION OF MAJOR DESIGN CHANGES**

Introduction

This section has been prepared to provide a brief synopsis to the Federal Highway Administration (FHWA) of the project from the time the USCG EA/FONSI was approved in 1983 until the present.

History

The EA/FONSI was approved by the USCG on November 30, 1983. The preferred alternative recommended the construction of a new two-lane structure south of the existing bridge (Structure C over the Gulf Intracoastal Waterway) and the widening of the existing bridge to meet 1983 design standards. The EA/FONSI did not recommend a bridge type at Structure C, but concluded that the bridge type should be analyzed during final design to determine which best meets the criteria at the time. A Public Workshop was held on August 26, 1982 and a Public Hearing was held on August 4, 1983 as part of this PD&E process.

To address this recommendation, a Design Reevaluation was prepared in 1994 which updated the 1983 EA/FONSI. The reevaluation studied the feasibility of replacing Structure C with either a low-level bascule, mid-level bascule, or a high-level (65 feet [ft] vertical clearance) fixed-span bridge. Six alternatives were developed and evaluated as part of this reevaluation. These included two low-level drawbridges, two mid-level drawbridges, and two high-level fixed span bridges. The low, mid, and high-level configurations considered alignments to the north and south of the existing Structure C. A Public Hearing was held on November 9, 1993. Approximately 158 persons attended and 78 persons commented on the project. Based on analysis and evaluation of social, economic, and environmental concerns, a high-level fixed-span bridge on the south alignment was chosen as the preferred alternative to replace Structure C. The FDOT received USCG approval of the reevaluation on October 24, 1994. However, because some public controversy arose after the approval of this reevaluation concerning the preferred alternative, FDOT committed to conducting additional public involvement prior to the beginning of the design phase.

In 1997, FDOT initiated a Design Change Reevaluation to conduct additional analysis on the bridge alternatives and obtain additional input from the local community. As a result of this, the FDOT assembled a Design Review Committee consisting of local residents and interested parties to develop context sensitive solutions that minimize the community's visual and aesthetic concerns. FDOT also made several presentations to the City of St. Petersburg, City of St. Pete Beach, and the Pinellas County Metropolitan Planning Organization (MPO). A Public Hearing was held on March 19, 1998. Approximately 774 persons attended the hearing and 6,785 persons commented on the project. Seventy-three percent of those submitting comments indicated a preference for the low-level drawbridge. As a result of the information received, both the low-level drawbridge south and the high-level fixed bridge south alternatives were found feasible. The mid-level drawbridge alternatives had been eliminated as viable alternatives in the

**Florida Department of Transportation  
PROJECT REEVALUATION**

1994 Design Reevaluation due to cost. A number of factors, however, favored the implementation of the high-level alternative. These include better operation in terms of level of service provided to motorists using the structure, reduction in air quality emissions, no delay to boaters, and uninterrupted access to and from the City of St. Pete Beach.

Based on the results of the hearing, preliminary consideration by FDOT was given to a low-level twin drawbridge alternative. However, based on further engineering analysis of the bridge alternatives, the high-level fixed span bridge alternative south alignment was reconfirmed as the preferred alternative. The Design Change Reevaluation preferred alternative recommended the construction of a four-lane fixed bridge with 65 ft of vertical clearance. Widening the bridge approaches to a four lane divided roadway from the West Toll Booth to west of S.R. 679 is also to be undertaken. To help mitigate this FDOT recommendation, the USCG approved the Design Change Reevaluation on March 21, 2000.

Current Advance to Construction Reevaluation

This Advance to Construction Reevaluation will address any changes since the approval of the Design Change Reevaluation in 2000. Based on a review of the final plans (June 2008), there have been some minor changes. The current plans show that a multi-use path has been provided on the south side of the roadway/bridge in place of a sidewalk. The design plans provide for a 12 ft path on the roadway portion and an 11 ft path on the bridge portion that will connect back to the existing sidewalk. Also, the shoulders for the roadway typical section have been revised and are now 8 ft outside shoulders and 6 ft inside shoulders instead of 12 ft outside and 8 ft inside shoulders that were shown in the approved reevaluation. The shoulders for the bridge typical section have not changed. Based on input from the Design Review Committee, FDOT has incorporated landscape and hardscape elements into the design to minimize visual concerns and enhance views through the structure.

There is one Stormwater Management Facility (SMF Pond 2) located within the existing right-of-way (ROW) and underneath the proposed bridge structure.

**VI. MITIGATION STATUS AND COMMITMENT COMPLIANCE**

Mitigation Status

The project segment being advanced by this reevaluation will impact approximately 0.35 acres (ac) of wetlands (seagrass habitat). Mitigation of these impacts has been completed at Fort DeSoto State Park. All environmental permits have been issued for this project.

Commitment Compliance

Both the 1994 Design Reevaluation and the 2000 Design Change Reevaluation reviewed commitments described within the approved EA/FONSI (1983). These commitments have been reviewed as part of this reevaluation to determine their current status.

**Florida Department of Transportation  
PROJECT REEVALUATION**

Bridge Reevaluation

The 1994 Design Reevaluation reviewed the 1983 EA/FONSI recommendations for replacement of Structure C to determine which bridge type (high-level fixed span or low-level drawbridge) meets the criteria at the time. An analysis to determine which bridge type best meets the existing traffic and boat traffic conditions was completed as part of the 1994 reevaluation and then updated in subsequent reevaluations.

*Status: The original recommendation was addressed in the 1994 Design Reevaluation and then reconfirmed in the approved 2000 Design Change Reevaluation. The design plans (June 2008) being advanced with this reevaluation are consistent with the design plans from the 2000 Design Change Reevaluation.*

Maintenance of Traffic Flow During Construction

The 1983 EA/FONSI indicated that “the contractor shall maintain relatively smooth traffic flow at all times in accordance with procedures set forth in the *Manual of Traffic Control and Safe Practices*.” FDOT is committed to maintaining traffic flow during the construction of the new bridge. In addition, a Maintenance of Traffic plan (MOT) will be prepared during the project’s design. The traffic plan was based on the latest addition of FDOT’s *Roadway and Traffic Design and Standards* and *Manual of Uniform Traffic Control Devices*.

*Status: A MOT plan is included in the June 2008 design plans and is consistent with FDOT’s Roadway and Traffic Design and Standards and Manual of Uniform Traffic Control Devices. Therefore, there is no change in status.*

Utilities Relocation

The 1983 EA/FONSI indicated that “All affected public utilities shall be given the opportunity to relocate/renovate facilities during construction.” FDOT is committed to providing public utilities an opportunity to relocate or renovate their facilities either before or during construction.

*Status: Utility coordination is underway and will be complete before construction begins.*

Water Quality

The 1983 EA/FONSI indicated that “...the appropriate Best Management Practices will be used during the construction phase for erosion control and water quality consideration. If practicable, hay bales, temporary slope drains, and silt curtains will be used during construction to avoid siltation of area wetlands. All cleared areas will be revegetated as quickly as possible in an effort to minimize water quality degradations.” FDOT is committed to using Best Management Practices during the construction phase for erosion control and water quality considerations.

*Status: FDOT remains committed to using Best Management Practices during the construction phase based on the current version of FDOT’s Standard Specifications for Road and Bridge Construction. Provisions for monitoring water quality are included in the latest plans; therefore there is no change in status.*

**Florida Department of Transportation**  
**PROJECT REEVALUATION**

Endangered and Threatened Species

The 1983 EA/FONSI indicated that precautions to protect the manatee and sea turtles will be adhered to during the construction of this project. The latest protection measures developed by FDOT through coordination with the United States Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) for manatees and sea turtles will be followed by the contractor chosen to work on the project.

*Status: The Manatee Provisions have been incorporated as conditions to the Southwest Florida Water Management District (SWFWMD) Environmental Resource Permit. Discussions with District staff have indicated that precautions similar to the Manatee Provisions are also applicable for the protection sea turtles. There is no change in status.*

Wetlands

The 1983 EA/FONSI indicated that to minimize impacts to seagrasses located at the western end of Bridge Structure C, "...one of the following alternate construction methods will be employed: (1) The new bridge will be built from east to west up to the edge of the grass bed. Then construction equipment will reach from both the completed portion of the bridge and the existing touchdown point in the City of St. Pete Beach or (2) the contractor will use shallow-draft barges which can navigate over the grass bed without a dredged channel."

*Status: FDOT remains committed to minimizing impacts to seagrasses in the study area by using all reasonable measures, including Best Management Practices, to reduce any impacts to these wetlands. In addition, FDOT is committed to considering all reasonable levels of wetland compensation to minimize the impacts of the proposed project. The project segment being advanced by this reevaluation will impact approximately 0.35 (ac) of wetlands (seagrass habitat). Mitigation of these impacts has been completed at Fort DeSoto State Park. All environmental permits have been issued for this project. Therefore, there is no change in status.*

Construction Noise

The 1983 EA/FONSI indicated that "there is the potential for noise impacts significantly greater than those resulting from normal traffic operation." To minimize this potential, the requirements contained in the FDOT's *Standard Specifications for Road and Bridge Construction* will be adhered to during construction of the project.

*Status: FDOT remains committed to reducing construction noise impacts to the extent practical. FDOT shall incorporate Standard Specifications for Road and Bridge Construction throughout the construction phase.*

Construction Staging on City Property

As part of the 2000 Design Change Reevaluation, this new commitment was added based on the additional public involvement efforts conducted to this point. FDOT does not anticipate the staging of any equipment on any City of St. Pete Beach or City of St. Petersburg maintained property as part of this project. The construction documents will specify that the contractor use project ROW owned by FDOT unless other arrangements

**Florida Department of Transportation  
PROJECT REEVALUATION**

have been made. If the need arises to use City-owned property, FDOT will contact the City prior to construction activities.

*Status: Based upon a review of the Final plans and a recent discussion with the design project manager, it has been determined that all construction activities will be performed within the existing ROW. Additionally, the design project manager, has emphasized that this project will not require the use of city owned property for construction staging activities. A provision stating this has been added to the General Notes in the final plan set. Therefore, there is no change in status.*

Construction Staging on Private Property

As part of the 2000 Design Change Reevaluation, this new commitment was added based on the additional public involvement efforts conducted to this point. FDOT does not anticipate staging any construction equipment on private property for this project. Private property can be utilized only when the contractor makes prior arrangements with the property owner in question.

*Status: Based upon a review of the Final plans and a recent discussion with the design project manager, it has been determined that all construction activities will be performed within the existing ROW. Additionally, the design project manager, has emphasized that this project will not require the use of privately owned property for construction staging activities. A provision stating this has been added to the General Notes in the final plan set. Therefore, there is no change in status.*

Minimization of Construction Impacts

As part of the 2000 Design Change Reevaluation, this new commitment and was added based on the additional public involvement efforts conducted to this point. FDOT's mission is to minimize potential adverse impacts to the traveling public and adjacent property owners during any construction activity. The FDOT will contact local governments during the Maintenance of Traffic plan development to incorporate construction enhancements to minimize traffic interference and construction impacts.

*Status: Throughout the design of this project, the Department conducted extensive coordination with the local governments to ensure that the design plans met their expectations. Therefore, there is no change in status.*

Minimization of Visual and Aesthetic Concerns

As part of the 2000 Design Change Reevaluation, the public expressed concern with visual and aesthetic impacts of the new bridge. Based on this, FDOT committed to provide landscaping and architectural design features to minimize visual concerns and enhance views through the structure.

*Status: A Design Review Committee was established that met periodically during design to develop context sensitive solutions that minimize the community's visual and aesthetic concerns. Based on a review of the updated plans and discussions with the FDOT project*

**Florida Department of Transportation  
PROJECT REEVALUATION**

*manager, hardscape and landscape plans are included in the final design plans (June 2008).*

**Florida Department of Transportation  
PROJECT REEVALUATION**

**VII. PERMIT STATUS**

The following provides for the status of environmental permits by each regulatory agency for the segment being advanced by this reevaluation:

<u>Agency</u>	<u>Type</u>	<u>Status</u>
United States Coast Guard (USCG)	Bridge Permit Amendment No. 12B-84-7	Issued: 3/28/07 Expires 3/2/11 Time Extension Requested
Southwest Florida Water Management District (SWFWMD)	Environmental Resource Permit No. 43023532.002	Issued 12/16/08 Expires 12/16/13
Florida Department of Environmental Protection (FDEP)	National Pollution Discharge Elimination System (NPDES)	Issued 48 hours Prior to construction

**Florida Department of Transportation  
PROJECT REEVALUATION  
ATTACHMENT A**

**A. NATURAL ENVIRONMENT**

Air Quality Impacts

This project is in an area which has been designated as maintenance for the ozone standards under the criteria provided in the Clean Air Act Amendments (CAAA) of 1990. Since that time, air quality provisions have changed. Currently, the entire state of Florida has been designated as attainment for all the air quality standards under the criteria provided in the CAAA; therefore, conformity does not apply.

*Status: There is no change in status.*

Coastal and Marine Impacts

The State Clearinghouse, Office of the Governor, determined that the proposed project is consistent with the Florida Coastal Management Program (FCMP) in a letter dated November 2, 1992 as provided for in 15 CFR 930.95.

The proposed improvements do not impact any of the coastal barrier resource units protected under Governor's Executive Order 81-105, Federal Coastal Barrier Resources Act of 1982 (CBRA), the Coastal Improvement Act of 1990, the Florida Coastal Zone Management Act (FCZMA), Part II, Chapter 380 Florida Statutes (F.S.), and revisions to the Local Coastal Comprehensive Plan under Part II, Chapter 163, F.S.

*Status: This project remains consistent with the FCMP and FCZMA; therefore, there is no change in status.*

Contamination Impacts

In association with the 2000 Design Change Reevaluation and in accordance with Part 2, Chapter 22, of the FDOT *Project Development and Environment Manual*, a Contamination Screening Evaluation Report (CSER) was prepared in December 1999. The methodology consisted of historic aerial photo-interpretation, review of government files regarding petroleum and chemical storage tanks and hazardous waste sites, conducting a risk evaluation of facilities identified as potential concern sites, and conducting field surveys of potential contamination sites within the project study area. Based on this report, no sites located within or adjacent to the proposed ROW were identified as a potential concern or requiring a more detailed risk evaluation.

*Status: The project was reevaluated by FDOT staff and found no adverse contamination effects associated with the project or the SMF Pond 2. The area where this SMF is constructed was cleared as part of the corridor CSER. Therefore, there is no change in status.*

Farmland Impacts in the Approved Design Change Reevaluation

There are no prime or unique farmlands located in our near the project corridor.

*Status: There is no change in status.*

**Florida Department of Transportation  
PROJECT REEVALUATION  
ATTACHMENT A**

Floodplain Impacts

The FDOT addressed floodplain impacts in accordance with Executive Order 11988, “Floodplain Management.” The project is located within the 100-year flood boundary Zone A. It was determined that there are no significant encroachments into the floodplain.

*Status: A recent discussion with the Design Project Manager reconfirmed that there are no significant encroachments to the floodplain. Therefore, there is no change in status.*

Infrastructure Impacts

FDOT is committed to providing public utilities an opportunity to relocate or renovate their facilities during construction. Additionally, there are no railroad crossings within the corridor.

*Status: Utility coordination is underway and will be complete before construction begins. Therefore, there is no change in status.*

Navigation Impacts

The Approved USCG EA/FONSI proposed a low-level bascule bridge. The 1994 Reevaluation addressed the effects to navigation by the replacement of the existing low level drawbridge with a high-level (65 ft vertical clearance) fixed-span bridge. Additionally, the 2000 Reevaluation indicated new USCG requirements for the width of the channel through the bridge fenders that would improve navigation and would not restrict boat traffic. These improvements call for an increase from 27.4 m (90 ft) to 30 m (100 ft) while allowing for the additional vertical clearance.

*Status: A review of the current design plans verified their consistency with USCG guidelines and a USCG permit has been issued. Therefore, there is no change in status.*

Special Designation Impacts

None of the previous documents addressed, Wild and Scenic Rivers, or Scenic Highways. However, the 1983 EA/FONSI identified the Boca Ciega Bay, which the project traverses, as an Outstanding Florida Water (OFW). The 1994 Design Reevaluation identified Boca Ciega Bay as an Aquatic Preserve.

*Status: Currently, all of Pinellas County is designated as a State Aquatic Preserve and as such is designated as OFW. The current design has been reviewed and permitted by SWFWMD. Also, a review of the National Wild and Scenic Rivers System website indicates that there are no Wild and Scenic Rivers located in the project corridor. Additionally, a review of the FDOT Scenic Highway website indicates that there are no Scenic Highways in the vicinity of the segment being advanced by this reevaluation. Therefore, there is no change in status.*

**Florida Department of Transportation**  
**PROJECT REEVALUATION**  
**ATTACHMENT A**

Water Quality Impacts

The 1983 EA/FONSI indicated that “the appropriate Best Management Practices will be used during the construction phase for erosion control and water quality consideration. If practicable, hay bales, temporary slope drains and silt curtains will be used during construction to avoid siltation of area wetlands. All cleared areas will be revegetated as quickly as possible in an effort to minimize water quality degradations.” FDOT is committed to using Best Management Practices during the construction phase for erosion control and water quality considerations.

*Status: FDOT remains committed to using Best Management Practices during the construction phase based on the current version of FDOT’s Standard Specifications for Road and Bridge Construction. Provisions for monitoring water quality are included in the latest plans; therefore there is no change in status.*

Wetlands Impacts

The 1983 EA/FONSI indicated that to minimize impacts to seagrasses located at the western end of Bridge Structure C, “one of the following alternate construction methods will be employed: (1) The new bridge will be built from east to west up to the edge of the grass bed. Then construction equipment will reach from both the completed portion of the bridge and the existing touchdown point in the City of St. Pete Beach or (2) the contractor will use shallow-draft barges which can navigate over the grass bed without a dredged channel.” The 1994 Reevaluation emphasized that FDOT remains committed to minimizing impacts to seagrasses in the study area by using all reasonable measures, including Best Management Practices, to reduce any impacts to these wetlands. In addition, FDOT is committed to considering all reasonable levels of wetland compensation to ameliorate the impacts of the proposed project and to obtain the necessary regulatory permits during the design phase of the project.

*Status: FDOT remains committed to minimizing impacts to seagrasses in the study area by using all reasonable measures, including Best Management Practices, to reduce any impacts to these wetlands. In addition, FDOT is committed to considering all reasonable levels of wetland compensation to minimize the impacts of the proposed project. The project segment being advanced by this reevaluation will impact approximately 0.35 ac of wetlands (seagrass habitat). Mitigation of these impacts has been completed at Fort DeSoto State Park. All environmental permits have been issued for this project. Therefore, there is no change in status.*

Wildlife and Habitat Impacts

The 1983 EA/FONSI indicated that precautions to protect the manatee and sea turtles will be adhered to during the construction of this project. The latest protection measures developed by FDOT through coordination with the USFWS and NMFS for manatees and sea turtles will be followed by the contractor chosen to work on the project.

**Florida Department of Transportation**  
**PROJECT REEVALUATION**  
**ATTACHMENT A**

*Status: Manatee Provisions have been incorporated as conditions to the SWFWMD Environmental Resource Permit. Discussions with District staff have indicated that precautions similar to the Manatee Provisions are also applicable for the protection sea turtles. There is no change in status.*

**B. CULTURAL IMPACTS**

Historic and Archaeological Impacts

There are National Register of Historic Places (NRHP) sites in the surrounding area, but they are well outside the project limits. One is the Don CeSar Hotel (intersection of S.R. 682 and S.R. 699) and the others are archaeological sites located at Maximo Park (half-mile south of S.R. 682/US 19 intersection).

During the design reevaluation (1994), a desktop cultural resource assessment was conducted by FDOT to assess the potential impact to any archaeological sites or historic resources within the project area, in accordance with the National Historic Preservation Act of 1966 as amended, and Chapters 253 and 267, F.S. A meeting was held with the FDOT and the State Historic Preservation Officer (SHPO) in the fall of 1993 to review the high-level fixed bridge concept plans. It was decided at that meeting that no on-site survey would be necessary since the entire project will be conducted within FDOT ROW and there are no structures old enough to be considered for the NRHP (FDOT letter to SHPO dated October 20, 1993). In a letter dated October 27, 1993, the SHPO determined that the project would have no effect on any archaeological sites or historic properties listed or eligible for listing in the NRHP. The SMF (Pond 2) for this project is located in an area of fill land and does not need to be surveyed for archaeological sites.

In May, 2001, the SHPO requested a cultural resources reevaluation be conducted for historic structures and potential historic districts within the Area of Potential Effect (APE) since the previous cultural resource assessment was conducted eight years prior and some structures may have become historic since then. In response, a site visit was conducted on May 11, 2001 and the results were sent to the SHPO on June 26, 2001. Although several historic structures (built pre-1951) were located within the APE, but outside of the ROW, none were listed or considered eligible for listing in the NRHP. The Don CeSar Hotel, listed in the NRHP in 1975, remains eligible, but is located west of the project area. The FDOT determined that the planned high-level fixed-span bridge would still have no effect on any historic structures that are listed, or eligible for listing in the NRHP.

A review of the 2001 cultural resources reevaluation indicated that even though several structures were built prior to 1951 and were scattered throughout the APE, the majority of the structures were built after the 1950s and will not constitute a historic district.

*Status: There is no change in status.*

**Florida Department of Transportation  
PROJECT REEVALUATION  
ATTACHMENT A**

Recreation Area Impacts

None of the previous documents addressed Recreation Areas.

*Status: The only recreational facility located within the project limits consists of a private golf course, Isla Del Sol Golf Course that serves the Isla Del Sol community. Based on a recent field review, no new recreational areas or parks exist or are currently proposed within the study area. Therefore, there is no change in status.*

Section 4(f) Lands Impacts

There are no sites defined by Section 4(f) of the United States Department of Transportation Act of 1966 within the project corridor. There will be no Section 4(f) involvement.

*Status: There is no change in status.*

**C. COMMUNITY IMPACTS**

Aesthetic Impacts

As part of the 2000 Reevaluation process, the public expressed concern with visual and aesthetic impacts of the new bridge. As a result, a Design Review Committee was established to develop context sensitive solutions that minimize the community's visual and aesthetic concerns. Based on this, FDOT committed to provide landscaping and architectural design features to minimize visual concerns and enhance views through the structure.

*Status: Based on a review of the updated plans, coordination the Design Review Committee, and discussions with the FDOT project manager, hardscape and landscape plans are included in the final design plans (June 2008). Therefore, there is no change in status.*

Economic Impacts

None of the previous documents addressed Economic issues.

*Status: This project will not change accessibility or character of the local environment and therefore does not anticipate changes in growth rates, business activity, property values, or tax revenues.*

Land Use Impacts

The EA/FONSI (1983) stated that the Pinellas County Comprehensive Land Use Plan had designated the project area as low-density residential. There were several areas described as vacant at that time; however, most of these areas had proposed development plans. The proposed project is not anticipated to have a substantial effect on land uses within the project area.

**Florida Department of Transportation**  
**PROJECT REEVALUATION**  
**ATTACHMENT A**

*Status: Based on a recent field review, the existing land uses along the project area consist of residential, recreational, commercial and utilities. The project lies within the cities of St. Petersburg and St. Pete Beach and unincorporated Pinellas County. According to the future land use element of the Pinellas County Comprehensive Plan and land use map, no new development is planned in or adjacent to the project limits. The City of St. Petersburg Comprehensive Plan future land use element shows no future development for the project area due to lack of undeveloped land. According to the future land use element of the St. Pete Beach Comprehensive Plan, the city of St. Pete Beach can be classified as a built-out community. Because the project area has essentially reached build out, future land use is expected to continue in the same pattern as existing land uses.*

*This project is included and is consistent with the FDOT State Transportation Improvement Plan (STIP), the Pinellas County MPO Long Range Transportation Plan (LRTP), and the MPO 2025 Cost Feasible Transportation Improvement Plan (TIP). Therefore, there is no change in status.*

**Mobility Impacts**

The EA/FONSI (1983) indicated that for the proposed roadway improvements, a 6 ft paved shoulder will be provided for use as a refuge land for disabled vehicles adjacent to the outside of the proposed roadway. This paved shoulder could also provide an area for biking enthusiasts, separate from the vehicular traffic. Subsequent reevaluations did not address Mobility impacts.

The Pinellas County MPO has proposed two planned community trails as part of their Gulf Boulevard Improvement Program. The proposed North and South Bayway Trails will carry bicycle and pedestrian traffic along the entire length of the corridor, which would include facilities on the new fixed-span Bayway Bridge.

*Status: The current bridge and roadway typical sections are consistent with the Pinellas MPO requirements. The latest design plans show a multi-use path on the south side only of both the roadway and bridge structure instead of a sidewalk. The multi-use path is 12 ft wide on the roadway portion and 11 ft wide on the bridge portion. This multi-use path will connect back to the existing sidewalk.*

*The Pinellas Suncoast Transit Authority (PSTA) operates one bus route that services the Pinellas Bayway and the City of St. Pete Beach. Impacts to the service route are not expected as the result of the proposed project.*

**Relocation Impacts**

The EA/FONSI (1983) stated since the proposed improvements were to take place entirely within the existing ROW; there would be no relocation impacts.

*Status: Based on recent discussions with the Design Project Manager, there are no relocation impacts. Therefore, there is no change in status.*

**Florida Department of Transportation**  
**PROJECT REEVALUATION**  
**ATTACHMENT A**

Social Impacts

The EA/FONSI (1983) identified no churches and one school (Eckerd College) within the project area. The document went on to note that the proposed project will not affect the school facility. Additionally, the EA/FONSI noted that the project would have no impact on the community relative to neighborhood values, quality of life, socio economic, and demographic factors.

Controversy potential was addressed in the EA/FONSI and during subsequent reevaluations. During the original Project Development and Environment (PD&E) Study, a Public Workshop was held on August 26, 1982 and a Public Hearing was held on August 4, 1983. During the 1994 Design Reevaluation, a Public Hearing was held on November 9, 1993. Another Public Hearing was held on March 19, 1998 as part of the 2000 Design Change Reevaluation. The public expressed concern with visual and aesthetic impacts of the new bridge. As a result, a Design Review Committee was established to develop context sensitive solutions that minimize the community's visual and aesthetic concerns. Therefore, FDOT committed to provide landscaping and architectural design features to minimize visual concerns and enhance views through the structure.

*Status: Based on a review of the updated plans and a conversation with the Design Review Committee, hardscape and landscape plans are included in the latest design plans.*

*There are no medical facilities, fire or police stations, churches or cemeteries located within the project area. There are no ROW takings required for this project. A review of land use, and community and emergency services along the corridor has found that the proposed project will not impact community cohesion or community services. Therefore, there is no change in status.*

**D. OTHER IMPACTS**

Noise Impacts

The EA/FONSI (1983) reviewed noise impacts associated with the project as visualized at that time. A noise re-analysis was prepared as part of the 2000 Design Change Reevaluation. This re-analysis stated that the project is not anticipated to affect any noise sensitive sites.

*Status: A review of the current plans shows no significant engineering changes from the project plans that were used in the 2000 Design Change Reevaluation. A recent field review confirms there have been no Land Use changes since the approval of the 2000 Design Change Reevaluation. FDOT remains committed to reducing construction noise impacts to the extent practical. FDOT shall incorporate Standard Specifications for Road and Bridge Construction throughout the construction phase. Therefore, there is no change in status.*

**Florida Department of Transportation  
PROJECT REEVALUATION  
ATTACHMENT A**

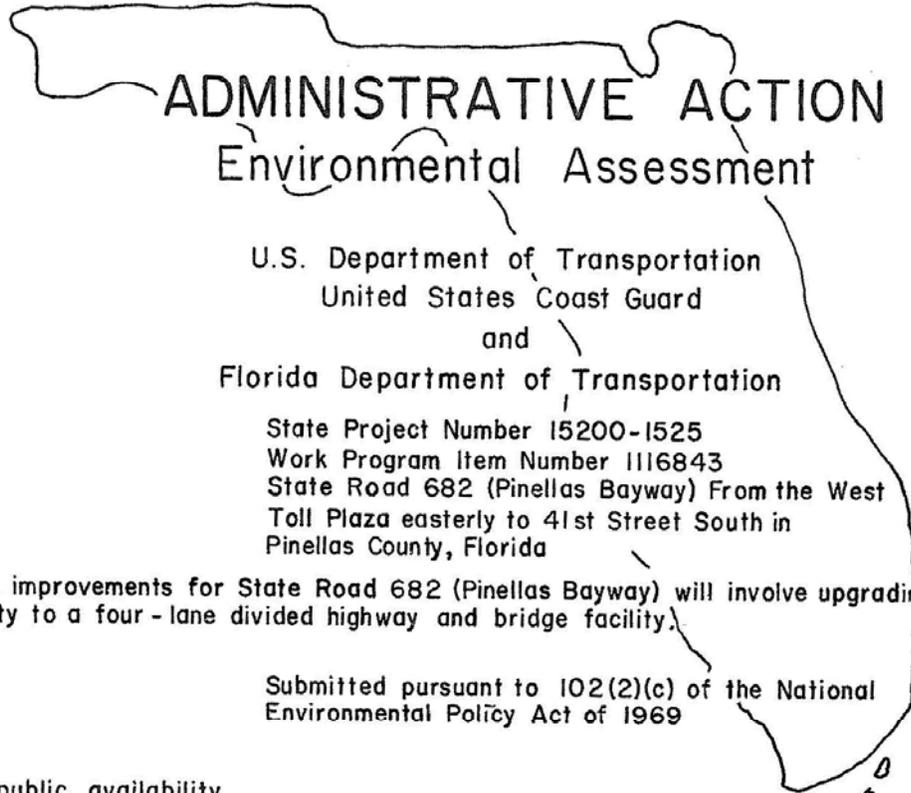
Construction Impacts

The 1983 EA/FONSI committed to minimize construction impacts to the greatest extent possible. To minimize construction impacts, the requirements contained in the FDOT's *Standard Provision for Road and Bridge Construction* will be adhered to during construction of the project.

*Status: There is no change in status.*

Florida Department of Transportation  
PROJECT REEVALUATION  
ATTACHMENT A

Seventh Coast Guard District



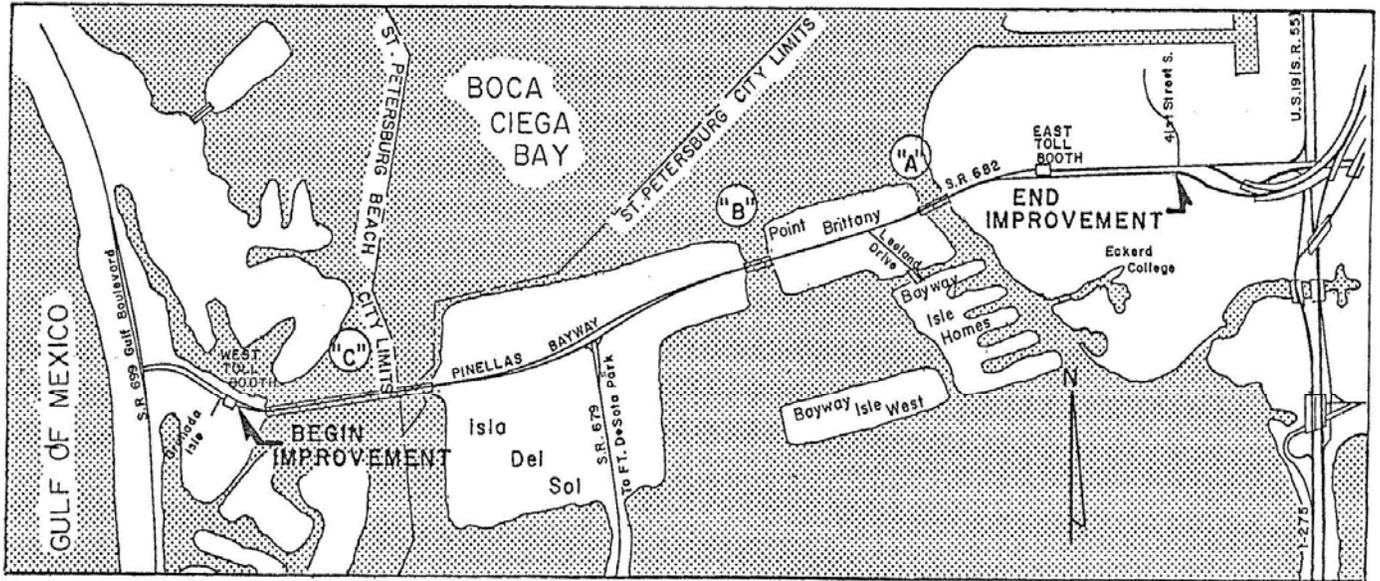
Approved for public availability

May 16 1983  
Date

L. B. Monte De Oca

Florida Department of Transportation  
PROJECT REEVALUATION  
ATTACHMENT A

STATE ROAD 682  
PROJECT LOCATION MAP  
PINELLAS COUNTY, FLORIDA



**Florida Department of Transportation  
PROJECT REEVALUATION  
ATTACHMENT A**



P:\Projects\FDOT\TD7\GEC7-703404\PINE1\51256903 Pinellas Bayway Toll to Bayway\Pinellas Bayway SX Reevaluation\Graphics



**PROJECT  
LOCATION MAP**

**Advance to Construction Reevaluation**  
SR 682 (Pinellas Bayway)  
From West Toll Booth to SR 679  
(FPN: 256903 1)  
Pinellas County, Florida



P:\Projects\FDOT\D7\GEC7-703404\PINE(15)\256903 Pinellas Bayway Toll to  
Bayway\Pinellas Bayway 5X Reevaluation\QC\10 Final For Production\256903 1 SR 682  
Pinellas Bayway 5x Reeval 12-19-08.doc

# CDMS Crash Data Summary Report

Pinellas Bayway Structure C

Date Range  
3/24/2004 to 5/9/2009

## Crash Type Distribution

<b>Harmful Event</b>	SHSP - Emphasis Area								
	Crashes	Fatalities	Inj.	Peds	Bike	Aggressive Driving	At Intersection	Lane Departure	Vulnerable User
REAR-END	32	0	24	0	0	6	0	0	2
COLL. W/TRAFFIC GATE	2	0	2	0	0	0	0	0	0
ALL OTHER (EXPLAIN)	2	0	1	0	0	0	0	0	0
SIDESWIPE	1	0	1	0	0	0	0	1	0
HIT SIGN/SIGN POST	1	0	1	0	0	0	0	1	0
HIT CONC. BARRIER WALL	1	0	0	0	0	0	0	1	0

## SHSP - Emphasis Area

<b>Site Location</b>	SHSP - Emphasis Area								
	Crashes	Fatalities	Inj.	Peds	Bike	Aggressive Driving	At Intersection	Lane Departure	Vulnerable User
BRIDGE	38	0	29	0	0	6	0	3	2
NOT AT INTERSECTION/RRXING/BRIDGE	1	0	0	0	0	0	0	0	0

## Injury Severity

<b>Injury Severity</b>	SHSP - Emphasis Area								
	Crashes	Fatalities	Inj.	Peds	Bike	Aggressive Driving	At Intersection	Lane Departure	Vulnerable User
NONE	19	0	0	0	0	4	0	1	1
POSSIBLE INJ	13	0	20	0	0	2	0	0	1
NON INCAP INJ	5	0	7	0	0	0	0	1	0
INCAPACITATING INJ	2	0	2	0	0	0	0	1	0

District 1 and 7 Structures Maintenance Office  
**Bridge No. 150050: Bayway Structure "C"**  
**30 Year Rehabilitation Estimate**  
**(2008 Update)**

Prepared By: AHA Date: 04/07/08  
Checked By: BS Date: 04/07/08

Year	Description	Cost	Cumulative Total
2009	<b>Structural:</b>		
	Replace live load shoes	\$ 59,740	\$ 59,740
	Repair linkage on span locks	\$ 20,600	\$ 80,340
	Replace all elastomeric bearing pads	\$ 151,410	\$ 231,750
	Repair concrete post and rail	\$ 103,000	\$ 334,750
	Replace access ladders to fender system	\$ 10,300	\$ 345,050
	Grout filled mat system for Bascule Piers 33 & 34	\$ 247,200	\$ 592,250
	Crutch bents(scour & corrosion) on 25% (47) Bents ==> \$200K x 12 bents	\$ 2,420,500	\$ 3,012,750
	Clean and paint all structural steel and replace section loss to steel members	\$ 509,850	\$ 3,522,600
	Repair spalls in the reinforced concrete pier columns & struts	\$ 103,000	\$ 3,625,600
	<b>Mechanical:</b>	\$ -	\$ 3,625,600
	Replace all Reducers	\$ 309,000	\$ 3,934,600
	Replace all Operating Machinery Brakes(6)	\$ 77,250	\$ 4,011,850
	Refurbish Air Buffers(4)	\$ 61,800	\$ 4,073,650
	New Lock Machinery (2)	\$ 103,000	\$ 4,176,650
	Minor Trunnion Repairs	\$ 30,900	\$ 4,207,550
	Shim center lock guides and receiver shoes	\$ 20,600	\$ 4,228,150
	New Gates (Barrier and Traffic)	\$ 103,000	\$ 4,331,150
	Check tightness of all machinery fasteners. Check and adjust the balance of the movable spans	\$ -	\$ 4,331,150
		\$ 30,900	\$ 4,362,050
	<b>Electrical:</b>	\$ -	\$ 4,362,050
	Motor Control Center (MCC)	\$ 103,000	\$ 4,465,050
	Span Drive Motor Controllers	\$ 103,000	\$ 4,568,050
	Span Drive Wound Rotor Induction Motors	\$ 61,800	\$ 4,629,850
	Span Drive Motor Secondary Resistors	\$ 20,600	\$ 4,650,450
	Power and Control Submarine Cable Assembly and Terminal Cabinets	\$ 360,500	\$ 5,010,950
	Bridge Control System	\$ 412,000	\$ 5,422,950
	Navigation Lighting System	\$ 38,110	\$ 5,461,060
	Marine Horn	\$ 5,150	\$ 5,466,210
	<b>Operational</b>	\$ 128,750	\$ 5,594,960
<b>Routine Maintenance</b>	\$ 77,250	\$ 5,672,210	
2010	<b>Operational</b>	\$ 128,750	\$ 5,800,960
	<b>Routine Maintenance</b>	\$ 77,250	\$ 5,878,210
2011	<b>Operational</b>	\$ 128,750	\$ 6,006,960
	<b>Routine Maintenance</b>	\$ 77,250	\$ 6,084,210
2012	<b>Operational</b>	\$ 128,750	\$ 6,212,960
	<b>Routine Maintenance</b>	\$ 77,250	\$ 6,290,210
2013	<b>Structural:</b>	\$ -	\$ 6,290,210
	Temporary Bridge for Maintenance of Traffic During Construction.	\$ 18,588,410	\$ 24,878,620
	Replace the open steel grid decking.	\$ 331,660	\$ 25,210,280
	Replace the deep concrete-filled grid decking	\$ 141,110	\$ 25,351,390
	Replace deficient deck slabs on the approaches	\$ 3,688,430	\$ 29,039,820
	Replace spans locks	\$ 113,300	\$ 29,153,120
	Replace the post and rail along the approach spans and the bascule piers	\$ 267,800	\$ 29,420,920
	Replace deficient floor beams	\$ 309,000	\$ 29,729,920
	Repair spalls in the prestressed concrete girders	\$ 61,800	\$ 29,791,720
	Repair spalls in the reinforced concrete pier columns & struts	\$ 41,200	\$ 29,832,920
	Repair spalls in the reinforced concrete bascule piers	\$ 51,500	\$ 29,884,420
	Repair spalls in the reinforced concrete pier footings	\$ 58,710	\$ 29,943,130
	Repair spalls in the reinforced concrete bent and pier caps	\$ 23,690	\$ 29,966,820
	Crutch bents(corrosion) on 25% (47) Bents ==> \$200K x 12 bents	\$ 2,420,500	\$ 32,387,320

District 1 and 7 Structures Maintenance Office  
**Bridge No. 150050: Bayway Structure "C"**  
**30 Year Rehabilitation Estimate**  
**(2008 Update)**

Prepared By: AHA Date: 04/07/08  
Checked By: BS Date: 04/07/08

Year	Description	Cost	Cumulative Total
	Replace fender system	\$ 257,500	\$ 32,644,820
	Reconstruct bulkhead cap	\$ 134,930	\$ 32,779,750
	Rehabilitate Tender House	\$ 360,500	\$ 33,140,250
	<b>Mechanical:</b>	\$ -	\$ 33,140,250
	Complete mechanical system rehabilitation and minor hydraulic rehabilitation	\$ 824,000	\$ 33,964,250
	including replacement of both Hopkins Frames and supported machinery	\$ -	\$ 33,964,250
	<b>Operational</b>	\$ 128,750	\$ 34,093,000
	<b>Routine Maintenance</b>	\$ 77,250	\$ 34,170,250
2014	<b>Operational</b>	\$ 128,750	\$ 34,299,000
	<b>Routine Maintenance</b>	\$ 77,250	\$ 34,376,250
2015	<b>Operational</b>	\$ 128,750	\$ 34,505,000
	<b>Routine Maintenance</b>	\$ 77,250	\$ 34,582,250
2016	<b>Operational</b>	\$ 128,750	\$ 34,711,000
	<b>Routine Maintenance</b>	\$ 77,250	\$ 34,788,250
2017	<b>Operational</b>	\$ 128,750	\$ 34,917,000
	<b>Routine Maintenance</b>	\$ 77,250	\$ 34,994,250
2018	<b>Structural:</b>	\$ -	\$ 34,994,250
	Clean and paint all structural steel and replace section loss to steel members	\$ 509,850	\$ 35,504,100
	Repair live load shoes	\$ 10,300	\$ 35,514,400
	Repair the fender system	\$ 51,500	\$ 35,565,900
	<b>Operational</b>	\$ 128,750	\$ 35,694,650
	<b>Routine Maintenance</b>	\$ 77,250	\$ 35,771,900
2019	<b>Operational</b>	\$ 128,750	\$ 35,900,650
	<b>Routine Maintenance</b>	\$ 77,250	\$ 35,977,900
2020	<b>Operational</b>	\$ 128,750	\$ 36,106,650
	<b>Routine Maintenance</b>	\$ 77,250	\$ 36,183,900
2021	<b>Operational</b>	\$ 128,750	\$ 36,312,650
	<b>Routine Maintenance</b>	\$ 77,250	\$ 36,389,900
2022	<b>Operational</b>	\$ 128,750	\$ 36,518,650
	<b>Routine Maintenance</b>	\$ 77,250	\$ 36,595,900
2023	<b>Operational</b>	\$ 128,750	\$ 36,724,650
	<b>Routine Maintenance</b>	\$ 103,000	\$ 36,827,650
2024	<b>Operational</b>	\$ 128,750	\$ 36,956,400
	<b>Routine Maintenance</b>	\$ 103,000	\$ 37,059,400
2025	<b>Operational</b>	\$ 128,750	\$ 37,188,150
	<b>Routine Maintenance</b>	\$ 103,000	\$ 37,291,150
2026	<b>Operational</b>	\$ 128,750	\$ 37,419,900
	<b>Routine Maintenance</b>	\$ 103,000	\$ 37,522,900
2027	<b>Operational</b>	\$ 128,750	\$ 37,651,650
	<b>Routine Maintenance</b>	\$ 103,000	\$ 37,754,650
2028	<b>Structural:</b>	\$ -	\$ 37,754,650
	Clean and paint all structural steel (no section loss repairs expected).	\$ 407,880	\$ 38,162,530
	Crutch bents(corrosion) on 50% (47) Bents ==> \$200K x 24 bents	\$ 4,944,000	\$ 43,106,530
	<b>Mechanical:</b>	\$ -	\$ 43,106,530
	Minor mechanical system rehabilitation and minor hydraulic rehabilitation	\$ 247,200	\$ 43,353,730
	<b>Electrical:</b>	\$ -	\$ 43,353,730
	Complete electrical system replacement (no changes in current operation)	\$ 5,191,200	\$ 48,544,930
	<b>Operational</b>	\$ 128,750	\$ 48,673,680
	<b>Routine Maintenance</b>	\$ 103,000	\$ 48,776,680
2029	<b>Operational</b>	\$ 128,750	\$ 48,905,430
	<b>Routine Maintenance</b>	\$ 103,000	\$ 49,008,430
2030	<b>Operational</b>	\$ 128,750	\$ 49,137,180

District 1 and 7 Structures Maintenance Office  
**Bridge No. 150050: Bayway Structure "C"**  
**30 Year Rehabilitation Estimate**  
**(2008 Update)**

Prepared By: AHA Date: 04/07/08  
Checked By: BS Date: 04/07/08

Year	Description	Cost	Cumulative Total
	<b>Routine Maintenance</b>	\$ 103,000	\$ 49,240,180
2031	<b>Operational</b>	\$ 128,750	\$ 49,368,930
	<b>Routine Maintenance</b>	\$ 103,000	\$ 49,471,930
2032	<b>Operational</b>	\$ 128,750	\$ 49,600,680
	<b>Routine Maintenance</b>	\$ 103,000	\$ 49,703,680
2033	<b>Structural:</b>	\$ -	\$ 49,703,680
	Repair/replace Bascule Pier 12 of the scour protection grout filled mat system	\$ 123,600	\$ 49,827,280
	<b>Operational</b>	\$ 128,750	\$ 49,956,030
	<b>Routine Maintenance</b>	\$ 103,000	\$ 50,059,030
2034	<b>Operational</b>	\$ 128,750	\$ 50,187,780
	<b>Routine Maintenance</b>	\$ 103,000	\$ 50,290,780
2035	<b>Operational</b>	\$ 128,750	\$ 50,419,530
	<b>Routine Maintenance</b>	\$ 103,000	\$ 50,522,530
2036	<b>Operational</b>	\$ 128,750	\$ 50,651,280
	<b>Routine Maintenance</b>	\$ 103,000	\$ 50,754,280
2037	<b>Operational</b>	\$ 128,750	\$ 50,883,030
	<b>Routine Maintenance</b>	\$ 103,000	\$ 50,986,030
2038	<b>Structural:</b>	\$ -	\$ 50,986,030
	Clean and paint all structural steel	\$ 509,850	\$ 51,495,880
	<b>Mechanical:</b>	\$ -	\$ 51,495,880
	Minor hydraulic rehabilitation	\$ 37,080	\$ 51,532,960
	<b>Operational</b>	\$ 128,750	\$ 51,661,710
	<b>Routine Maintenance</b>	\$ 103,000	\$ 51,764,710

## Additional Costs - Delay (Two Lane)

### A. Low Level Bridge

#### Bayway Bridge Project - Analysis of Net Present Worth

Average Annual Daily Traffic*		21,380 vehicles per day
Average Hour K**		6.30%
Average Hourly Volume		1347 vehicles per hour
Average Directional Traffic	Peak Direction	Off Peak Dir.
	785	562
Percent Trucks*	3.3%	3.3%
Percent Autos*	96.7%	96.7%
Number of Trucks	26	19 vehicles per hour
Number of Autos	759	543 vehicles per hour
Total Directional Volume	785	562
Unit Cost of Trucks***		102.12 \$/vehicle-hour
Unit Cost of Autos***		15.47 \$/vehicle-hour
Unit Cost of Time		18.36 \$/vehicle-hour
<b>Determination of Delay Per Opening</b>		
Length of Opening (In minutes)**	3.67	3.67 minutes (3 min 40 sec)
Length of Opening (In hours)	0.061	0.061 hours
Length of Queue Discharge Rate	1800	1800 vehicles per lane per hour
Number of Lanes (per direction)	1	1 lanes
Average Flow Rate per Lane	785	562 vehicles per hour
Number of Vehicle in Queue 1 per Lane (Qm)	48	34 vehicles per lane
Arrival Delay (Queue 1 Formation)	2.937	2.103 vehicle-hours of delay
Duration of Queue 1 Discharge	0.027	0.019 hours
Queue 1 Departure Delay	1.281	0.656 vehicle-hours of delay
Number of Vehicles in Queue 2	21	11 vehicles
Arrival Delay (Queue 2 Formation)	0.560	0.210 vehicle-hours of delay
Duration of Queue 1 Discharge	0.012	0.006 hours
Queue 2 Departure Delay	0.001	0.001 vehicle-hours of delay
Directional Delay Per Opening	4.218	2.760 vehicle-hours of delay
TOTAL DELAY PER OPENING		6.978 vehicle-hours of delay
Unit Cost Per Opening	\$	128.15 \$ per opening
Openings Per Year*		6045
Annual User Cost of Openings	\$	774,669.59 annualized costs
Life-Cycle Period		50
Discount Factor		7%
Present Worth of User Costs		\$10,691,018.43

**C. High Level Fixed Bridge - 4 Lane**

Annual Cost (based on increased distance)	\$ 101,226.59
Present Worth	\$1,397,002.50

**Air Quality Analysis**

**Input Data**

**Bay Way Bridge - No Build vs. Build High Level Bridge**

Average Annual Total Number of Openings 

6,045
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**Idle Emission Factors (2008)**

NOx	6.6650	g/hr
HC	17.1530	g/hr
CO	82.3050	g/hr

**Input Values of Improvement**

Average Delay per Opening

Before	6.978	veh-hrs delay/opening
After	0	veh-hrs delay/opening

**Calculations**

Reduction in Total Delay Time 

6.978
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 veh-hrs delay/opening

Annual Reduction of Delay 

42,182
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 veh-hrs delay/year

**Emission Reductions**

NOx	88,637.84	lbs/yr	40,289.93	kg/yr	0.05	kg/openir
HC	228,117.75		103,689.89		0.12	
CO	1,094,574.20		497,533.73		0.57	

\*Benefits calculated per opening and per year; idle emission factors from Pinellas MPO

