



PUBLIC WORKS DEPARTMENT

MEMORANDUM

TO: Barry A. Burton, Administrator, Pinellas County Government

FROM: Ken Jacobs, Division Director, Transportation, Public Works

SUBJECT: Approval of Intent to Apply for the National Infrastructure Investments Under the Consolidated Appropriations Act, 2019 "Build Transportation grants" program

DATE: July 11, 2019

The Pinellas County Transportation Division requests approval by the Board of County Administrators (Board) to authorize the Public Works Transportation Division (PWTD) Director to electronically submit a grant application to the Department of Transportation (DOT) for Build Transportation grant funding in the amount up to \$25 million. Board action is necessary for the PWTD to apply for the \$25 million in DOT BUILD grant funding. The intent to apply to be submitted for Board approval will be retroactive to July 15, 2019, the deadline of the grant application.

There is no fiscal impact to the County with the submission of this grant application. Should funding be approved by DOT, the federal share of the funding is up to \$25 million. The County will provide a local match to cover remaining expenses in the amount of \$64,023,130.00, for a total project cost of \$89,023,130.00. The local match is budgeted in the Capital Improvement Program and is funded by the Infrastructure Sales Tax (Penny for Pinellas).

The funding will be used to construct a tide relief bridge and mid-level movable bridge (preferred alternative) in place of the two existing bridges located at the Dunedin Causeway. The PD&E study is underway and is expected to be completed in June of 2020. The existing Dunedin Causeway Bridges are the only access that connects the city of Dunedin to Honeymoon Island State Park and residential living. Both bridges were constructed in 1963 and are considered "functionally obsolete" because of their narrow width. According to a 2015 FDOT Bridge Inspection Report, the main bascule bridge contains fracture critical components and is considered scour critical. It has a sufficiency rating of 48.6 out of 100. There are no shoulders on the bridges, and the sidewalks on the north side are only 3 ½ foot wide. The multi-use path on the south side of the bridge is only 6 feet wide. Both the Main and Tide Relief bridges do not meet current engineering standards for resisting damage from high waves during significant storms and vessel impact. Ongoing maintenance and repair of the Main (bascule) Bridge machinery also affects reliability and results in traffic delays. Major rehabilitation or replacement of both bridges is needed to keep the bridges open and the Main (bascule) Bridge operating efficiently.

An Intent to Apply has been submitted and approved by the Office of Management and Budget, and the item will be included on a future Board agenda.

Attached: BUILD Grant Notice of Funding Availability (NOFA)