

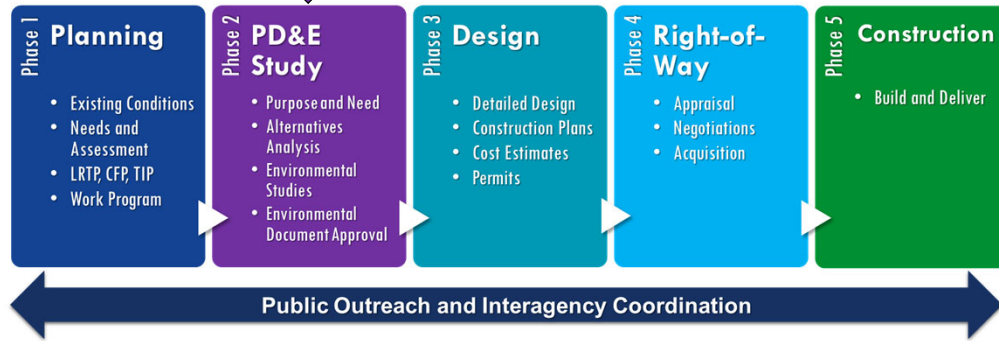


The Florida Department of Transportation, or FDOT, welcomes you to the alternatives public workshop for the SR 789 (Longboat Key) Project Development and Environment, or PD&E, study. We appreciate your attendance and participation.



SR 789 (Longboat Key) PD&E Study
from North Shore Road to Coquina Park Entrance

WE ARE HERE



The purpose of this PD&E study is to evaluate engineering and environmental data and document information that will aid FDOT District One and the FDOT Office of Environmental Management in determining the type, preliminary design, and location of the proposed improvements. In this presentation, we will introduce the project, discuss the purpose and need, identify the study alternatives, and explain the PD&E Study process.



The purpose of this alternatives public workshop is to provide you the opportunity to ask questions and express your views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed alternatives under consideration. FDOT is also asking local governments and regulatory agencies to provide comments about the project.



SR 789 (Longboat Key) PD&E Study
from North Shore Road to Coquina Park Entrance



FPIID No. 436676-1



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The study begins at North Shore Road and extends approximately 0.75 miles to the Coquina Park Entrance.



SR 789 (Longboat Key) serves as the only connection from Longboat Key to Bradenton Beach and Anna Maria Island. The bridge crosses Longboat Pass, a navigable waterway. The bridge was originally built in 1957 and was repaired in 2005. Additionally, serving as part of the emergency evacuation route network designated by the Florida Division of Emergency Management, SR 789 (Longboat Key) plays a critical role in facilitating movements during emergency evacuation periods.



Purpose and Need



- Identify a solution to address the age and existing conditions of the bridge
- Improve safety along the corridor
- Improve bicycle and pedestrian facilities
- Improve emergency evacuation



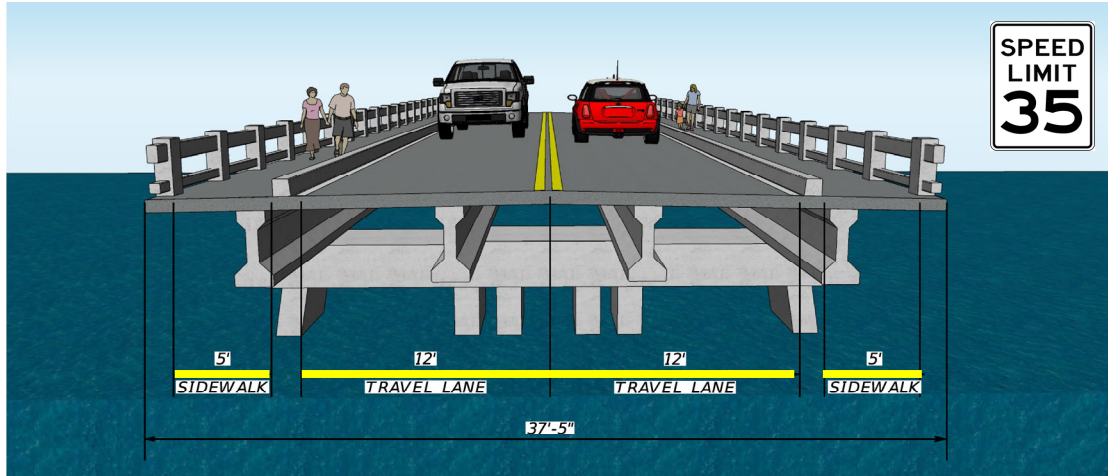
The need for the proposed improvements for SR 789 (Longboat Key) is indicated by the age of the bridge, safety, and lack of bicycle facilities. The study evaluates alternatives for the replacement of the bridge, with consideration of bicycle and pedestrian facilities that provide a connection between nearby neighborhoods and recreational facilities (Longboat Key to Bradenton Beach).



| PHASE | FISCAL YEAR |
|--------------|-------------|
| Design | 2026 |
| Right-of-way | TBD |
| Construction | Unfunded |

At this time, this project is not listed in the Sarasota/Manatee Metropolitan Planning Organization or MPO 2045 Long Range Transportation Plan. However, the project is listed in the FDOT State Transportation Improvement Program as funded and the Sarasota/Manatee MPO Transportation Improvement Program as funded and as a bridge priority. Additionally, the project is also identified in the Town of Longboat Key Comprehensive Plan. Planning consistency will be required as part of the PD&E Study.

At this time, the FDOT's Adopted Five-Year Work Program includes funding for the PD&E and design phase. Right-of-way and construction phases are not currently funded.



Within the project limits, SR 789 (Longboat Key) is classified as an Urban Major Collector and consists of a two-lane, undivided typical section. The existing bridge has a 12-foot travel lane and 5-foot sidewalk in each direction. Bicycle lanes exist along the road approaching the bridge structure, but there are no dedicated bicycle lanes on the bridge. The posted speed limit is 35 miles per hour.

Existing Conditions



Northeast Shore View of Bridge

The existing SR 789 (Longboat Key) Bridge is a bascule bridge with a minimum vertical clearance of 17 feet and a minimum horizontal clearance of approximately 50 feet.

Alternative 1 - Low Level Bascule Bridge



Northeast Shore View of Bridge

The proposed improvements, the replacement of Longboat Key Bridge over Longboat Pass, includes three bridge replacement alternatives all with 90 feet horizontal clearance underneath the bridge. The horizontal alignment for all three alternatives is located slightly west of the existing bridge. All three alternatives are higher than the existing Longboat Key Bridge. Alternative 1 is a low level bascule bridge with 23 feet minimum vertical clearance and reduces the number of bridge openings by four percent when compared to the existing bridge. Traffic will be maintained during construction for all three bridge replacement alternatives.

Alternative 2 - Mid Level Bascule Bridge



Northeast Shore View of Bridge

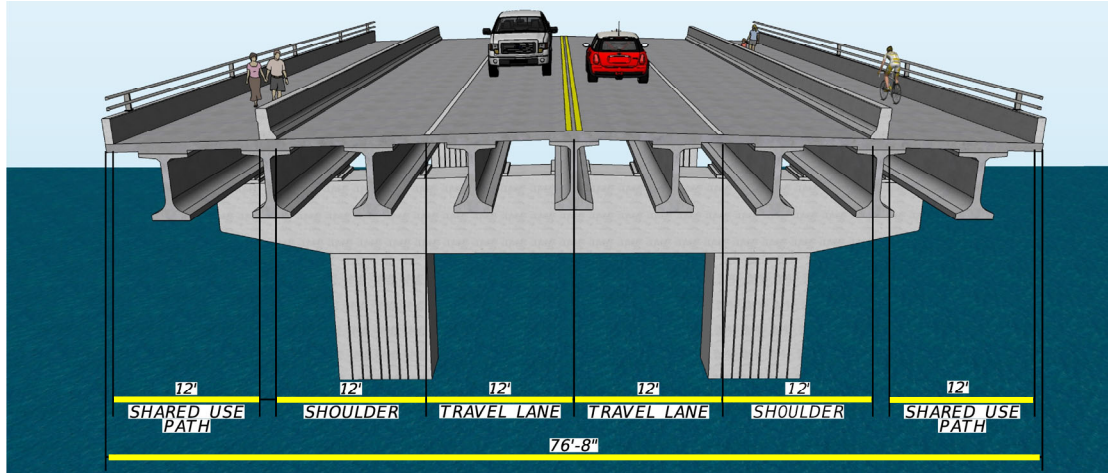
Alternative 2 is a mid level bascule bridge with 36 feet minimum vertical clearance. With the increase in vertical clearance, Alternative 2 is expected to allow 35% more marine traffic to pass under the bridge without the need for a bridge opening.

Alternative 3 – High Level Fixed Bridge

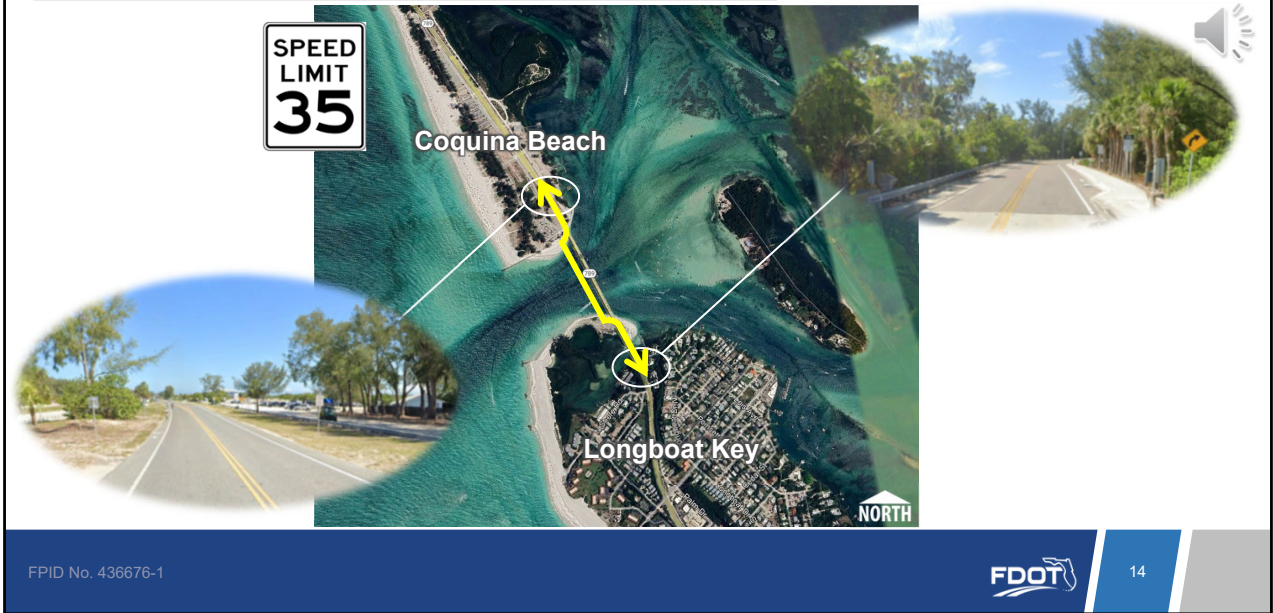


Northeast Shore View of Bridge

Finally, Alternative 3 is a fixed high level bridge, with 78 feet minimum vertical clearance. This bridge height allows for boats that are taller to pass underneath the fixed bridge, thereby providing a bridge alternative that does not require bridge openings and closings.



All three bridge alternatives have the same proposed typical section, consisting of: one (1) 12-foot lane in each travel direction, a 12-foot shoulder adjacent to the travel lane and a 12-foot shared use path adjacent to the concrete barrier. All three bridge alternatives will maintain a bridge width of approximately 77 feet.



The proposed bridge will be located west of the existing bridge in order to avoid impacts to utilities and residences. The proposed bridge will connect to the existing roadway typical section on both the Coquina side, or north side of the bridge, and Longboat Key side, or south side of the bridge and will maintain the existing posted speed of 35 miles per hour.



No-Build Alternative



No improvements made to SR 789 (Longboat Key) through 2051

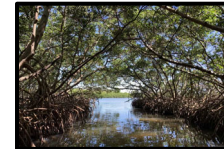
Throughout this study, a “no-build” alternative is also considered. The “no-build” alternative assumes that no improvements are made to SR 789 (Longboat Key) through the year 2051, except routine maintenance.

This PD&E study is ongoing. Project team members will continue to develop, refine, and evaluate alignment alternatives for SR 789 (Longboat Key) throughout the remainder of the study.

Environmental Evaluation



- Protected species and habitat
- Wetland and floodplains
- Water quality / Stormwater management and permitting
- Air quality
- Right-of-way requirements and relocations
- Contamination
- Archaeological and Historical Resources
- Recreational sites
- Noise
- Land use
- Construction effects and aesthetics



Potential environmental effects associated with the proposed build alternatives are under careful evaluation and include detailed studies of

- Protected species and habitat
- Wetlands and floodplains
- Water quality/Stormwater management and permitting
- Air quality
- Right-of-way requirements and relocations
- Contamination
- Archeological and Historical Resources
- Recreational sites
- Noise
- Land use
- Construction effects and aesthetics

Based on the analysis conducted to date, no substantial effects are anticipated to be associated with these proposed build alternatives.



SR 789 (Longboat Key) PD&E Study
from North Shore Road to Coquina Park Entrance

Evaluation Matrix



| Evaluation Criteria | | No-Build ¹ Alternative | Alternative 1: Low Level Bascule Bridge | Alternative 2: Mid Level Bascule Bridge | Alternative 3: High Level Fixed Bridge |
|----------------------|--|--|--|---|--|
| BENEFITS | Addresses the age and existing conditions of the bridge | ✘ | ✔ | ✔ | ✔ |
| | Provides improvements to bicycle and pedestrian facilities | | | | |
| | Enhances safety for all users including emergency evacuation | | | | |
| BRIDGE | Vertical Height above Mean High Water | 17 feet | 23 feet | 36 feet | 78 feet |
| | Horizontal Width Between Fenders | 50 feet | 90 feet | 90 feet | 90 feet |
| | Benefit to Marine Traffic | No change – Existing bridge opens 100-300 times per month | Yes – Reduces the number of bridge openings by 4% | Yes – Reduces the number of bridge openings by 35% | Yes – Eliminates the need for bridge openings |
| | Estimated Life of Alternative (Years) | 10 | 75 | 75 | 75 |
| RIGHT-OF-WAY IMPACTS | Number of Residential and Business Parcels Potentially Impacted | 0 | 0 | 0 | 0 |
| | Community Resource Parcels Potentially Impacted (Acres) | 0 | 0.08 | 0.08 | 0.35 |
| | Additional Right-of-Way Required | 0 | 0 | 0 | 0 |
| UTILITY IMPACTS | Utilities Potentially Impacted (distribution, transmission) | No change | 7 Utility/ Agency Owners | 7 Utility/ Agency Owners | 7 Utility/ Agency Owners |
| ENVIRONMENTAL | Potential Impacts to Threatened and Endangered Species | No change | Low | Low | Low |
| | Potential Contamination Sites (high/medium risk) | No change | 0/0 | 0/0 | 0/0 |
| | Impacts to Wetlands (acres) | No change | 0.10 | 0.10 | 0.10 |
| | Impacts to Seagrasses (acres) | No change | 0.22 | 0.22 | 0.22 |
| | Section 4(f) Sites / Public Lands Potentially Impacted | No change | 1 | 1 | 1 |
| | Number of Historic Sites and Archaeological Sites Potentially Impacted | No change | 0 | 0 | 0 |
| | Number of Noise-sensitive Areas | No change | 4 | 4 | 4 |
| | Aquatic Preserves / Outstanding Florida Waters (acres impacted) | No change | 0/3.23 | 0/3.23 | 0/3.22 |
| COST | Design | \$0 | \$7.5 million | \$7.5 million | \$4.5 million |
| | Right-of-Way Acquisition | \$0 | \$0* | \$0* | \$0* |
| | Construction | \$0 | \$112.2 million** | \$112.9 million** | \$79.3 million** |
| | Construction Engineering and Inspection (CEI) | \$0 | \$13.5 million | \$13.5 million | \$9.5 million |
| | Total Project Costs | \$0*** | \$133.2 million*** | \$133.9 million*** | \$93.3 million*** |

*Right-of-way needed at Coquina Beach is county owned.

**Costs to relocate utilities are not included.

***Does not include annual maintenance costs and major repairs. The No-Build alternative would involve increasingly costly maintenance and repair projects causing continued disruption to traffic.

Preliminary -
Subject to Change

The evaluation matrix included in your handout shows a summary of bridge results of preliminary analysis for the “build” and “no-build” alternatives. This matrix is on display this evening.



Please submit comments by March 25, 2024



At in-person venue:

- ✓ Provide written comments on comment form

Visit the project website:

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



Email comments to:

- ✓ Patrick Bateman, P.E.
FDOT Project Manager
Patrick.Bateman@dot.state.fl.us



By Mail to:

- ✓ Patrick Bateman, P.E.
MS 1-40
Florida Department of Transportation
801 N. Broadway Ave
Bartow, FL 33830

Though comments are accepted at any time, they must be received or postmarked by March 25, 2024 to be included in the formal workshop record.

Your comments will help the Department to make its selection of the preferred alternative. We encourage you to submit your comments: at the in-person workshop, through the project webpage or by email or mail to the project team. Though comments are accepted at any time, they must be received or postmarked by March 25th, 2024 to be included in the formal workshop record. The project team will consider all comments and, where feasible, will incorporate them into the development of the preferred alternative.

FDOT will present the preferred alternative at an upcoming formal public hearing for this project, tentatively planned for spring 2025. At the end of this study, and after the formal public hearing, the study team will finalize the preferred alternative for SR 789 (Longboat Key).



Future Updates



Project Newsletter

- Newsletters will be sent out at key milestones in the project
- If you would like to receive future newsletters and you are not on our mailing list, please fill out a comment form



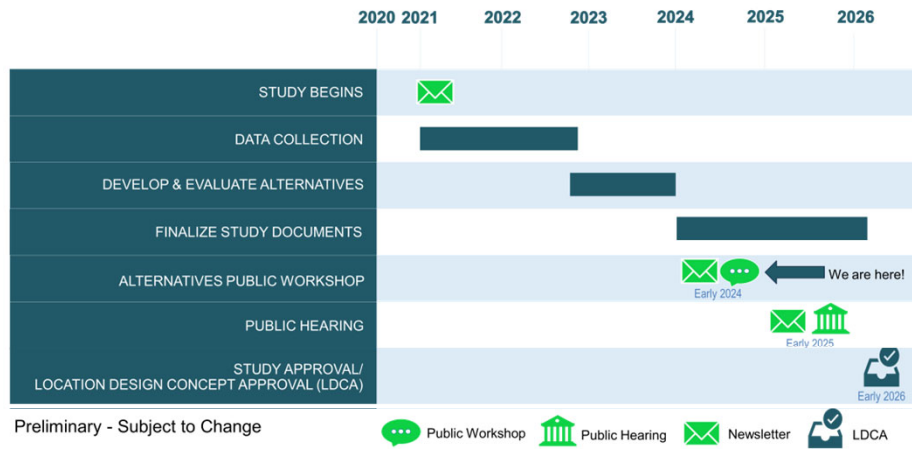
Project Website

- The project website will keep up-to-date with study information, including the schedule and upcoming events
- <https://www.swflroads.com/project/436676-1>

We will mail project newsletters to keep you informed about the study's progress. If you would like to receive future newsletters and you are not on our mailing list, please fill out the workshop comment form or request to be added on the project webpage.



Schedule and Funding



The Department anticipates completion of this PD&E study by early 2026, when location and design concept of the preferred alternative will be submitted to the FDOT Office of Environmental Management for approval.



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.

The SR 789 (Longboat Key) study team is here tonight to answer your questions and discuss the project. We invite you to ask them your questions and to review all the aerial maps, plans, and illustrations.

This PD&E study is being conducted and completed according to the requirements of the National Environmental Policy Act and other related federal and state laws, rules, and regulations, which will qualify future phases of this project for federal funding. For additional information on all rules and regulations this meeting follows, please see the Federal and State Requirements board.

IF YOU'RE INVOLVED IN A CRASH,
STAY AT THE SCENE
AND CALL FOR HELP.

FLHSMV 

FPID No. 436676-1  22

Before we conclude, we would like to provide an FDOT safety moment. If you are involved in a crash, stay at the scene and call for help. It's not just the law – you could save a life. FDOT thanks you for making safety a continued priority!”

Thank you for attending



SR 789 (Longboat Key) PD&E Study From North Shore Road to Coquina Park Entrance



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Thank you for your interest in the proposed SR 789 (Longboat Key) improvements and for taking time to participate in this workshop. We look forward to your comments and your continued involvement in this important PD&E study.