



**Pinellas County Public Works  
Traffic & Roadway Division  
Transportation Engineering Section**

---

**Beckett Bridge Replacement - PID 001037A  
Aesthetics Committee Meeting #1-Minutes**

**Type of Meeting:** Aesthetics Committee Meeting #1  
**Meeting Date/Time:** December 7, 2016, 9:30 am – 12:30 pm  
**Meeting Facilitator:** Hardesty & Hanover Project Team  
**Location:** Tarpon Springs Yacht Club, 350 N. Spring Blvd, Tarpon Springs, 34689  
**Prepared by:** Ann Venables, Hardesty & Hanover  
**Project:** PID 001037A – Beckett Bridge Replacement (Design)

**Attendees:** See Attached Attendee List

**Summary of Discussion**

- A.** Ann Venables and Bradley Touchstone provided an Introduction which included the following:
- A brief history of the project, beginning with the Kick-Off Meeting for the PD&E Study in 2012 and continuing through the start of the Design phase
  - Review of the Section 106 Memorandum of Agreement (MOA) requirements
  - Description and purpose of the Aesthetics Committee meetings
- B.** Jim Phillips discussed the historical importance of the bridge from an engineering perspective and pointed out elements of the bridge of special interest to be viewed in the site review.
- C. Site Tour**
- The group viewed the bridge in the open and closed positions from a small barge provided by the County, and/or from the platform below the bridge control house, and the yacht club docks.
  - Jim Phillips was on the bridge, pointing out specific elements that are unique to this type of bridge.
- D. Discussion of Project Constraints and Proposed Replacement Bridge Concept**
- The study limits for the Design project extend from Chesapeake Drive to Pampas Avenue. No roadway work will extend past these intersections. The grade of the bridge will be less than 5%. The bridge will touchdown and return to approximately the existing grade of the roadway before the driveway to the mobile home park on the west side of the bridge, and before the Yacht Club driveway on the east side.
  - The proposed minimum vertical navigational clearances will exceed the 7.8 feet proposed in the PD&E Study.
  - To avoid construction of the bascule pier near the relict sinkhole, the proposed span arrangement will be a mirror image of the existing condition (and the PD&E concept). This arrangement has the further advantage of minimizing interference with the docks at the Tarpon Springs Yacht Club, and provides more vertical navigational clearance (approximately 10'8") at the side span, adjacent to the bascule span than the PD&E concept. This concept was "unofficially" approved by the US Coast Guard. Final approval will be obtained when the USCG issues a bridge permit for the replacement bridge.
  - The typical section was discussed. Because of the limited right-of-way, the travel lanes will be 10-feet wide. Shoulders, 5'6" wide, on either side of the roadway will be provided. These shoulders can be used as undesignated bicycle lanes. Sidewalks, 6'6" wide, will be provided on both sides of the bridge. However, the sidewalk will only be provided on the north side of the east and west approach roadways

since there is no room for a sidewalk (and no sidewalk currently exists on the south side of the roadway, west of the bridge). A crosswalk will be considered to get pedestrians from the existing sidewalk on the south side, east of the bridge, to the north sidewalk. The south side sidewalk on the bridge will be primarily for maintenance access and bridge tender access. Use of this sidewalk by the public will be discouraged.

- e. The bridge deck for the new bridge will be concrete, not an open steel grid. The existing bridge bascule span has an open-steel grid deck.
- f. The US Coast Guard agreed that a traditional flared fender system is not needed. Rub rails will be incorporated into the bascule and rest piers to prevent damage to boats.
- g. A bridge tender house, or control house, was not part of the original bridge, but was added later. A “bridge control box” or “station” can be constructed in lieu of a “house or structure” to house the bridge controls.
- h. David Doranzio (Pinellas County) stated that the bridge will be signed for “no-fishing”.

#### E. Discussion of Aesthetic Opportunities

Bradley Touchstone led the discussion. Terminology for bridge elements was reviewed and aesthetic opportunities for the following elements were discussed: the bascule pier, overlooks and shade devices, pier shapes, railings, colors, abutments/walls, lighting and salvaged parts. Highlights of this presentation/discussion are provided below.

- a. **Aesthetic opportunities vary for each user and with time:** The experience of a pedestrian walking the bridge is much different than the experience of the motorist driving over the bridge or the boater approaching the bridge from the water. Viewing the bridge from the shoreline provides another experience. Night and day experiences differ and can be accentuated with lighting. These opportunities should all be considered.
- b. **Bascule Pier:** The bascule pier is an important element which offers many opportunities for aesthetics. Not all of the examples discussed would be applicable to the Beckett Bridge. Examples of bascule pier designs presented include the following:
  - o Market Street Bridge – Classical design
  - o Walnut Street Bridge – Modern design
  - o Venetian Causeway - South Florida Vernacular, white color with gentle accents breaks up the mass of the bridge, demonstrates use of signage on bascule pier to highlight the significance
  - o Royal Park Bridge – Historic “meshed” with modern
  - o 17<sup>th</sup> Street Causeway Bridge – Carina piers, unique with a kinetic quality
  - o Fore River Bridge – Vertical lift example, simple form and lighting create transparency

Considerations for the Beckett Bridge Bascule Pier – consider providing “views” into the machinery using glass or Plexiglas. The importance of the bascule element should be considered for the Beckett Bridge because of the historical significance of the design.

- c. **Overlooks and Shade Devices:** Discussion included the following:
  - o Use as shelter for the bridge operator
  - o Create areas of refuge
  - o Interpretive panels or displays can be placed at overlooks
  - o Use art to tell a story
  - o Consider an open pedestrian rail (Wyoming rail) for overlook
  - o Lighting, color and texture can be used to accent overlooks and shade devices

- d. **Pier Shapes:** A pier study considers types and shapes of piers. Discussion included the following:
  - Piers are important elements, especially when considering the view of the bridge from the shore.
  - Hammerhead piers would not work well on the Beckett Bridge because it is too low and too narrow.
  - Wall Piers are shown on the Christina River Bridge – tactile, offer a pallet of surfaces which create opportunities.
  
- e. **Railings:** A crash tested railing is required. The bridge rail on the replacement Beckett Bridge will be located on the backside of the sidewalk. There isn't enough room to place a railing between the sidewalk and the edge of pavement. Discussion included the following:
  - The type of rail chosen for the bridge will have a big visual impact.
  - Open rails like the Wyoming rail provide the pedestrian and motorist a more open view from the bridge.
  - Rails can be reconstructed to be crash tested and look very similar to older or historic designs. The Platt Street Bridge in Tampa is an example of this type of rail.
  
- f. **Salvaged Parts:** Salvaged parts can be incorporated into the bridge, or used in a monument or educational display. The Section 106 MOA requires that the memorial plaque be salvaged and placed somewhere on the bridge so that it is visible to pedestrians. Parts of the track or bascule leaf or gears could be used. Examples in the power point presentation show use of salvaged parts in railings.
  
- g. **Colors and Lighting:** Colors and lighting can be used creatively. The third Aesthetics Committee Meeting will focus in more detail on colors and lighting. Some elements can be added without extra cost. For example, adding a color or stain to the concrete is typically not an extra cost. Lighting can be an added cost, but LED lighting is not overly expensive.
  
- h. **Abutments/Walls:** Use of texture and relief can be considered on walls. Art work can be integrated into walls and abutments, as shown on examples in the power point presentation. Durability and maintenance needs to be considered in the design of artwork for the bridge. The marine environment is harsh and we don't want to design something that will need to be taken down and replaced in 20 years.

#### **F. Discussion of Preferences and Themes**

The Committee was advised not to allow costs to limit their creativity at this point in the process. It is possible that the engineering and architect team can find inexpensive solutions for some ideas that might seem to be high cost.

The opportunity to design and build a bridge that has an impact on the community typically only happens once in a generation in a given area.

#### **Input from the committee regarding preferences and themes are noted below.**

- Reference to the historical significance of the engineering is important.
- Using elements of the bascule pier and the rolling lift mechanism should be considered to highlight the historical significance of bridge engineering by William Scherzer. This design exhibits technological innovation for the times.
- Visitors come to Tarpon Springs because of historical and cultural elements. Perhaps creating a bridge and educational display that highlights the history of the bridge would be another “selling point” to attract more visitors, or give visitors another experience. This could be good for marketing tourists. The bridge could be a “destination”.
- A QR code in the exhibit could link to the County's website where information about the history of the bridge would be available. A video about the history of the bridge could be prepared and included on the website.
- The bridge could serve as a transition from the historic district (Victorian) to a more modern district. The design of a wall pier, or other type of pier, could be used to transition from historic to modern themes. The historic theme could be illustrated in the overall shape of the pier and the small details could reflect a modern theme.
- Tarpon was called the “Venice of the South” in its early history. Boating was, and still is, a major activity in the community. Boats transitioned from steamboats and gondolas to motor boats and kayaks.

- The Bayou is a small body of water and is a recreational environment. The bridge doesn't open often.
- The pace of the community is slower paced than many where bridges occur in Florida.
- Focus should be on the overlook to tell the story of how the bridge operates. Art can be used to show the heritage of Tarpon Springs.
- A miniature version of the rolling lift mechanism could be on display in an overlook.
- Members liked the idea of having glass or Plexiglas "windows" to look into the machinery. However, the durability of using Plexiglas was a concern. This would be consistent with the theme at the City's water treatment plant where there are "windows" into the piping system for visitors.
- Creating outdoor signing that is durable is challenging.
- The blue and white colors are consistent with colors used in Santorini, Greece.
- Use benches or a "raised seat" in overlook

**Bradley asked the committee to come up with single words, or short phrases that describe the area, and/or that are important to be incorporated into a theme. Responses are provided below.**

Serene, Tranquil

Sleepy Little Area

Casually Used Waters

Scenic

Backwater

Effortless

Simple, Functional

Open

Quaint

Sustainability, Conservation

Pedestrian Involvement

Pedestrian Friendly

White and Blue

Colors – Homage to Greece

Draws Pedestrians or Bicyclists

Preserve Views

Keep Transparent

Transition Historical to Modern

Homage to History of Engineering

## **G. Next Steps**

Committee Members are encouraged to discuss their ideas about themes and preferences with their constituents.

The design team will present renderings and design concepts at the next meeting, focusing on the large-scale design elements and application of themes.

## **Beckett Bridge Replacement - Aesthetic Committee Meeting #1 – December 7, 2016**

### **Attendees**

John Kobasic– Representing Tarpon Springs Yacht Club (sitting in for Maryann Irving, acting Commodore)

Richard Pease (Former Commodore, Tarpon Springs Yacht Club)

Karen Lemmons – Economic Development Manager, City of Tarpon Springs

Kathy Monahan – Representing Mark LeCouris, City of Tarpon Springs (for this one meeting)

Phyllis Kolianos – Tarpon Area Historical Society, Former President

Robin Rhinesmith - FDOT District 7

Nicole Selly – FDOT District 7

Amon Webb - FDOT District 7 PE Trainee      [Amon.Webb@dot.state.fl.us](mailto:Amon.Webb@dot.state.fl.us).

Rebecca Spain –Schwarz – FDOT District 7 (Cultural Resources GEC Consultant – Atkins)

Erica Thompson (by teleconference) - FDOT Central Office

Roy Jackson (by teleconference) – FDOT Central Office

Randall Overton – US Coast Guard, Miami

### **Pinellas County and Consultant Attendees:**

#### **Pinellas County**

Nancy McKibben

Erin Lawson

David Doranzio

Jeff Closterman

Chris Moore (Pinellas County Planning liaison w/the Pinellas County Historic Preservation Board)

#### **Consultant Team Members**

Ann Venables (Hardesty & Hanover)

Jim Phillips (Hardesty & Hanover)

Bradley Touchstone (Touchstone Architecture)

Ken Hardin (Janus Research)