



Alternatives Public Meeting Frequently Asked Questions (FAQs)

DeSoto Bridge Replacement Project Development and Environment (PD&E) Study
From State Road (SR) 64 (Manatee Avenue East) to Haben Boulevard
442630-1-22-01

What are the project limits?

The project limits are from SR 64 (Manatee Avenue East) to Haben Blvd., a distance of 1.3 miles.

Where can I find information to learn more about the study?

Information about the study can be found on the project webpage at

<https://www.swflroads.com/project/442630-1>. All documents and materials presented at the public alternatives meeting are available for review on the Documents and Publications page.

When will the study be complete, and when will construction start?

The study is expected to be completed in the fall of 2024. The design will begin in early 2024 and be completed in fall 2024, with construction starting in FY 2027. The project is currently scheduled to be design-build. We anticipate a three-year construction duration with the bridge being completed in the fall of 2030.

How will traffic be managed during construction?

A detailed traffic management plan for construction will be developed during the final design phase. The conceptual construction phasing plan will maintain traffic on the existing bridge during the construction of half of the new bridge. Afterward, traffic will shift to the newly constructed half of the bridge to allow the construction of the remaining half.

Can the new bridge be expanded to accommodate more lanes in the future?

Yes, the new bridge will be designed to accommodate additional lanes in the future if necessary.

Will the new bridge have bicycle and pedestrian accommodations?

Yes, the new bridge will accommodate bicycles and pedestrians. A shared use path will be built on both the north and south side of the bridge.

How much right of way is needed for this project?

Minimal right-of-way is expected to be needed. The final right-of-way determination will be made once the preferred alternative is selected.

What is a preferred alternative?

For the DeSoto Bridge Replacement, the FDOT is reaching out to the community for a preferred alternative.

How much will the replacement bridge cost?

FDOT has budgeted \$168M for the construction of the new bridge.

How will resiliency/sustainability be used on this project?

- Design for extreme weather events
- Consider local wildlife and ecosystems
- Provide bike and pedestrian features

What is going to happen to the old bridge?

The current bridge will be demolished to make room for the new bridge.

Will the new DeSoto replacement bridge be elevated past the Manatee River, as shown in previous study renderings?

No, the new DeSoto Bridge will replace the existing one with similar heights and limits. The new DeSoto Bridge will include bicycle and pedestrian features and meet the current criteria set by FDOT.

Will this project impact wetlands?

Impacts on wetlands, surface water, seagrass beds, and mangroves will be minimized. Our team will work closely with the Army Corps of Engineers (ACOE) and the Southwest Florida Water Management District (SWFWMD) to mitigate these impacts. The project also includes threatened and endangered species such as the wood stork, West Indian manatee, and Gulf sturgeon.

Will the new bridge impact marine life during construction?

Impacts on protected aquatic wildlife species will be avoided by implementing standardized construction methods during construction, such as the Florida Fish and Wildlife Commission (FWC) Standard Manatee Conditions for In-Water Work and National Marine Fisheries Services (NMFS) Sea Turtle and Smalltooth Sawfish Construction Conditions.

How come you are not widening the new bridge to accommodate congestion?

This bridge will be constructed using federal funds that are only allocated for bridge replacement. Since the project limits are only 1.3 miles long, widening the bridge will not address traffic volume concerns. Without adding lanes to the north and south of the bridge, traffic congestion will remain with more vehicles stopped on the bridge and will bottleneck on either side of the bridge. The Bradenton-Palmetto Connector Study will look at the capacity (adding lanes) needs in Bradenton and Palmetto and look at traffic on a more regional basis, as most of the corridors vary from over 7 miles to 13 miles in length.

Are you building a “flyover with this project?

No, a flyover will not be built with this project. This bridge is a replacement in kind. The length and vertical profile will be similar to the existing bridge.

Will noise barrier walls be included with this project?

The study will include a detailed traffic noise analysis of the preferred alternative and the consideration of noise barrier walls. Any areas that are impacted by traffic noise, as defined by FDOT, will be evaluated for a noise barrier wall. Areas in which a noise barrier wall meets FDOT feasibility and cost reasonableness criteria will be further evaluated during the future design phase of this project. If a noise barrier wall remains feasible and cost reasonable, and is desired by the majority of those benefitted by the proposed noise barrier wall, it would be included in the design plans and constructed with the project.

Bradenton-Palmetto Connector Alternatives Corridor Evaluation Study**What is being done to relieve congestion on the bridge and the area?**

The Bradenton-Palmetto Connector (BPC) Study will analyze and evaluate ten corridors (routes) between 7 and 13 miles long to relieve congestion between Bradenton and Palmetto while providing additional capacity (lanes) over the Manatee River. One or more corridors will be selected to move to next study phase – PD&E. The PD&E study will determine a preferred corridor. However, it is important to note that the FDOT Five-Year Work Program has yet to allocate funds for the design, right-of-way acquisition, or construction of the Bradenton-Palmetto Connector project. These funds could be allocated after the completion of the PD&E Study.

Are you considering a “flyover” with this study?

No, the goal of this high-level study is to look at “where” the corridor could go, not “what” the corridor will look like. A future PD&E study would develop and evaluate roadway concepts, taking into account engineering criteria and environmental impacts, including the human environment.

Where can I find information to learn more about the study?

Information about the study can be found on the project webpage at

<https://www.swfroads.com/project/444843-1>

To sign up to receive project updates or to provide comments, please visit:

DeSoto Bridge Replacement

<https://www.swfroads.com/project/442630-1>

Bradenton-Palmetto Connector Alternatives Corridor Evaluation Study (ACE)

<https://www.swfroads.com/project/444843-1>