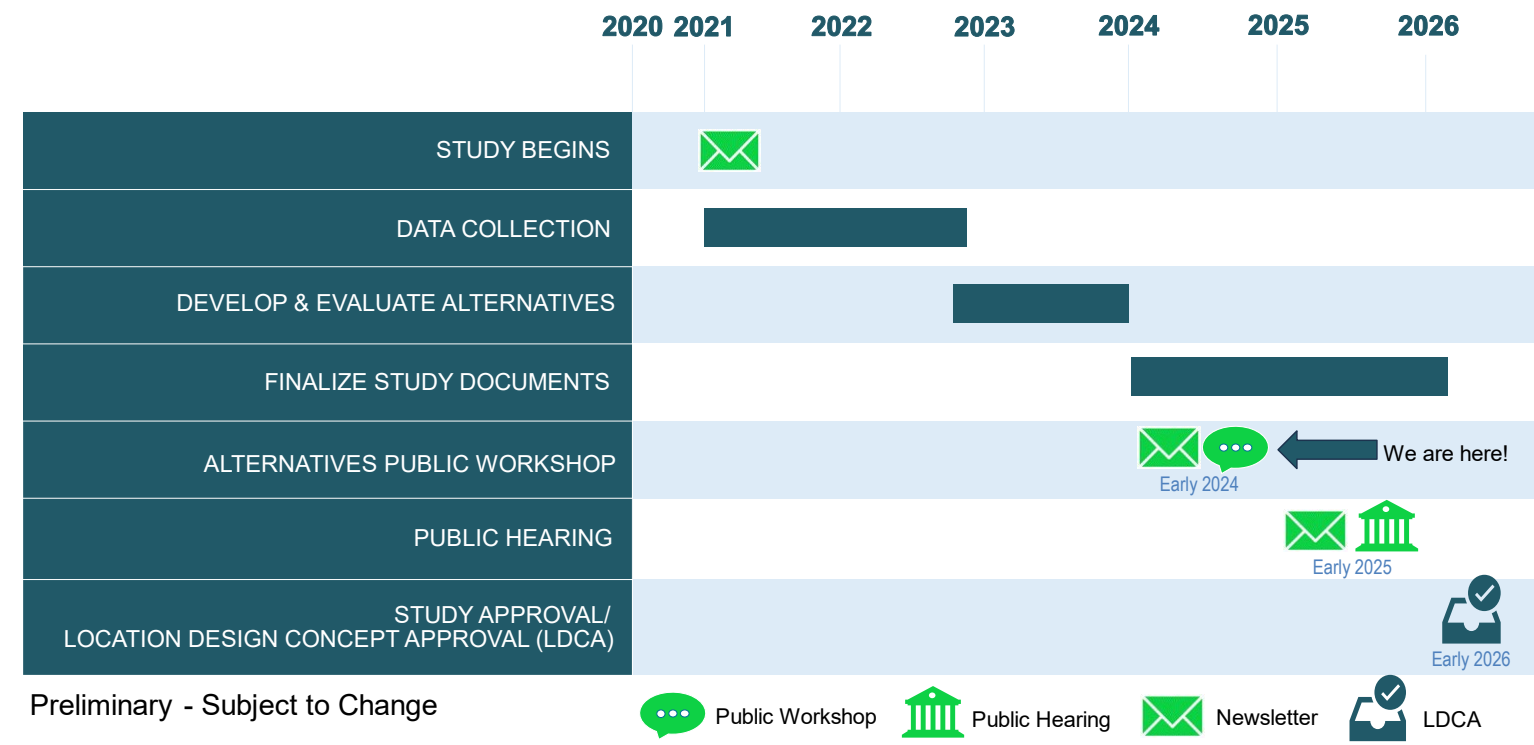


# PROJECT SCHEDULE



# COMMENTS

FDOT encourages your feedback and comments on the improvements presented at the public workshop. There are multiple ways to submit comments:

### At In-Person Venue:

- Fill out the comment form and return in the comment box or take it home to fill out and send via mail.

### Visit the Project Website:

- <https://www.swflroads.com/project/436676-1>



A summary of the workshop comments and responses will be available on the webpage approximately 30 days following the close of the comment period.

**All comments submitted at the workshop, emailed, or postmarked by March 25, 2024 will become part of the official project record.**

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns about Title VI may do so by contacting Cynthia Sykes, District One Title VI Coordinator, at (863) 519-2287, or via email at [Cynthia.Sykes@dot.state.fl.us](mailto:Cynthia.Sykes@dot.state.fl.us).

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by FHWA and FDOT.

# SR 789 (Longboat Key) Project Development & Environment (PD&E) Study

From North Shore Road to Coquina Park Entrance  
 Manatee County, Florida  
 Financial Project ID No. 436676-1

## Alternatives Public Workshop – March 14, 2024

### INTRODUCTION

Welcome to the public workshop for the SR 789 (Longboat Key) Project Development & Environment (PD&E) Study Alternatives Public Workshop. The purpose of this workshop is to present information about the preliminary alternatives and to provide the interested persons the opportunity to express their views about the proposed improvements along the project corridor.

This study will evaluate three bridge alternatives, as well as a no-build alternative, to address the need to replace the existing Longboat Key Bridge over Longboat Pass, due to the age of the bridge and the need to improve bicycle/pedestrian accommodations, emergency evacuation, and safety. Items on display tonight include maps, display boards and project related information. In addition, the project team is available to discuss the alternatives and answer any questions.

### ABOUT THE PROJECT

The Florida Department of Transportation (FDOT), District One, initiated a PD&E study in February 2020 to evaluate alternative bridge replacement designs along a 0.75 mile segment of SR 789 (Longboat Key) from North Shore Road to Coquina Park Entrance in Manatee County. A public kickoff meeting was held in early 2021 to announce the project to the public and provide opportunity for input. Since the public kickoff meeting was held, three alternatives, including a no-build alternative, have been chosen as viable options to bring to the public for input and comment. Each of these alternatives were evaluated in multiple categories including but not limited to, social and environmental impacts, traffic performance, right-of-way required and cost. These alternatives include a low level bascule (movable) bridge, a mid level bascule bridge and a high level fixed bridge.



### PROJECT GOALS

1. Address the structural integrity and operational deficiencies of the bridge.
2. Improve bicycle and pedestrian facilities.
3. Improve emergency evacuation and response times.

### WHAT IS A PD&E STUDY?

A PD&E study is the formal process that develops and compares alternatives to determine a preferred action that meets project needs, while minimizing impacts to the social, cultural, natural, and physical environments. Engaging the public by sharing and receiving information is a key component of this process and is required by the National Environmental Policy Act (NEPA).

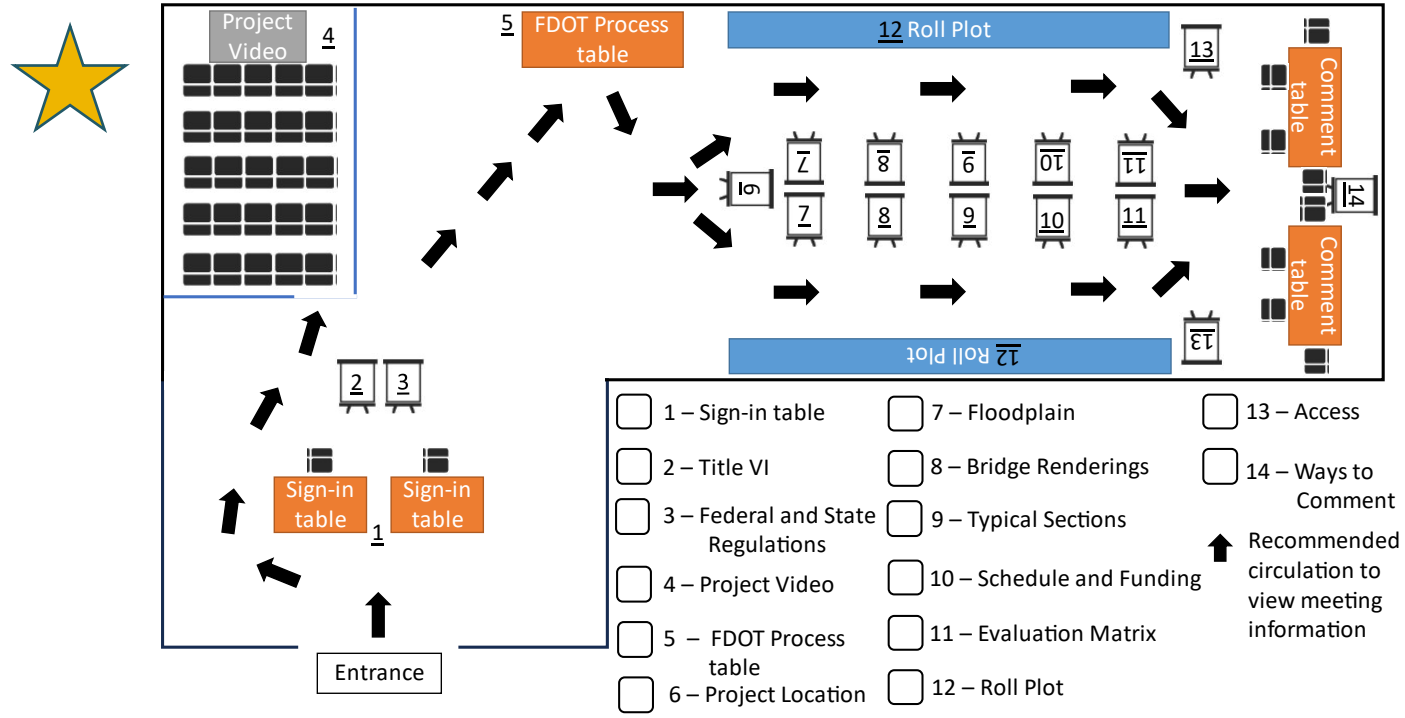
★ Find this symbol on the following page for a map guiding you through the materials on display tonight.

### Para Materiales del Proyecto En Español

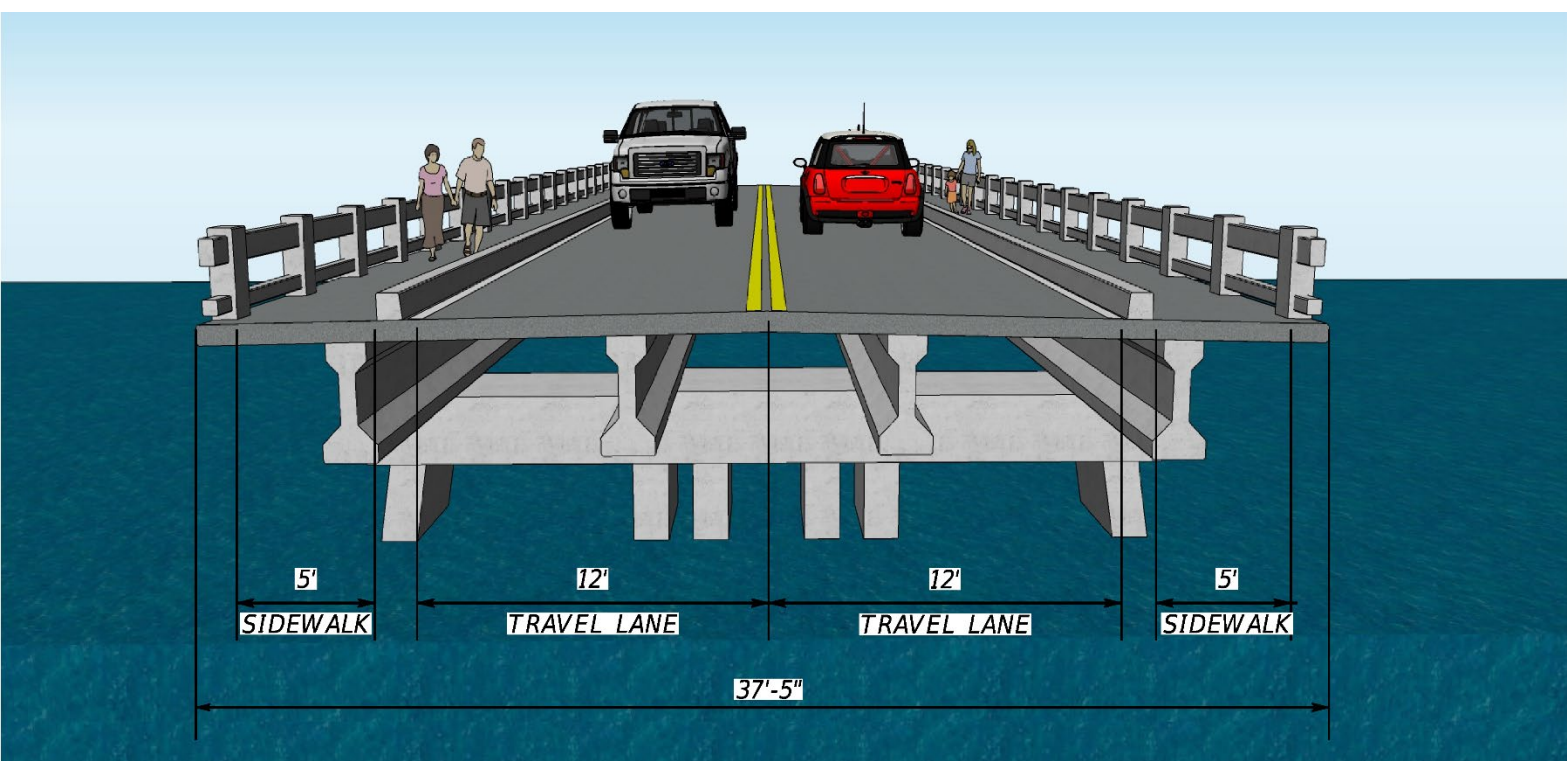
Para información en español contacte Sra. Karina Della Sera de la Oficina del Departamento de Transporte de Florida por teléfono al (863) 519-2750. También puede usar el correo electrónico: [Karina.Dellasera@dot.state.fl.us](mailto:Karina.Dellasera@dot.state.fl.us).

## WHAT TO EXPECT: PROJECT MATERIALS

Around the room you will find various display boards, comment tables, and roll plots. The project video will be playing on a repeating loop throughout the evening so you can watch this at your leisure. Below you will find a simple layout of the room with a checklist to ensure you observed all project materials on display tonight. Members of the project team will be available to answer any questions you may have.



## EXISTING BRIDGE TYPICAL SECTION



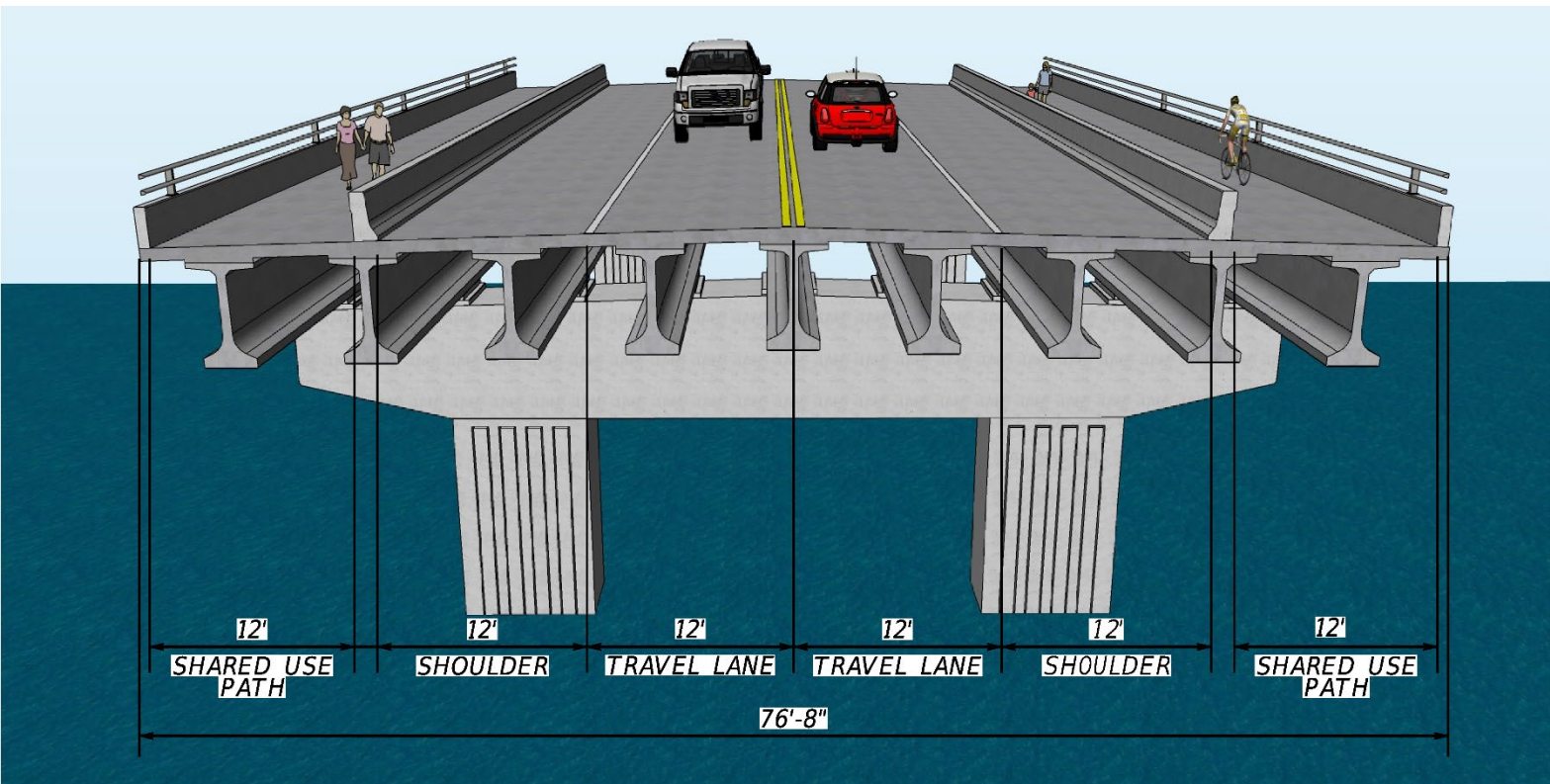
Within the project limits, Longboat Pass Bridge is a two-lane, undivided facility with two travel lanes (one in each direction) and no paved shoulders. There are 5-foot-wide sidewalks on each side of the roadway separated from the travel lanes by a 9-inch concrete separator.

## EXISTING ROADWAY SOUTHBOUND APPROACH



SR 789 looking southbound on the Coquina Beach side of the Longboat Key Bridge is an undivided two-lane facility with 12-foot travel lanes, 4-foot bike lanes, and no existing sidewalk. The three potential bridge alternatives will tie into the existing SR 789 roadway typical section. For the low level and mid level bascule bridge alternatives, no access will change at the Coquina Beach entrance. For the high level fixed bridge alternative, the access at Coquina Beach will be shifted approximately 500 feet to the north - still providing access from both the northbound and southbound directions. In addition, access to the east side of SR 789 or "bay side" would be accommodated by an underpass underneath the bridge.

## PROPOSED BRIDGE TYPICAL SECTION



There are three different bridge alternatives being considered. However, each bridge will have the same typical section, shown above. Compared with the existing typical section, the proposed typical section adds a 12-foot-wide shoulder adjacent to each travel lane, increases the width of the concrete separator and addresses both bicyclist and pedestrian traffic by turning the existing 5-foot-wide sidewalks into 12-foot-wide shared use paths.