

Bridge Alternatives Comparison Matrix

EVALUATION CRITERIA	NO BUILD ALTERNATIVE	BUILD ALTERNATIVES		
		Left-shifted (West) Alternative	Centered Alternative	Right-shifted (East) Alternative
Bridge Design				
• Overall Bridge Width	32'-7"	58'-11"	58'-11"	58'-11"
• Width of Travel Lanes	11'	11'	11'	11'
• Width of Bike Lanes	None	7'	7'	7'
• Width of Sidewalks	< 2'	6'	6'	6'
• Shared Use Path (North Bay Trail)	None	12'	12'	12'
• Above Critical Wave Height	No	Yes	Yes	Yes
• Vertical Clearance over Channel	10.5'	19.3'	19.6'	19.4'
• Horizontal Clearance at Channel	24'	50'	50'	50'
• Bridge Deficiencies Addressed	No	Yes	Yes	Yes
Social and Environmental Impacts				
• Private Property/Land Acquisition (Stormwater Pond)	None	0.59 acres	0.59 acres	0.59 acres
• Residential Relocations	None	None	None	None
• Archaeological/Historical Sites	None	None	None	None
• Seagrass Impacts	0.000	0.000 acres	0.002 acres	0.018 acres
• Wetlands Impacts	0.000	1.343 acres	0.962 acres	0.559 acres
• Wildlife Impacts	None	Minimal	Minimal	Minimal
• Aquatic Preserve/OFW Encroachment	0.000	0.228 acres	0.217 acres	1.389 acres
• Utility Impacts	None	24" Force Main/ 12" Watermain	24" Force Main/ 12" Watermain	24" Force Main/ 12" Watermain
Construction Impacts				
• Estimated Construction Duration	N/A	24 months	20 months	24 months
• Offsite Detour Required	N/A	No	Yes	No
Estimated Costs				
• Total Project Costs (Millions)	\$0	\$12.290	\$11.373	\$13.753

Trail Alternatives Comparison Matrix

TRAIL ALTERNATIVE	EST. COSTS (thousands)	WETLAND & SURFACE WATER IMPACTS	SAN MARTIN BLVD TRAIL CROSSING LOCATIONS				
			Macoma Drive	Weedon Island	Future Duke Energy Trail	Savona Drive Trail	Friendship Trail
• Left (West) Alignment	\$844.4	0.93 acres	X	X		X	X
• Right (East) Alignment	\$920.1	1.53 acres			X		X
• Hybrid Alignment	\$806.7	0.93 acres			X	X	X

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express their concerns relative to compliance with Title VI and Title VIII may do so by contacting: Mr. Paul Valenti, Pinellas County Office of Human Rights, 400 S. Ft. Harrison Ave., Clearwater, FL 33756, (727) 464-4880, (727) 464-4431 (VOICE/TDD), or pvalenti@pinellascounty.org.

San Martin Boulevard over Riviera Bay PD&E Study

PUBLIC ALTERNATIVES WORKSHOP



Welcome

Pinellas County would like to welcome you to the Public Alternatives Workshop for the San Martin Boulevard over Riviera Bay Project Development and Environment (PD&E) Study. The purpose of tonight's meeting is to provide you with an opportunity to learn more about the alternatives currently under consideration, ask questions, and provide comments.

A brief video presentation will be shown continuously and can be viewed anytime between 5:00 p.m. and 7:30 p.m. Information about the conceptual design and possible impacts of the various alternatives are on display. Project Team representatives are available to answer questions and listen to your ideas.

About the Project

Pinellas County, in coordination with the Florida Department of Transportation (FDOT), is conducting a PD&E Study to evaluate the potential rehabilitation or replacement of the existing San Martin Boulevard Bridge over Riviera Bay. The limits of the bridge study are from Tallahassee Drive to Weedon Drive in St. Petersburg, Florida. A second component of the project is to evaluate trail enhancements for the extension of the North Bay Trail from Macoma Drive to Gandy Boulevard.

We Need Your Input

At tonight's workshop, we are seeking input on various options to replace or rehabilitate the existing San Martin Bridge and alternatives for the extension of the North Bay Trail from Macoma Drive to Gandy Boulevard. We look forward to your input!

For More Information Contact:

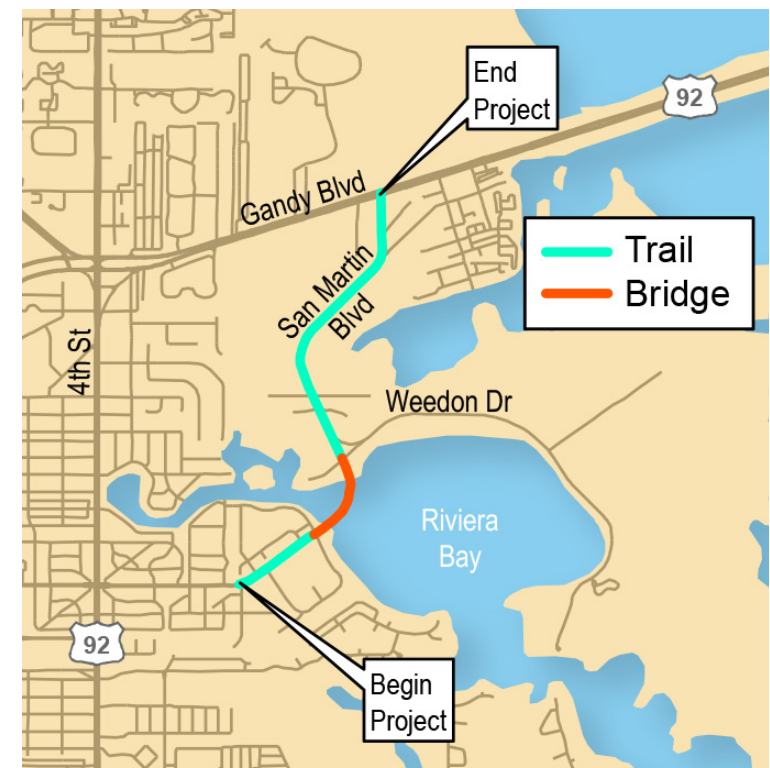
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Visit Our Project Website:

<http://www.pinellascounty.org/sanmartinbridge>

Public Alternatives Workshop

DATE: Monday, July 18, 2016
TIME: 5:00 to 7:30 p.m.
PLACE: Holy Family Church, Diffley Hall
 200 78th Avenue NE
 St. Petersburg, FL 33702



Need for Improvements

The existing bridge was built in 1962 and is nearing the end of its service life. The bridge is functionally obsolete primarily due to its narrow width. The shoulder and sidewalk widths do not meet current design standards. Furthermore, the sidewalks do not meet the Americans with Disabilities Act (ADA) requirements. Existing railings along the bridge are substandard. The bridge is considered scour critical indicating that the foundations of the bridge may be susceptible to undermining during major storm events. Major rehabilitation or replacement of the bridge is needed to keep the bridge open to traffic.

PD&E Alternatives Analysis Process

A Kick-off Open House was held on July 14, 2015 to introduce the study to the community and provide an opportunity to comment on the project early in the planning process. The County received more than 65 comments at the Open House and during the post-meeting comment period.

Since this meeting, the project team has evaluated six bridge replacement alternatives and one bridge widening alternative. In addition to engineering issues, this evaluation considered potential social and environmental impacts including: impacts to wetlands, wildlife, habitat, navigation, residential properties, visual impacts, or utilities. The results of the analysis and input from the Kick-off Open House were used to develop the three bridge replacement alternatives for the San Martin Bridge that are being presented today.

Alternatives considered but eliminated included: alternative corridors, rehabilitation/widening of the existing bridge, high-level and mid-level fixed span bridges, removal of the bridge without replacement, and a movable bridge.

Process and Schedule

The PD&E Study is approximately halfway through the two-year planning process. It is scheduled to be complete by summer 2017. A construction start date has not been established and construction funding has not yet been identified.

PD&E Study	
Kick-off Open House	July 14, 2015
Public Alternatives Workshop	July 18, 2016
Study Complete	Summer 2017
Design Phase	2017-2018
Construction*	unfunded

*Construction funding currently deferred pending FY2017 Final CIP Budget approval and future grant acquisition.

Alternatives Presented Today

As part of the PD&E Study, the Study Team conducted detailed analysis of the viable bridge alternatives. Separately, a series of trail alternatives were developed and evaluated. Details of each alternative are below.

1 BRIDGE ALTERNATIVES

Replacement of the Bridge

The existing fixed span bridge, which provided approximately 10.5 feet of navigational clearance over the channel, would be demolished and replaced with a new fixed-span, two-lane bridge. For all replacement alternatives, the new bridge would be approximately 9 feet higher than the existing bridge at its highest point and provide approximately 19 feet of clearance over the channel. Each alternative would conform to the conceptual typical section described below (See **Figure 1**).

Alignment alternatives considered for the new bridge include the following:

- **Left-shifted (West) Alternative:** A new fixed bridge would be constructed shifted to the left (west) of the existing bridge. The bridge would be constructed in stages and San Martin Boulevard would remain open during construction.

1 Bridge Alternatives

- Replacement of the Bridge
 - Left-shifted (west) Alternative
 - Centered Alternative
 - Right-shifted (East) Alternative
- No Build Alternative

2 Trail Alternatives

- Left (West) Alignment
- Right (East) Alignment
- Hybrid Alignment

- **Centered Alternative:** A new fixed bridge would be constructed on the same alignment as the existing bridge. During construction, San Martin Boulevard would be closed and traffic would be detoured away from the bridge.
- **Right-shifted (East) Alternative:** A new fixed bridge would be constructed shifted to the right (east) of the existing bridge. The bridge would be constructed in stages and San Martin Boulevard would remain open during construction.

No Build Alternative

Only routine maintenance would be performed as needed to keep the bridge open to traffic until safety issues would require it to be closed. Repair or replacement would be deferred to a later date. This alternative will be considered a viable alternative until completion of the public involvement process.

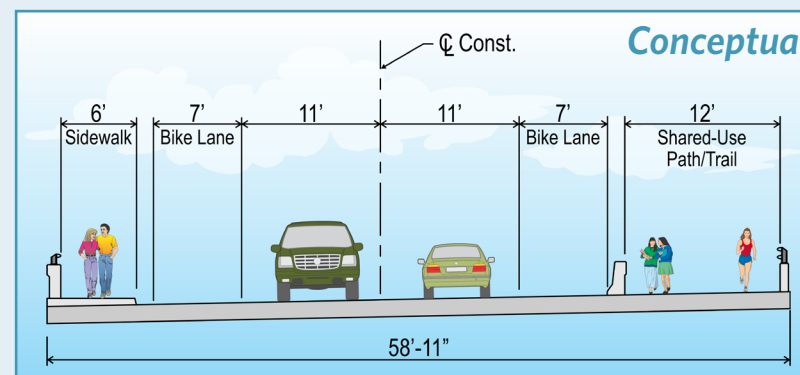
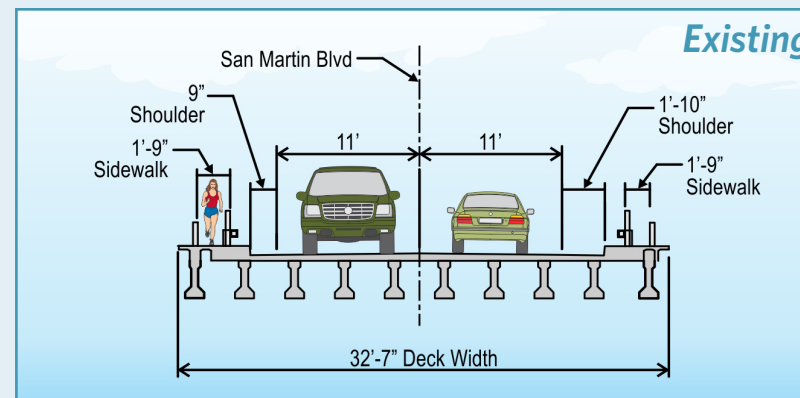
Figure 1: Bridge Typical Sections

Existing Typical Section

The existing bridge provides for two unseparated 11-foot travel lanes with a 9-inch shoulder on the west side and a 1 foot, 10-inch shoulder on the east side. Narrow sidewalks less than 2 feet in width are located on both sides of the bridge and overall the bridge is 32 feet 7 inches wide.

Conceptual Typical Section

For all three bridge replacement alternatives, one conceptual typical section is proposed. With an overall width of 58 feet 11 inches, the proposed typical section for the proposed bridge will include two 11-foot travel lanes and two 7-foot buffered bike lanes. A 6-foot-wide sidewalk and a 12-foot-wide shared use path will be provided for pedestrian access across the bridge. Their final configuration (east or west) will be based on the final recommended trail alignment selected along San Martin Boulevard.



2 TRAIL ALTERNATIVES

The following alternatives for the extension of the North Bay Trail from Macoma Drive to Gandy Boulevard (1.9 miles) are under consideration:

- **Trail Alternative 1 Left (West) Alignment:** A trail along the west side of San Martin Boulevard would be constructed from Macoma Drive to Gandy Boulevard. The existing trail crossing at Macoma Drive would be maintained and additional crossings of San Martin Boulevard would be added at Weedon Drive and Savona Drive to provide access to the Weedon Island Preserve and the Savona Drive Trail Spur, respectively.
- **Trail Alternative 2 Right (East) Alignment:** A trail along the east side of San Martin Boulevard would be constructed from Macoma Drive to Gandy Boulevard. The existing trail crossing at Macoma Drive would be maintained for pedestrian access from the west on San Martin Boulevard. Additional crossings of San Martin Boulevard would be added north of Weedon Drive and at Savona Drive to provide access to the future Duke Energy Trail and the Savona Drive Trail Spur, respectively.
- **Trail Alternative 3 Hybrid Alignment:** A trail along the east side of San Martin Boulevard would be constructed from Macoma Drive to just north of Weedon Drive then the trail will shift to the west as it continues from north of Weedon Drive to Gandy Boulevard. The existing trail crossing at Macoma Drive would be maintained for pedestrian access from the west on San Martin Boulevard. Additional crossings of San Martin Boulevard would be added north of Weedon Drive and at Savona Drive to provide access to the future Duke Energy Trail and the Savona Drive Trail Spur, respectively.

