

ADMINISTRATIVE ACTION  
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation  
In cooperation with the US Coast Guard

DESOTO (US41) BRIDGE FROM NORTH OF SR64 TO HABEN BLVD BRIDGE #13005

District: FDOT District 1

County: Manatee County

ETDM Number: 14510

Financial Management Number: 442630-1-21-01

Federal-Aid Project Number: N/A

Project Manager: Steven Anthony Andrews

The Environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

This action has been determined to be a Categorical Exclusion, which meets the definition contained in 23 CFR 771.115(b), and based on past experience with similar actions and supported by this analysis, does not involve significant environmental impacts.

Signature below constitutes Location and Design Concept Acceptance:

A handwritten signature in blue ink, appearing to read 'K. Stal', is written over a solid black horizontal line.

September 18, 2025

Interim Director Office of Environmental Management  
Florida Department of Transportation

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This document was prepared in accordance with the FDOT PD&E Manual.

This project has been developed without regard to race, color or national origin, age, sex, religion, disability or family status (Title VI of the Civil Rights Act of 1964, as amended).

On [04/10/2023](#) the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

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## 1. Project Information

### 1.1 Project Description

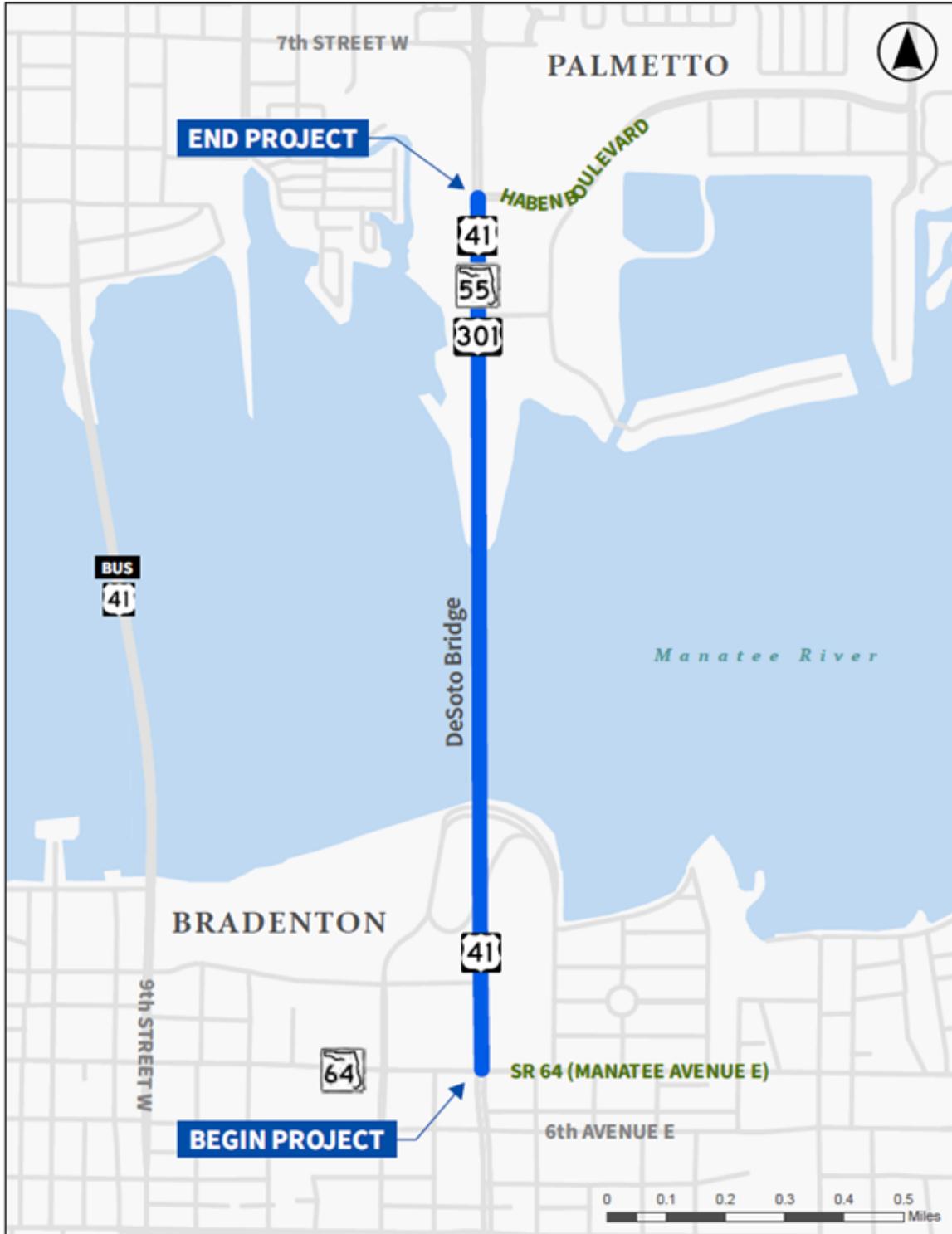
The Florida Department of Transportation (FDOT), District 1, is conducting a Project Development and Environment (PD&E) Study in support of the National Environmental Policy Act (NEPA) to evaluate the structural and modal improvements for in-kind replacement alternatives of the Hernando DeSoto Bridge (DeSoto Bridge) along SR 55 US 301/US 41 from Manatee Avenue East (SR 64) to Haben Boulevard, covering 1.3 miles of Manatee County. This bridge is one of three north-south crossings of the Manatee River that connect the Cities of Bradenton and Palmetto and is considered navigable waters. With this in-kind bridge replacement, the navigational functions that this bridge serves will not change (see **Figure 1-1**).

The DeSoto Bridge was originally constructed in 1957 and has surpassed its 50-year life expectancy, and is experiencing advanced corrosion issues, making rehabilitation no longer a feasible option. The DeSoto Bridge has been recommended for replacement as it is expected to be classified as structurally deficient by year 2030. The bridge is a mid-level fixed structure consisting of two 12-foot travel lanes in each direction (four lanes total) separated by a four-foot median with a concrete Jersey barrier, two-foot outside shoulders, with traffic railings along the outside travel lanes. It is 62 feet-1 inch wide, 2,225 feet long, and consists of 30 concrete spans and three steel main spans. No shoulders or bicycle/pedestrian facilities are present on the bridge, although pedestrians often walk and bike on the traffic railing.

The southerly roadway approach to the bridge includes two 12-foot travel lanes in each direction, with a continuous right-turn lane to Manatee Memorial Hospital and Bradenton Waterfront Riverwalk northbound, and to SR 64 southbound. The traffic is separated by a median traffic separator that transitions to a median barrier wall. There is a short sidewalk segment in the southbound direction from SR 64 to 3rd Avenue West. North of the bridge, the two 12-foot travel lanes in each direction are separated by a raised concrete and/or grass median with left and right turn lanes to the Palmetto Estuary. There is no sidewalk in the northbound direction, except for a small segment in front of the 7-Eleven convenience store at the project's north end. While no transit service operates north-south along SR 55, Manatee County Area Transit (MCAT) Route 3-Manatee Avenue operates along SR 64.

The purpose of this study is to address structural deficiencies, system linkages, and modal interrelationships. Construction is scheduled for 2027, and less than an acre of right-of-way (ROW) will be acquired for the project to bring the bridge up to current design standards (such as shoulders and bicycle and pedestrian facilities).

Figure 1-1 - Project Location Map

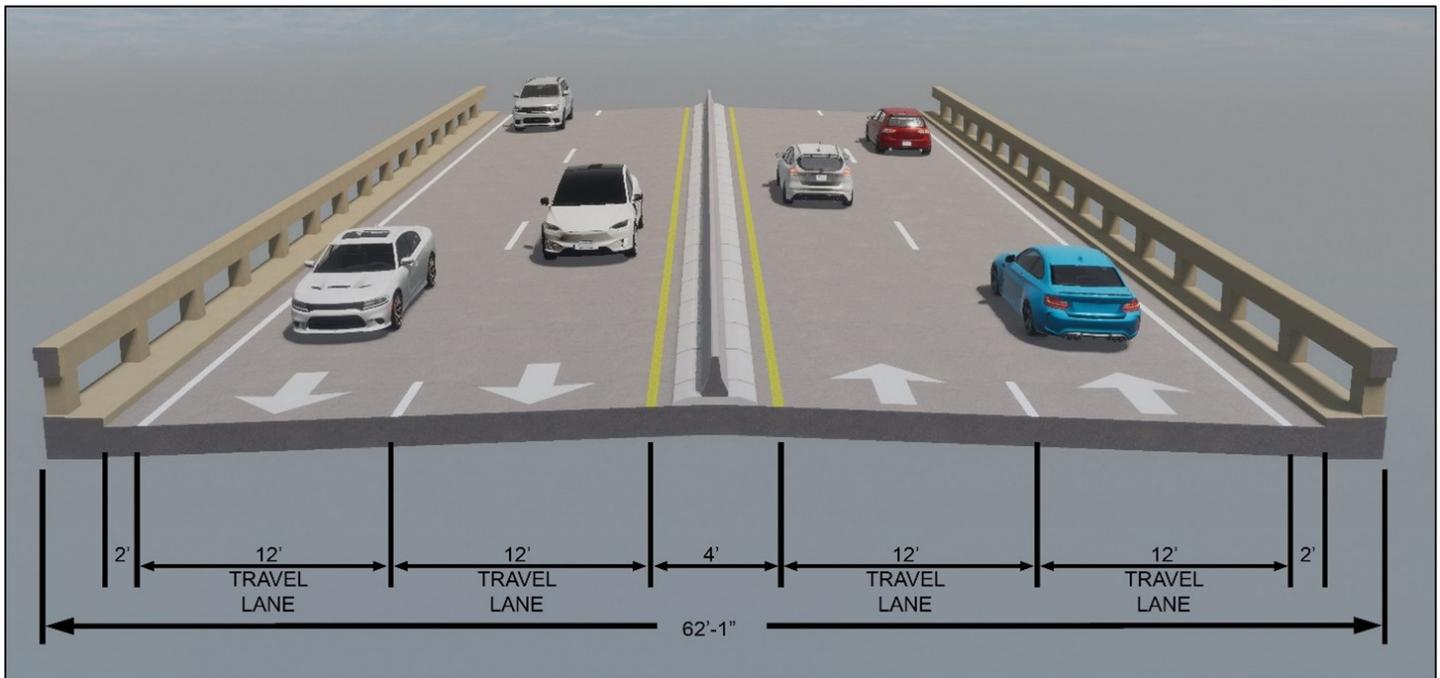


### Existing Conditions

SR 55 is classified as an Urban Principal Arterial within the project limits and falls within the 2020 Urban Area Boundary for Manatee County in the Cities of Bradenton and Palmetto. The context classification for SR 55 is C3C-Suburban Commercial. The project corridor's current design and posted speeds are 50 miles per hour (mph).

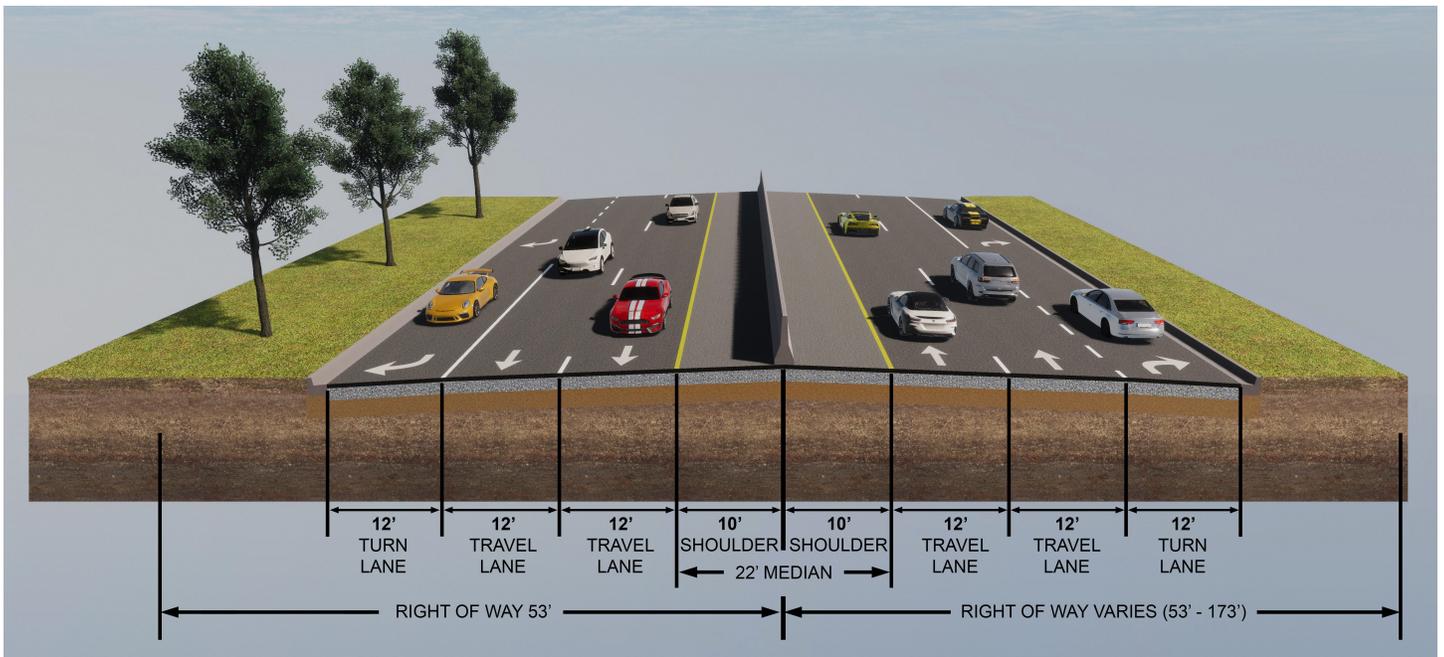
The existing bridge is a mid-level fixed structure that consists of two 12-foot travel lanes in each direction, totaling four lanes, separated by a four-foot median with a concrete barrier in the middle. Additionally, it has a 2-foot outside shoulder and a 3.5-foot raised traffic railing, as shown in **Figure 1-2**. The bridge measures 62 feet-1 inch in width, 2,225 feet in length, and is comprised of 30 concrete approach spans along with three steel main spans. Currently, no bicycle or pedestrian facilities are present on the bridge.

**Figure 1-2 - Existing Bridge Typical Section**



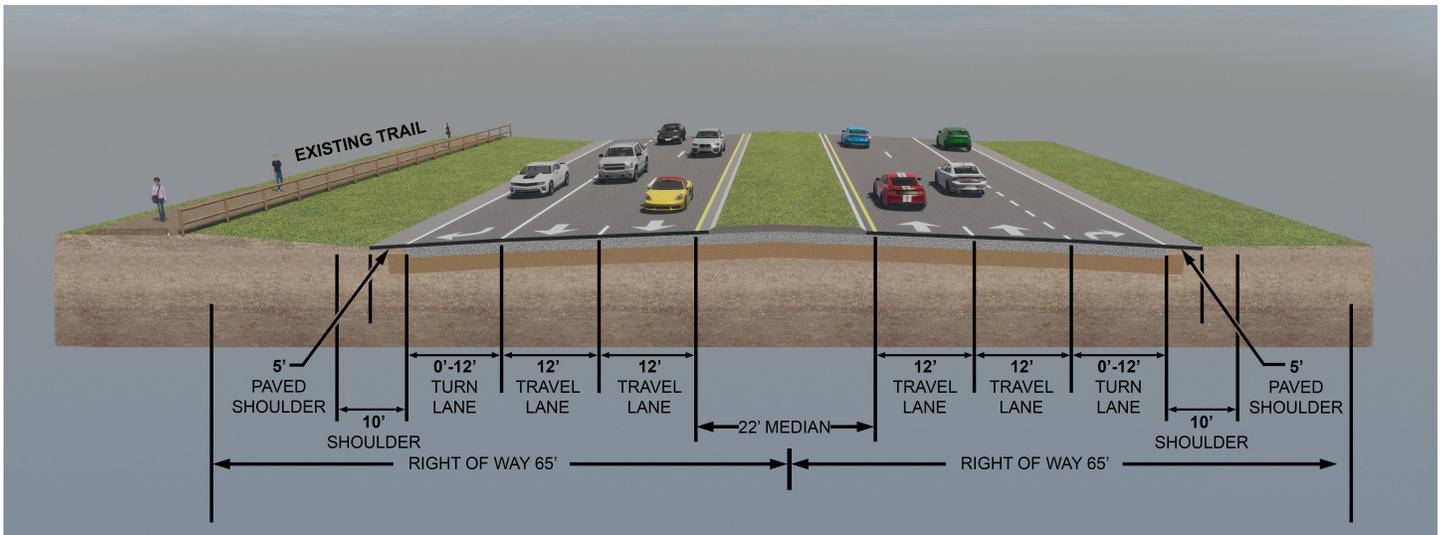
The southern landside urban segment roadway features include two 12-foot travel lanes in each direction, separated by a raised concrete median with 10-foot inside shoulders, and right turn lanes as shown in **Figure 1-3**. There is a short section of sidewalk in the southbound direction near the beginning of the project.

**Figure 1-3 - Existing Typical Section South of Bridge**



The northern landside segment rural roadway features include two 12-foot travel lanes in each direction, separated by a raised concrete median with 10-foot inside shoulders that transitions to a 22-foot median with five-foot outside paved shoulders, as shown in **Figure 1-4**. There is a short segment of sidewalk in front of the 7-Eleven convenience store. Additionally, a 22-foot unpaved trail on the west side of the road runs along the Palmetto Estuary Preservation project, which currently serves as a multi-modal trail allowing service vehicles to access the Estuary. While no north-south transit service is within the project limits, the Manatee County Area Transit (MCAT) Route 3-Manatee Avenue operates along SR 64.

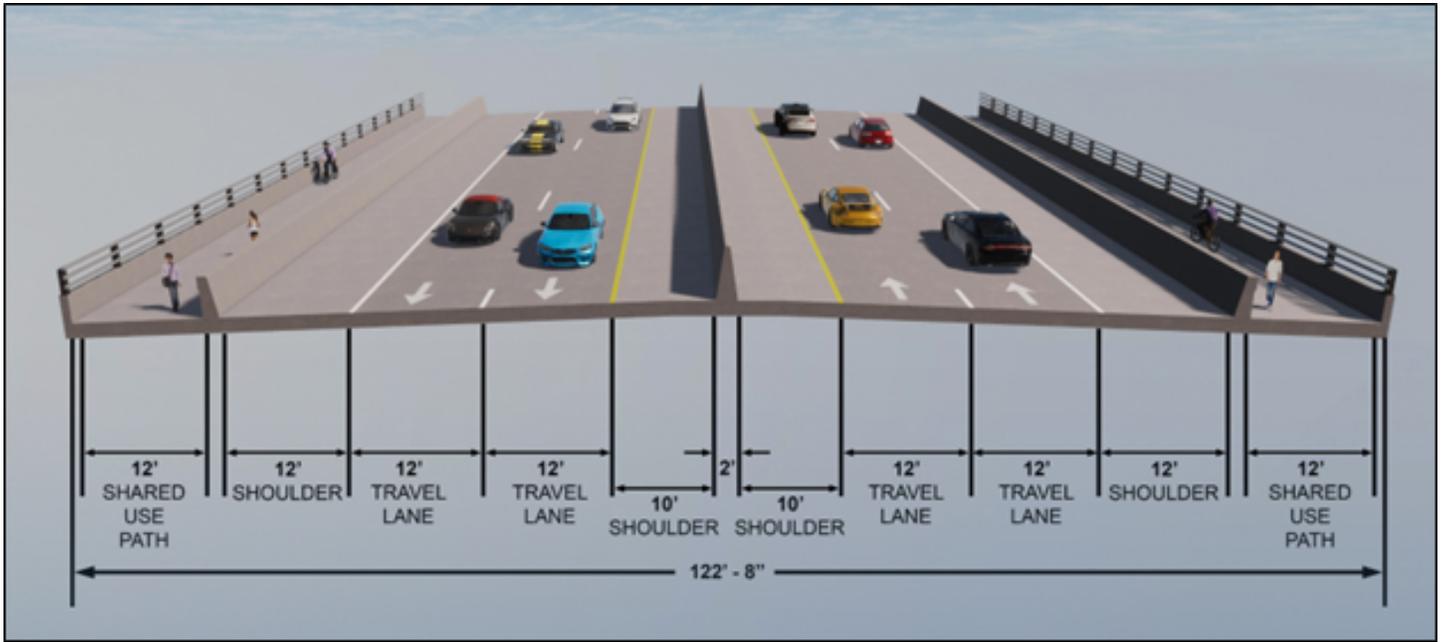
**Figure 1-4 - Existing Typical Section North of Bridge**



### Preferred Alternative

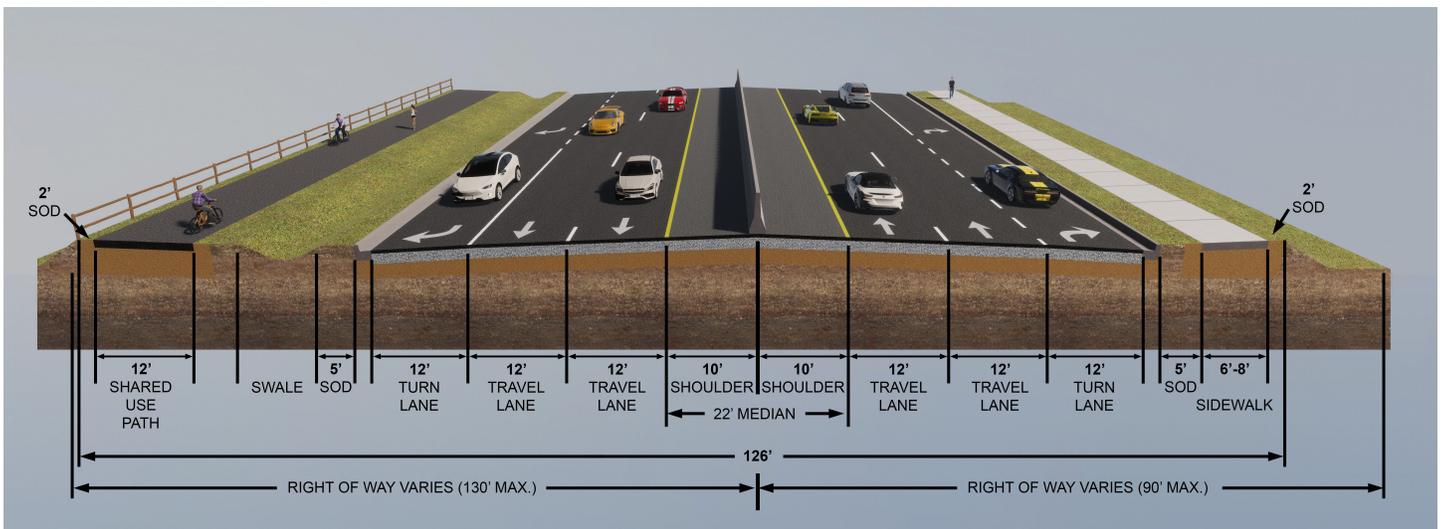
The Preferred Alternative involves the demolition of the existing bridge and the construction of a new bridge east of the existing bridge. The southbound half of the new bridge would begin construction independent of the existing bridge, with a centerline shift of approximately 41 feet to the east. This will allow approximately 10 feet of spacing between the new and old bridges to maintain existing traffic on the existing bridge and roadway while construction of the new bridge commences without interference. The preferred bridge typical section includes two 12-foot travel lanes, 10-foot inside shoulder, 12-foot outside shoulder, and a 12-foot shared-use path in each direction. The shared use path will be separated by a concrete barrier, as shown in **Figure 1-5**. The proposed bridge deck elevation at the center of the bridge will be approximately four feet higher than the existing bridge to meet the required 40-foot vertical clearance. The design and posted speed limits for the Preferred Alternative will also be 45 mph from the beginning of the project to the beginning of the bridge, then 50 mph across the bridge to the end of the project.

**Figure 1-5 - Preferred Bridge Typical Section**



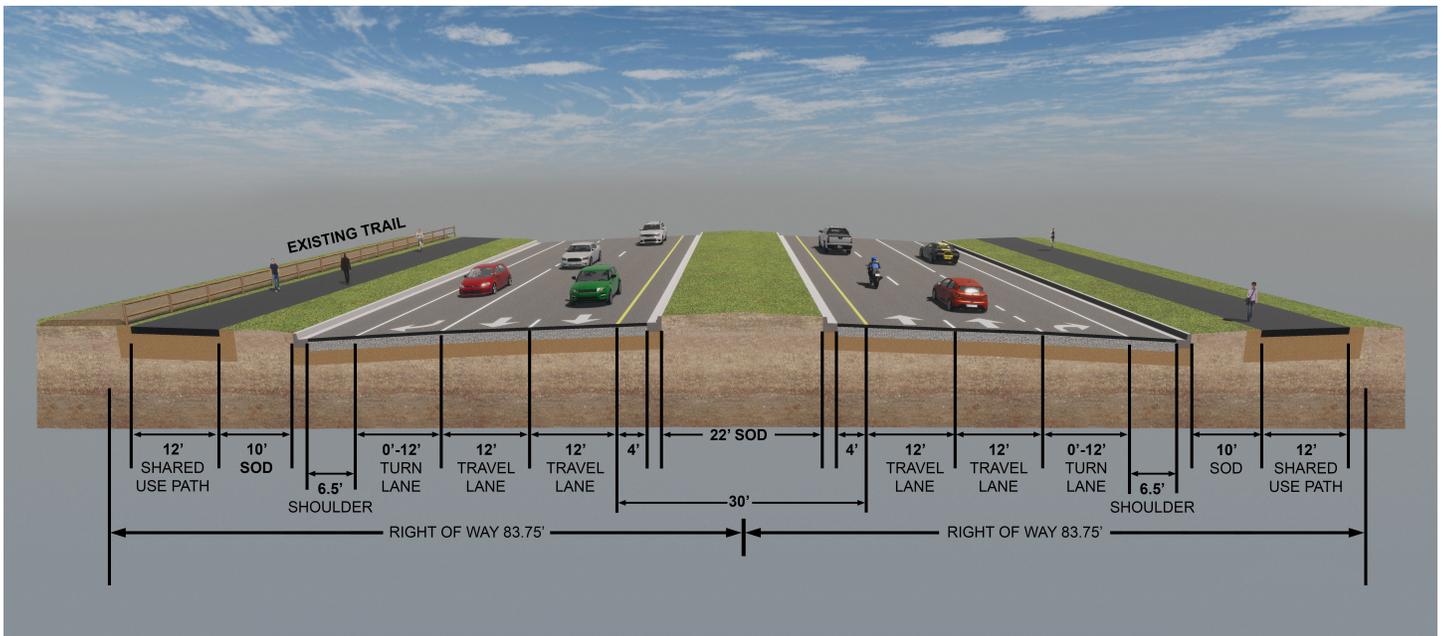
The preferred southern approach roadway features include two 12-foot travel lanes in each direction, separated by a raised concrete median with 10-foot inside shoulders, and right turn lanes with a shared use path near the right of way line southbound, and sidewalk northbound as shown in **Figure 1-6**. Additional right of way will be required at the southern end of the project to provide sidewalk connectivity, which will transition to a 12-foot shared-use path to cross the bridge and go to the Bradenton Waterfront Riverwalk.

**Figure 1-6 - Preferred Typical Section South of Bridge**



The preferred northern approach sub-urban roadway features include two 12-foot travel lanes in each direction, separated by a raised concrete median with 10-foot inside shoulders that transitions to a 22-foot median with Type E curb and gutter, 4-foot inside shoulders, 6-foot outside shoulders, Type E curb and gutter, with a 12-foot shared use path near the right-of-way line as shown in **Figure 1-7**. Additional right-of-way will be required at the project's northern end to incorporate the shared use path.

**Figure 1-7 - Preferred Typical Section North of Bridge**



Design variations for border width near Manatee Memorial Hospital will be required for the Preferred Alternative.

## 1.2 Purpose and Need

The purpose of this project is to address the structural degradation and substandard design elements of the existing DeSoto Bridge along SR 55 located between SR 64 and Haben Boulevard, within the Cities of Bradenton and Palmetto in Manatee County. Other goals of the project are to 1) maintain a critical link for regional travel and 2) accommodate multimodal activity within the area.

### PRIMARY NEED:

**Bridge Deficiencies:** *Address Continued Structural Degradation and Substandard Design Elements*

As noted within the FDOT District One 2023 summary report regarding the condition of the DeSoto Bridge, the bridge has exceeded its design life of 50 years. The bridge superstructure consists of 1950s post-tensioned (PT) concrete beams reinforced with steel PT bars, built according to pre-American Association of State Highway and Transportation Officials

(AASHTO) standards. These beams have a long history of problems in Florida and are of concern due to their tendency to excessively deteriorate and the possibility of sudden failure. Although corrosion has not substantially affected the anchorage of the bridge beams to date, corrosion has been identified on the beam end anchorage zones. The substructure is also rapidly deteriorating; gunite repairs previously performed on the footers are now failing on 93% of the footers.

In addition, as revealed through an assessment of the bridge conducted by FDOT District One in March 2019 (which included corrosion testing of the concrete bridge material and rate of future corrosion progression), DeSoto Bridge falls on the low end of the fair condition per National Bridge Inspection ratings (with poor, fair, and good serving as the ratings). The substructure elements that were tested exceeded the threshold levels (two to three times) for chloride intrusion and for corrosion potential concentrations. There is evidence that the high chloride contamination levels in the existing concrete are causing recent concrete repairs to fail prematurely; the pier columns and footings have reached a point where repairing concrete materials is no longer an option to provide long-term corrosion control.

The existing DeSoto Bridge does not meet current Florida Department of Transportation (FDOT) design standards due to its lack of the required inside and outside shoulder widths and bicycle and pedestrian facilities. According to the 2024 FDOT Design Manual, the typical section for this type of bridge requires 12-foot lanes, 10-foot outside shoulders, and 6-foot inside shoulders. Sidewalks and/or bicycle facilities need to be considered to allow for the safe movement of pedestrians and bicyclists along the bridge. The lack of inside and outside shoulders on the bridge restricts the ability of drivers to avoid hazards or react to changing driving conditions within the directional travel lanes without causing crashes. In addition, the current bridge configuration constrains emergency and service vehicle access, particularly during periods of congestion or to accommodate a maintenance vehicle or disabled vehicle to prevent it from obstructing traffic flow.

The project is intended to address the bridge's systemic deterioration and design deficiencies.

## **SECONDARY NEEDS:**

### **System Linkage: Maintain a Critical Link for Regional Travel**

The DeSoto Bridge is integral to facilitating the movement of regional commuter, visitor, and freight traffic as one of three crossings over the Manatee River on Florida's west coast. According to United States Census Longitudinal Employer-Household Dynamics (LEHD) data, there are a total of 10,633 jobs provided within a quarter mile of the project corridor; 99.7% of these jobs are filled by individuals who commute from outside the quarter-mile area. As such, much of this workforce/regional traffic (over 30% according to the Central Manatee Network Alternatives Analysis Origin-Destination Study Technical Memorandum) uses the DeSoto Bridge and the other limited number of Manatee River crossings to access the provided jobs. This percentage is anticipated to increase as Sarasota and Manatee Counties are expected to reach a regional population of over 1.1 million by 2050.

In addition, Transform 2045 (the Sarasota/Manatee Metropolitan Planning Organization's (MPO) Long Range Transportation Plan (LRTP)) identifies the safe and convenient crossing of the Manatee River as a major transportation concern. The plan notes that improvements to the river crossings are critical in maintaining access between the region and Tampa Bay. Transform 2045 lists US 301 and US 41 as two of the primary surface transportation routes used to transport goods to and through the region, underscoring the importance of the project link to the local and regional economies and associated transportation network.

Maintaining and enhancing this regional link allows commuters, visitors, and freight providers to access area jobs, services, tourist destinations, and distribution centers. This connection is also essential for area residents to access essential services north and south of the river.

**Modal Interrelationships: Accommodate Multimodal Activity**

Currently, no pedestrian or bicycle facilities are present on the DeSoto Bridge. The closest crossing of the Manatee River with bicycle and pedestrian accommodations is the Green Bridge (US 41 Business/8th Ave), located half a mile to the west. In addition, no transit service operates north-south on the project corridor; only one Manatee County Area Transit (MCAT) bus route (Route 3-Manatee Avenue) operates along SR 64 (the southern project limit), crossing the project corridor twice.

The current and projected increase in population growth, the concentrated efforts by both cities to invest in and revitalize their respective older central cores, via a designated Opportunity Zone in the City of Bradenton and a Community Redevelopment Area in the City of Palmetto, and the appeal of destinations within the area to tourists (i.e. Bradenton Area Convention Center and waterfront recreational features) have created latent demand for increased bicycle and pedestrian activity in the area. In addition, an extensive transit-dependent population (consisting of individuals that are low-income under or just at driving age, or otherwise unable to drive, and housing units with no vehicle available) is present at the bridge approaches; this population has a higher propensity to walk, bike, or take transit to access essential services. These identified aspects reinforce the critical need for multimodal transportation options to be provided in the area. Bicycle and pedestrian facilities, potentially included as part of the proposed replacement bridge, are anticipated to enhance multimodal connectivity and access across the Manatee River and help attain local planning goals.

**1.3 Planning Consistency**

Currently Adopted L RTP-CFP	COMMENTS			
Yes	<p>The Sarasota/Manatee Metropolitan Planning Organization (MPO) 2045 Long Range Transportation Plan (LRTP) (branded as Transform 2045) was adopted in October 2020. This project aligns with the MPO goals and vision in the LRTP for bridge replacement projects.</p> <p>The latest Sarasota/Manatee MPO Transportation Improvement Program (TIP) for FY2024/25 - FY2028/29 was adopted on May 20, 2024. The TIP was amended to include this project. The future phase funding is located under FPID 442630-2. The TIP and STIP are attached.</p>			
	Currently Approved	\$	FY	COMMENTS
<b>PE (Final Design)</b>				
TIP	Y	\$6,550,000 \$1,449,712 \$7,999,712	2024 2027 All Years	Cost estimates are consistent.

<b>STIP</b>	Y	\$6,521,038 \$199,293 \$1,449,712 \$8,170,043	2024 2025 2027 All Years	Under FPID 442630-2-32-01.
<b>R/W</b>				
<b>TIP</b>	Y	\$ 8,000,000	2025	Cost estimates will be evaluated in the revaluation process.
<b>STIP</b>	Y	\$ 3,010,000	2025	Under FPID 442630-2-32-01
<b>Construction</b>				
<b>TIP</b>	Y	\$168,562,737	2027	Cost estimates will be evaluated in the revaluation process.
<b>STIP</b>	Y	\$186,598,940	2027	Cost estimates will be evaluated in the revaluation process.

## 2. Environmental Analysis Summary

Issues/Resources	Significant Impacts?*			
	Yes	No	Enhance	NoInv
<b>3. Social and Economic</b>				
1. Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Economic	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Aesthetic Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Relocation Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Farmland Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>4. Cultural Resources</b>				
1. Section 106 of the National Historic Preservation Act	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Section 4(f) of the USDOT Act of 1966, as amended	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Section 6(f) of the Land and Water Conservation Fund	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Recreational Areas and Protected Lands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>5. Natural Resources</b>				
1. Protected Species and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Essential Fish Habitat (EFH)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Sole Source Aquifer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Water Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Aquatic Preserves	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Outstanding Florida Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>6. Physical Resources</b>				
1. Highway Traffic Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**USCG Permit**

- A USCG Permit IS NOT required.
- A USCG Permit IS required.

\* **Impact Determination:** Yes = Significant; No = No Significant Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement. Basis of decision is documented in the following sections.

### 3. Social and Economic

The project will not have significant social and economic impacts. Below is a summary of the evaluation performed.

#### 3.1 Social

##### 3.1 Social Resources

The proposed DeSoto bridge replacement will relieve congestion and provide intermodal connectivity for people traveling across the Manatee River. It will also offer multimodal connectivity and bring the bridge to the up-to-date design standards, enhancing safety for the community and commuters. A Sociocultural Data Report (SDR) was generated (September 2024) for the project study area using a 500 foot (ft) buffer and is located in the project file. The project's study area covers approximately 0.276 square miles (approximately 177 acres). The results of the SDR are summarized below.

##### Community Demographics

The September 2024 SDR utilized 2018-2022 American Community Survey (ACS) 5-Year Estimates for the Census Block Groups located within the project study area. Population totals are presented in **Table 3-1**.

The data from the ACS indicates that the project study area has a minority population of 31%, compared to 30% for the entire County. The breakdown of the 31% population is shown in **Table 3-1**, showing that 5% are Black or African American, 19% Hispanic or Latino, and 7% other Race or Ethnicities. The project study area has a 1% higher minority percentage than the county average. The proposed project is an in-kind bridge replacement, and no relocations will occur.

**Table 3-1 - Project Area vs County Demographics**

Category	Project Study Area	Manatee County
<b>Population</b>	<b>556</b>	<b>405,069</b>
<b>Age, Race and Ethnicity</b>		
Median Age	<b>44</b>	<b>49.4</b>
% Age 65+	<b>28%</b>	<b>28%</b>
%White Alone	<b>76%</b>	<b>78%</b>
% (Race and Ethnicity Black) Total %	<b>31%</b>	<b>30%</b>
- %Black or African American Alone	<b>4%</b>	<b>8%</b>
- % Hispanic or Latino of Any Race (Ethnicity)	<b>19%</b>	<b>17%</b>
- % Other Race and Ethnicity	<b>6%</b>	<b>3%</b>

##### Income and Poverty Status

Census Block Group data from the September 2024 SDR was evaluated for low-income populations. The median household income and households below the poverty status were examined to identify the presence or absence of low-income populations in the project study area and identify potential disproportionate impacts. **Table 3-2** presents the estimated median housing value and median household income, the percentage of households below the poverty level,

and the percentage of households with no vehicles within the project study area. The project study area's median household income is \$20,784 less than the Manatee County median income, and 12% of the households in the project study area are below the poverty level versus the Manatee County Average of 10%. The project study area has 2.5% of the households with zero vehicles while the county average is 4%.

The project study area has a 2% higher poverty level than the county average.

**Table 3-2 - Household and Income of the Project Study Area vs Manatee County**

<b>Category</b>	<b>Project Study Area</b>	<b>Manatee County Averages (Approximately)</b>
Total Units	<b>402</b>	<b>208,358</b>
Total Occupied Units (Owner and Renter)	<b>281</b>	<b>161,656</b>
Median Housing Value	<b>\$ 215,850</b>	<b>\$323,900</b>
Median Household Income	<b>\$50,601</b>	<b>\$71,385</b>
% Households Below Poverty Level*	<b>12%</b>	<b>9%</b>
%Households with No Vehicle Available	<b>2%</b>	<b>4%</b>

\* Households below the poverty level were determined based on 2017-2021 American Community Survey 5-Year Estimates and 2021 US Department of Health and Human Services poverty threshold of \$26,500 for a family of four.

**Table 3-3** presents the educational profile of the population within the project study area and Manatee County.

Accommodations were made to ensure compliance with Title VI of the U.S. Civil Rights Act of 1964 and other related statutes. Informational materials, such as newsletters and fact sheets, were developed in bilingual format, and public meetings were advertised.

**Table 3-3 - Educational Profile Compared to County**

<b>Category</b>	<b>Project Study Area</b>	<b>Manatee County Averages (Approximately)</b>
<b>Total Population</b>	<b>556</b>	<b>405,069</b>
<b>Education Attainment and Language</b>		
% Earned HS Diploma/GED or Higher	<b>98%</b>	<b>91%</b>
%Earned Bachelor's Degree or Higher	<b>51%</b>	<b>33%</b>
% Speak English Not Well or Not At all	<b>2.3%</b>	<b>3%</b>

Based on the above analysis, the project will not disproportionately impact any distinct population.

**Community Cohesion**

Existing residential land uses are sporadic and generally occur at the beginning and end of the study limits, predominantly in the form of apartments and condominiums. The Preferred Alternative is not expected to cause permanent negative impacts to community cohesion. Although acquisition of right-of-way (ROW) will be necessary for the project, no neighborhoods or communities within the project study area will be bisected. Minor direct impacts will be confined to parcels immediately adjacent to the corridor, including minor ROW acquisitions. The proposed improvements are not anticipated to lead to residential or business relocations.

The Preferred Alternative will not impact any important resources that contribute to community cohesion. It will have beneficial impacts on community cohesion by providing enhanced mobility and connectivity for pedestrians and bicyclists between the Cities of Bradenton and Palmetto. A sidewalk and/or shared-use path are proposed on both sides of the road throughout the project limits.

### **Community Facilities and Services**

Community facilities within the project study area include one Development of Regional Impact [Riviera Dunes Resorts (ADA No: 1999-012) - approved with conditions], one aviation transportation facility [Manatee Memorial Hospital Heliport], one civic center [Bradenton Area Convention Center], one hospital [Manatee Memorial Hospital], five health care facilities, one fire station [Manatee County Rescue Station 16], one existing recreational trail [Manatee River Blueway], three local park and recreational facilities [Donald L. Courtney Veterans Monuments Park, Bradenton Waterfront Riverwalk, and Palmetto Estuary Preserve (also a Florida Managed Area)], State of Florida owned land that primarily surrounds the Palmetto Estuary Preserve Project. Access to these facilities will be maintained during and after construction, as required by FDOT's Standard Specifications for Road and Bridge Construction.

The proposed improvements and bridge replacement will improve overall travel reliability as emergency response will improve due to the wider inside and outside shoulders.

## **3.2 Economic**

The project segment of the SR 55 corridor serves critical north-south movement across the Manatee River, between the cities of Bradenton and Palmetto. The bridge facilitates significant commuter, visitor, and freight traffic at the regional and local levels as it connects to other major arterials and highways and provides access to area jobs, essential services, tourist destinations, and freight distribution centers. The project corridor specifically supports many hotels, restaurants, waterfront recreational features, as well as the Bradenton Area Convention Center. Major area employers include the Bradenton Area Convention Center, Manatee Memorial Hospital, and Manatee County Schools.

Benefits associated with the Preferred Alternative increased accessibility, and multimodal connectivity. By bringing the existing bridge up to current standards through the provision of bicycle and pedestrian facilities and wider shoulders, the project is expected to enhance access to businesses and the connection to employment opportunities and essential services, particularly for transportation disadvantaged populations. There will be no adverse impacts to businesses, or the tax base within the project area; therefore, the Preferred Alternative is expected to have minimal economic impacts along the project corridor.

### 3.3 Land Use Changes

The proposed improvements associated with the Preferred Alternative are compatible with both the Bradenton and Palmetto Comprehensive Plans and support their respective plans' Future Land Use Elements. According to the City of Bradenton 2030 Comprehensive Plan Future Land Use Map (see attachment) and the City of Palmetto Future Land Use Map (see attachment), the project area will remain urbanized with predominantly commercial, retail, institutional, community recreational areas, high density residential, and undeveloped/ open land uses.

The City of Bradenton designates the areas within the study area and within its jurisdiction as Urban Central Business District according to the 2010-2030 Future Land Use Map. The portion of the project that falls within the jurisdiction of the City of Palmetto designates areas within the study area as Public Use and Planned Community according to their respective future land use map.

The area surrounding the existing corridor north of the DeSoto bridge is mostly undeveloped land zoned for community development and open land reserved for public use. The Riviera Dunes community is set back approximately 48 feet from SR 55 and contains undeveloped lots and a 7-Eleven at the corner of Haben Blvd and SR 55. Palmetto Estuary Preserve and Palmetto Bridge open fishing area are two open space areas located to the west of SR 55 and south of 1st Street East.

The area south of the bridge contains a mixture of commercial, retail, community recreation, high-density residential, and institutional land use, with Manatee Memorial Hospital located to the east of SR 55. The Bradenton Waterfront Riverwalk is located immediately north of the southern bridge approach.

The proposed improvements associated with the Preferred Alternative are not anticipated to affect land use in the area. The character of the study area remains unchanged and will continue to support the existing and future land uses within the project and surrounding area, maintaining the goals of the City of Bradenton and the City of Palmetto's respective Future Land Use Maps.

### 3.4 Mobility

The Preferred Alternative aims to enhance multimodal connectivity through the implementation of 12-foot shared-use paths on either side of the DeSoto Bridge. South of the bridge, there will be 6 to 8 feet sidewalks on both sides of SR 55, connecting to the 12-foot shared-use path at the southern bridge approach. The east shared-use path will link to Riverfront Boulevard, providing pedestrians and cyclists access to community recreational spaces along the waterfront including the Bradenton Waterfront Riverwalk. The 12-foot shared-use paths will extend north of the bridge on both sides of SR 55, concluding at Haben Boulevard. These improvements will also facilitate connections to the unofficial recreational area east of SR 55 (within FDOT property), and the Palmetto Estuary Preserve. See **Table 3-4** for the existing pedestrian facilities within the project limits.

**Table 3-4 Existing Pedestrian Facilities within the Project Study Limits**

Limits	East Side	West Side
SR 64 to 3rd Avenue West	N/A	5-ft sidewalk
In front of 7-Eleven	5-ft sidewalk	N/A

Existing bicycle facilities for the project portion of SR 55 are shown in **Table 3-5**.

**Table 3-5 Existing Bicycle Facilities within the Project Study Limits**

<b>Limits</b>	<b>East Side</b>	<b>West Side</b>
North of the bridge to Haben Blvd.	5-ft paved shoulder	5-ft paved shoulder

### 3.5 Aesthetic Effects

The area surrounding the proposed project consists primarily of commercial, vacant, and recreational land uses. The view of the Manatee River is considered a unique visual resource in the project corridor. Notable stakeholders that may be sensitive to the aesthetic effects of the project include the Riviera Dunes and recreational users (i.e., boaters). SR 55 is along the Tamiami Trail - Windows to the Gulf Coast Waters scenic highway/byway.

Visual impacts associated with clearing and grubbing, storage of construction materials and equipment, and establishment of temporary construction facilities may occur but are expected to be minimal and temporary in nature. Disturbed areas will be restored to existing or better condition after the completion of construction activities. No construction staging will be allowed within the Palmetto Estuary Preserve.

The Preferred Alternative is not anticipated to alter or obstruct scenic views associated with environmental features in the project study area. Permanent aesthetic effects and changes to the existing viewshed (both from the bridge, from land, and from water) are anticipated to be minimal, with a 4-foot height increase to meet the 40-foot vertical bridge clearance requirement. Permanent aesthetic effects and changes to the existing viewshed (both from the bridge and from land and water) are anticipated to be minimal.

### 3.6 Relocation Potential

While the proposed replacement of the DeSoto Bridge is to be in-kind, additional right-of-way is anticipated to accommodate elements (such as shoulders and bicycle and pedestrian facilities) that will bring the bridge up to current standards. No relocations are expected at this time. The Preferred Alternative will be constructed on lands currently owned by the property owners shown in **Table 3-6** below.

**Table 3-6 Parcels with Land Needed for the Preferred Alternative**

<b>Parcel Owner</b>	<b>Parcel ID</b>
Manatee Memorial Hospital	3163600103
SW1 Aria Owner, LLC	3249300009
State of Florida TIITF	2604409009
Alba Palms, LLC	2581600369
WC Riviera Partners, LC	2581600589
WC Riviera Partners, LC	3133700169

The proposed project, as presently conceived, will not displace any residences or businesses within the community. Should this change over the course of the project, a Right of Way and Relocation Assistance Program will be carried out in accordance with Section 421.55, Florida Statutes, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

### **3.7 Farmland Resources**

Lands within the project vicinity do not meet the definition of farmland as defined in 7 CFR § 658 and the provisions of the Farmland Protection Policy Act of 1981 do not apply because the entire project area is located in the urbanized area of Manatee County Urban Boundary with no designated farmlands adjacent to the project corridor.

## 4. Cultural Resources

The project will not have significant impacts to cultural resources. Below is a summary of the evaluation performed.

### 4.1 Section 106 of the National Historic Preservation Act

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that these resources do not meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) concurred with this determination on 02/20/2024. Therefore, FDOT, in consultation with SHPO has determined that the proposed project will result in No Historic Properties Affected.

For this study, the archaeological APE was defined as the footprint of construction within the existing ROW, except for the areas of minor proposed slivers of land, while the historical/architectural APE was set based on east and west replacement bridge alternatives. The architectural history of APE includes the archaeological APE, which was expanded to the property lines of parcels adjacent to the ROW or a distance of no more than 100 meters (328 feet) from the ROW line.

The archaeological survey consisted of pedestrian reconnaissance, which indicated subsurface testing was not possible due to the presence of marked buried utilities, steep artificial slopes, and drainage structures throughout the archaeological APE. No artifacts were recovered, and no archaeological sites or features were identified within the archaeological APE.

The architectural history survey resulted in the identification and evaluation of one newly recorded historic building (8MA02569) within the architectural history APE. Historic building 8MA02569 lacks the architectural distinction and significant historical associations necessary to be considered for listing in the NRHP and is considered ineligible. In addition, the DeSoto bridge was considered based on application of the 2012 *Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges* (Federal Register 2012:68793-68795). Based on the criteria outlined by the Program Comment, the bridge is excluded from Section 106 consideration (Federal Register 2012:68793). As such, the bridge was not recorded or evaluated by the present study.

No historic districts, NRHP-listed or eligible cultural resources were identified within the project APE.

A Tribal consultation was initiated during the initial environmental review of the project and resulted in no comments received from any of the Tribes contacted.

The CRAS (December 2023) is available in the project file. The SHPO concurrence letter is included as an attachment to this document.

### 4.2 Section 4(f) of the USDOT Act of 1966, as amended

The following evaluation was conducted pursuant to Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, and 23 CFR Part 774.

Four resources were identified and evaluated for the applicability under Section 4(f). The evaluation determined that there will be no adverse impacts on any of the four resources reviewed as described below. The Section 4(f) Determination Report is attached.

### **Bradenton Waterfront Riverwalk**

The Bradenton Waterfront Riverwalk (Riverwalk) is a 1.5-mile stretch of land located between the Green and DeSoto Bridges, along the southern shoreline of the Manatee River. Amenities include a multi-use path, skatepark, beach volleyball courts, restrooms, water fountains, picnic tables/benches, and opportunities for fishing the Manatee River. Through a lease agreement between FDOT and the City of Bradenton, a portion of the Riverwalk is positioned under the current DeSoto Bridge within FDOT right-of-way. The current lease agreement between FDOT and the City of Bradenton for the portion of the Riverwalk within FDOT right of-way states that if FDOT modifies, repairs, or replaces the DeSoto Bridge, the lease may be canceled, the recreational improvements removed, and the land restored to its original condition. As a result of the language in the lease agreement, the provisions of Section 4(f) do not apply to this portion of the resource. The Preferred Alternative will not have any direct use, constructive (indirect) use, or temporary impacts to the property or amenities within the Bradenton Waterfront Riverwalk that are outside of the FDOT right-of-way. OEM provided their concurrence with the Exception/Exemption determination on December 12, 2024.

### **Donald L. Courtney Veterans' Monuments Park**

The Donald L. Courtney Veterans' Monuments Park is located within FDOT right-of-way south of the Bradenton Waterfront Riverwalk and north of Manatee Memorial Hospital. Operated by the City of Bradenton, it serves as a tribute to those who served in the United States Armed Forces. While the resource is within FDOT right-of-way, it is not within an area that will be impacted by project activities. Thus no use of the resource will occur. OEM provided their concurrence with the No Use determination on December 11, 2024.

### **Manatee River Blueway**

The Manatee River Blueway is a Manatee County-designated paddling trail that passes under the DeSoto Bridge along the southern shoreline of the Manatee River. This 75-mile water-based trail system supports outdoor recreation, guiding canoeists and kayakers through the County's coastal areas, bays, bayous, and river systems. It can be accessed via a series of boat ramps and connects many points of interest including preserves and parks. During construction of the proposed improvements to the DeSoto Bridge, construction equipment (barges, cranes, etc.) may be placed in the Manatee River, restricting access to the paddling trail and thus resulting in temporary occupancy. Paddling boat traffic will be maintained via an alternate detour route during temporary closures that are needed for construction. OEM provided their concurrence with the Exception/Exemption determination on December 11, 2024.

### **Palmetto Estuary Preserve**

The Palmetto Estuary Preserve consists of two land parcels totaling 21.39 acres, both owned by the City of Palmetto (City) and located north of the Manatee River on the west side of SR 55. The northernmost parcel is situated on the southwest corner of 7th Street East and SR 55 (9.64 acres) and will not be impacted or involved with the project; the second parcel is located directly south (11.75 acres). Available features within the facility include walking trails, a playground, boardwalk through mangrove estuary, picnic tables/benches, and restrooms. Of the two parcels, the southern parcel (11.75 acres) was purchased with a Grant Award Agreement from the Florida Communities Trust (FCT) by the City of Palmetto in October 1998. This parcel is under Trustees of the Internal Improvement Trust Fund (TIITF) ownership giving FDOT the perpetual right to construct a public state road upon and/or over said land (located in the attached Section 4(f) Determination of Applicability Report). The northern parcel has no involvement with the project or impact by the project. OEM provided their concurrence with the Exception/Exemption determination on December 12, 2024.

### **4.3 Section 6(f) of the Land and Water Conservation Fund Act of 1965**

The following evaluation was conducted pursuant to Section 6(f) of the land and water conservation fund of 1965.

Bradenton Waterfront Riverwalk and Palmetto Estuary Preserve are National Park Projects protected under the Land and Water Conservation Fund Act of 1965 (LWCF). Both resources have received LWCF grant funding. The evaluation concluded that the Preferred Alternative would not acquire ROW from Palmetto Estuary Preserve or the Bradenton Waterfront Riverwalk. Therefore, no permanent impacts are anticipated to any 6(f) resources.

The project is expected to have positive effects on accessibility and connectivity of the LWCF resources due to the inclusion of a shared-use path. Temporary impacts to these listed Section 6(f) resources may include temporary closure during construction and temporary effects from noise, dust, and vibration. However, no permanent adverse impacts are anticipated.

### **4.4 Recreational Areas and Protected Lands**

This project will have involvement with the following parks and/or recreational resources: the Manatee River Blueway (part of the Paddle Manatee Trails Corridor) and three local park and recreational facilities - Bradenton Waterfront Riverwalk Park, Donald L. Courtney Veterans Memorial Park and Palmetto Estuary Preserve, includes 70.98 acres (40.21%) of submerged lands (including eight submerged state land records) within the 500-foot project buffer. The Palmetto Estuary Preserve, and the property northeast of the bridge is a locally owned conservation land managed by the City of Palmetto.

The Preferred Alternative is anticipated to result in the acquisition of zero (0) acres of the Palmetto Estuary Preserve and zero (0) acres of the Bradenton Waterfront Riverwalk. Other anticipated impacts from the Preferred Alternative include the temporary closure of the aforementioned resources during construction, as well as temporary impacts from noise, dust, and vibrations. Permanent adverse impacts are not anticipated with this project. Positive impacts resulting from increased accessibility and connectivity are anticipated with the inclusion of the shared-use path in the project.

## 5. Natural Resources

The project will not have significant impacts to natural resources. Below is a summary of the evaluation performed:

### 5.1 Protected Species and Habitat

The following evaluation was conducted pursuant to Section 7 of the Endangered Species Act of 1973 as amended as well as other applicable federal and state laws protecting wildlife and habitat.

A Natural Resource Evaluation (NRE) was completed in March 2024 to document and present the findings of potential protected species and habitat involvement associated with the Preferred Alternative and is located in the project file. On October 7, 2023 as part of early coordination, an Efficient Transportation Decision Making (ETDM) Programming Screen Summary Report was published, featuring comments from the Environmental Technical Advisory Team (ETAT) regarding the project's impact on natural, physical, and social resources.

A review of U.S. Fish and Wildlife Service (USFWS) (IPAC), Florida Fish and Wildlife Conservation Commission (FWC), and Florida Natural Areas Inventory (FNAI) data indicates thirty (30) protected wildlife species are known to occur in Manatee County. Eighteen (18) of the species are federally listed as endangered or threatened. Eleven (11) listed species are state-listed, endangered, or threatened. The bald eagle (*Haliaeetus leucocephalus*) was delisted from protection under the Endangered Species Act in 2007. However, the bald eagle is still protected under the Bald and Golden Eagle Protection Act, the Migratory Bird Treaty Act, and State law (Florida Administrative Code [FAC] 68A-16.002). There is one species, the tricolored bat (*Perimyotis subflavus*), that is a proposed candidate for federal listing and has been known to occur in Manatee County. Additionally, multiple species of bats are state-protected by FAC 68A-4.001 General Prohibitions and 68A-9.010 Taking Nuisance Wildlife.

A total of twenty-six (26) federal and state protected plants are known to occur within Manatee County. Of the 26 species, seven (7) plants are federally listed species, and nineteen (19) plants are state-protected species. Field reviews did not document any observations of protected species.

**Table 5-1** lists the federally and state-protected wildlife and plant species known to occur within Manatee County that could potentially occur near the project area based on availability of suitable habitat and known ranges.

**Table 5-1 - Federal and State Protected Species**

Scientific Name	Common Name	Listing Status		Effect Determination
		USFWS Designation	FWC Designation	
<b>FISH</b>				
<i>Acipenser oxyrinchus desotoi</i>	Gulf sturgeon	T	T	MANLAA
<i>Pristis pectinata</i>	Smalltooth sawfish	E	E	MANLAA
<b>REPTILES</b>				

<i>Caretta caretta</i>	Loggerhead sea turtle	T	T	MANLAA
<i>Chelonia mydas</i>	Green sea turtle	T	T	MANLAA
<i>Crocodylus acutus</i>	American crocodile	T	T	MANLAA
<i>Dermochelys coriacea</i>	Leatherback sea turtle	E	E	No Effect
<i>Drymarchon couperi</i>	Eastern indigo snake	T	T	MANLAA
<i>Eretmochelys imbricata</i>	Hawksbill sea turtle	E	E	No Effect
<i>Gopherus polyphemus</i>	Gopher tortoise	NL	T	No Adverse Effect Anticipated
<i>Lepidochelys kempii</i>	Kemp's Ridley sea turtle	E	E	MANLAA
<i>Pituophis melanoleucus mugitus</i>	Florida pine snake	NL	T	No Effect Anticipated
<b>BIRDS</b>				
<i>Antigone canadensis pratensis</i>	Florida sandhill crane	NL	T	No Adverse Effect Anticipated
<i>Aphelocoma coerulescens</i>	Florida scrub-jay	T	T	No Effect
<i>Athene cunicularia floridana</i>	Florida burrowing Owl	NL	T	No Effect Anticipated
<i>Calidris canutus rufa</i>	Red knot	T	T	MANLAA
<i>Caracara plancus audubonii</i>	Audubon's crested caracara	T	T	No Effect
<i>Charadrius melodus</i>	Piping plover	T	T	MANLAA
<i>Charadrius nivosus</i>	Snowy plover	NL	T	No Effect Anticipated
<i>Egretta caerulea</i>	Little blue heron	NL	T	No Adverse Effect Anticipated
<i>Egretta rufescens</i>	Reddish egret	NL	T	No Adverse Effect Anticipated
<i>Egretta tricolor</i>	Tricolored heron	NL	T	No Adverse Effect Anticipated
<i>Haematopus palliatus</i>	American oystercatcher	NL	T	No Adverse Effect Anticipated
<i>Haliaeetus leucocephalus</i>	Bald eagle	NL1	NL	-
<i>Laterallus jamaicensis ssp. jamaicensis</i>	Eastern black rail	T	T	MANLAA
<i>Mycteria americana</i>	Wood stork	T	T	MANLAA
<i>Picoides borealis</i>	Red-cockaded woodpecker	E	E	No Effect
<i>Platalea ajaja</i>	Roseate spoonbill	NL	T	No Adverse Effect Anticipated
<i>Rynchops niger</i>	Black skimmer	NL	T	No Adverse Effect Anticipated
<b>MAMMALS</b>				
<i>Eumops floridanus</i>	Florida bonneted bat	E	E	No Effect
<i>Perimyotis subflavus</i>	Tricolored bat	NL2	NL	-
<i>Trichechus manatus latirostris</i>	West Indian manatee	T	T	MANLAA
	Bats (multiple species)	-	*	-

<b>PLANTS</b>				
<i>Acrostichum aureum</i>	Golden leather fern	NL	T	No Adverse Effect Anticipated
<i>Andropogon arctatus</i>	Pinewoods bluestem	NL	T	No Effect Anticipated
<i>Bonamia grandiflora</i>	Florida bonamia	T	E	No Effect
<i>Calopogon multiflorus</i>	Many-flowered grass-pink	NL	T	No Effect Anticipated
<i>Celtis iguanaea</i>	Iguana hackberry	NL	E	No Effect Anticipated
<i>Chionanthus pygmaeus</i>	Pygmy fringe tree	E	E	No Effect
<i>Chrysopsis floridana</i>	Florida goldenaster	E	E	No Effect
<i>Cladonia perforata</i>	Perforate reindeer lichen	E	E	No Effect
<i>Ctenitis sloanei</i>	Florida tree fern	NL	E	No Effect Anticipated
<i>Eragrostis pectinacean var. tracy</i>	Sanibel lovegrass	NL	E	No Adverse Effect Anticipated
<i>Glandularia tampensis</i>	Tampa vervain	NL	E	No Effect Anticipated
<i>Harrisia aboriginum</i>	Aboriginal prickly apple	E	E	MANLAA
<i>Lantana depressa var. sanibelensis</i>	Gulf Coast Florida lantana	NL	E	No Effect Anticipated
<i>Lechea cernua</i>	Nodding pinweed	NL	T	No Effect Anticipated
<i>Lechea divaricata</i>	Pine pinweed	NL	E	No Effect Anticipated
<i>Lythrum flagellare</i>	Lowland loosestrife	NL	E	No Effect Anticipated
<i>Matelea floridana</i>	Florida spiny-pod	NL	E	No Effect Anticipated
<i>Nolina brittoniana</i>	Britton's beargrass	E	E	No Effect
<i>Pecluma ptilota var. bourgeauana</i>	Comb polypody	NL	E	No Effect Anticipated
<i>Rhynchospora megaplumosa</i>	Large-plumed beaksedge	NL	E	No Effect Anticipated
<i>Rudbeckia nitida</i>	St. John's black-eyed Susan	NL	E	No Effect Anticipated
<i>Schwalbea americana</i>	Chaffseed	E	E	No Effect
<i>Thelypteris serrata</i>	Toothed maiden fern	NL	E	No Effect Anticipated
<i>Tillandsia flexuosa</i>	Banded wild-pine	NL	T	No Adverse Effect Anticipated
<i>Triphora amazonica</i>	Broad-leaved nodding-caps	NL	E	No Effect Anticipated
<i>Zephyranthes simpsonii</i>	Redmargin zephyrlily	NL	T	No Effect Anticipated

**Key:**

USFWS = U.S. Fish and Wildlife Service

FWC = Florida Fish and Wildlife Conservation Commission

NL = Not Listed

MANLAA = May affect, not likely to adversely affect

E = Endangered

T = Threatened

1 The bald eagle was delisted from protection under the Endangered Species Act in 2007. However, the bald eagle is still protected under the Bald and Golden Eagle Protection Act (BGEPA), the Migratory Bird Treaty Act (MBTA), and State law (F.A.C. 68A-16.002).

2 The tricolored bat is a candidate for listing under the jurisdiction of the USFWS.

\*Bats are protected by F.A.C. 68A-4.001 General Prohibitions and 68A-9.010 Taking Nuisance Wildlife

## Federally Listed Species

Eighteen (18) species are listed by the USFWS as endangered or threatened. Federally listed species are also considered state-listed species. Three of the 18 endangered or threatened species, Florida scrub-jay (*Aphelocoma coerulescens*), red-cockaded woodpecker (*Picoides borealis*), and Audubon's crested caracara (*Caracara plancus audubonii*), were determined to have no probability of occurrence due to a lack of suitable habitat within the project study area. The project study area is within the Consultation Area (CA) for the Florida scrub-jay, but it is not within the CA for the red-cockaded woodpecker nor the Audubon's crested caracara. Since there is no suitable habitat for these three species, the proposed project will have no effect on these species. The remaining sixteen (16) species are described below, and effect determinations are listed in **Table 5-1** above.

- **Gulf Sturgeon** (*Acipenser oxyrinchus desotoi*): The probability of occurrence for Gulf sturgeon within the project study area was designated as low. No known occurrences of the species have been recorded within 10 miles of the project area. No observations were made during field reviews, and there are no known historical observations of the species in this area. Suitable habitat for the species is present within the Manatee River.
- **Smalltooth Sawfish** (*Pristis pectinata*): The project study area does not occur within designated critical habitat (CH) for the smalltooth sawfish, and the closest smalltooth sawfish observation was recorded in Port Gasparilla Sound - Charlotte Harbor, over 50 miles south of the project study area. Though there is suitable foraging and sheltering habitat for various life stages of the smalltooth sawfish, it was determined that a species occurrence as far north as the project area was unlikely. Additionally, no smalltooth sawfish were observed within or adjacent to the study area during wetland delineation and seagrass surveys. The *NMFS Protected Species Construction Conditions* will be adhered to during construction of the project. Mangrove swamps within the project study area are proposed to be impacted by the project; however, mitigation will be provided for these impacts.
- **Sea Turtles**: The probability of occurrence for the loggerhead (*Caretta caretta*), green (*Chelonia mydas*), leatherback (*Dermochelys coriacea*), hawksbill (*Eretmochelys imbricata*), and Kemp Ridley's sea turtle (*Lepidochelys kempii*) was designated as low. Suitable habitat for sea turtles is present within the Manatee River. Bridge replacement activities may impact the loggerhead sea turtle; however, the *NMFS Protected Species Construction Conditions* will be adhered to for all in-water work.
- **American Crocodile** (*Crocodylus acutus*): The probability of occurrence for the American crocodile was designated as low. Suitable habitat utilized by the American crocodile is present within the mangrove swamps in the northern section of the project area; however, the project study area is not within the CH for the American crocodile and the nearest sighting was recorded in Pine Island, Florida, over 75 miles south of the project study area. Minimal impacts are anticipated to these habitats and compensatory mitigation will be provided to offset impacts. It is unlikely that an American crocodile may be found so far north of its range.
- **Eastern Indigo Snake** (*Drymarchon couperi*): The probability of occurrence for the eastern indigo snake was designated as moderate due to suitable habitat within the project study area. No eastern indigo snakes were observed,

and no gopher tortoise burrows were noted during field reviews. The *Standard Protection Measures for the Eastern Indigo Snake* guidelines will be adhered to during construction to minimize the probability of any species impacts. The USFWS *Programmatic Effect Determination Key for the Eastern Indigo Snake* was used to support the effect determination for this species and is included in Appendix E in the NRE.

- **Red Knot** (*Calidris canutus rufa*): The probability of occurrence for the red knot was designated as moderate due to the presence of coastal estuarine habitat. No red knots were observed during field reviews. Due to their mobility and ability to move away, impacts to individuals during construction are not anticipated.
- **Piping Plover** (*Charadrius melodus*): The probability of occurrence for the piping plover was designated as moderate due to the presence of coastal habitat. No piping plovers were observed during field reviews. Due to their mobility and ability to move away, impacts to individuals during construction are not anticipated.
- **Eastern Black Rail** (*Laterallus jamaicensis ssp. jamaicensis*): The probability of occurrence for the eastern black rail was designated as low due to lack of appropriate habitat within the project study area. No eastern black rails were observed during field reviews, and there are no known occurrence records for the area. Estuarine marshes are not present within the project study area and are not proposed for impact. These habitats will remain unaffected by the project. Based on the Eastern Black Rail ESA Determination Guidelines, suitable habitat is present in the study area, but there will be no involvement/impact to the suitable habitat.
- **Wood Stork** (*Mycteria americana*): The project study area is located within the core foraging area (CFA) of one wood stork colony, Ayers Point, approximately 2.37 miles away from the project study area. The probability of occurrence for the wood stork was designated as moderate due to presence of suitable foraging habitat (SFH) within the project area. Impacts associated with the Preferred Alternative include 1.02 acres (0.31 acres permanent impact and 0.71 acres secondary impact) to mangrove swamps (FLUCFCS 612) which are considered to be wood stork SFH. The USFWS *Wood Stork Effect Determination Key* was used to support the effect determination for this species and is included as Appendix F in the NRE. FDOT will provide mitigation for impacts to wood stork SFH within the Service Area of a USFWS-approved wetland mitigation bank or wood stork conservation bank. Currently, portions of the proposed project are located within the service area of three mitigation banks: Mangrove Point Mitigation Bank, Braden River Mitigation Bank, and Nature Coast Mitigation Bank.
- **Florida Bonneted Bat** (*Eumops floridanus*): Suitable roosting habitat includes forests and other areas where tall, mature live or dead trees are present and in artificial roosting structures including buildings, bridges, and bat houses. No Florida bonneted bat observations were documented within the bridge structure during field reviews. The project is not within the designated CA for the Florida bonneted bat, documented in the October 2019, *USFWS Florida Bonneted Bat Consultation Guidelines*. Additionally, the project is not within the designated CH for the species, documented in the March 2024, *Endangered and Threatened Wildlife and Plants; Designation of Critical Habitat for Endangered Florida Bonneted Bat*.
- **Tricolored Bat** (*Perimyotis subflavus*): There is suitable roosting and foraging habitat for the species available within and adjacent to the project limits. However, no observations or evidence of roosting were noted in the bridge. If the listing status of the tricolored bat is elevated by USFWS to Threatened or Endangered and the Preferred Alternative is located within the CA, FDOT commits to re-initiating consultation with the USFWS during the design and permitting phase of the project to determine the appropriate survey methodology and to address USFWS regulations regarding the protection of the tricolored bat. Additionally, FDOT commits to avoid tree clearing/trimming/culvert work during maternity season from May 1 -July 15, or when daytime high temperatures are below 45 degrees Fahrenheit. If

trimming or clearing trees or performing work on bridges/culverts during the maternity season and/or when the temperature is below 45 degrees Fahrenheit, FDOT will survey the project area for evidence of the tricolored bat.

- **West Indian Manatee** (*Trichechus manatus latirostris*): The probability of occurrence for the West Indian manatee is designated as high due to suitable habitat present within the project area. Potential habitat utilized by the West Indian manatee is present within the mangrove swamps near the northern portion of the project area and within the Manatee River. Manatees were not observed during field reviews. In-water work during construction is anticipated to include pile driving and assembly of bridge components. Much of the work will be conducted from barges and small vessels. Anchored barges will avoid seagrasses outside the project area to prevent shading impacts. At this time, bridge demolition is not anticipated to be through blasting. Bridge replacement activities may impact the West Indian manatee, but *Standard Manatee Conditions for In-Water Work* will be adhered to during construction. The USFWS *Effect Determination Key for the Manatee in Florida* was used to support the effect determination for this species and is included as Appendix H in the NRE.

Six (6) of the seven (7) federally listed plant species have no probability of occurrence within the project area due to lack of suitable habitat; therefore, the proposed project will have no effect on those species. These species include the Florida bonamia (*Bonamia grandiflora*), pygmy fringe tree (*Chionanthus pygmaeus*), Florida goldenaster (*Chrysopsis floridana*), perforate reindeer (*Cladonia perforate*), Britton's beargrass (*Nolina brittoniana*), and chaffseed (*Schwalbea americana*). The one remaining federally listed plant species and effect determination is described below.

- **Aboriginal Prickly Apple** (*Harrisia aboriginum*): The probability of occurrence for the species was designated as low even though there are mangrove swamps within the project area; no observations of the species were made during field reviews, groundcover vegetation was sparse within the mangrove swamps, and the areas surrounding the mangrove swamps were disturbed by foot traffic and the proximity to the roadway. Species presence is considered unlikely within areas proposed to be impacted by the project.

### State Listed Species

Twenty-nine (29) wildlife species are listed by FWC as endangered or threatened. Eighteen (18) of the species are also federally listed and discussed above. In-house research and field reviews were conducted evaluating the habitat requirements for each species and the types of habitats present within the project study area. The remaining eleven (11) state-listed species were determined to potentially have a probability of occurrence within the project area and are described below. Effect determinations for each species are listed in **Table 5-1**.

- **Gopher Tortoise** (*Gopherus polyphemus*): The probability of occurrence for the gopher tortoise was designated as high due to the presence of suitable habitat within the project study area, and a gopher tortoise observation was included in the FNAI Report. No gopher tortoises or burrows were observed during field reviews. Surveys for gopher tortoise burrows, as well as commensal species, will be conducted during the design phase and permits to relocate tortoises and commensals as appropriate will be obtained from the FWC. Gopher tortoises will be addressed in accordance with *FWC Gopher Tortoise Permitting Guidelines*.
- **Florida Pine Snake** (*Pituophis melanoleucus mugitus*): The probability of occurrence for the Florida pine snake was designated as none. No Florida pine snakes or gopher tortoise burrows were observed during field reviews and no suitable habitat is present within the project study area.

- **Florida Sandhill Crane** (*Antigone canadensis pratensis*): Limited nesting and foraging habitat are present in the proposed project area. Surveys for Florida sandhill crane nest sites will be conducted during the design phase. If it is determined nest areas are found and could be impacted by the project, FDOT will coordinate with FWC to determine appropriate avoidance and minimization measures to apply during construction.
- **Florida Burrowing Owl** (*Athene cunicularia floridana*): Tracts of cleared right-of-way with low groundcover exist within the project limits. The probability of occurrence for the species is low due to no observations of burrowing owls documented within the project vicinity, no burrows observed during field reviews, and suboptimal habitat in the project study area is fragmented. No impacts to Florida burrowing owls are anticipated due to the proposed project.
- **Snowy Plover** (*Charadrius nivosus*): The probability of occurrence for snowy plovers within the project area was designated as low due to the absence of suitable habitat, no known recorded occurrences in the vicinity of the project study area, and no observations of the species during field reviews. Suitable habitat in the vicinity of the project area will be unaffected by the construction.
- **Little Blue Heron** (*Egretta caerulea*): The probability of occurrence for the little blue heron was designated as moderate due to the presence of suitable foraging habitat within the project area. No little blue herons were observed during field reviews. While small areas of foraging habitat may be affected by this project, large areas will remain intact in the vicinity of the project and mitigation will be provided for any wetland impacts. Due to their mobility and ability to move away, impacts to individuals during construction are not anticipated.
- **Reddish Egret** (*Egretta rufescens*): The probability of occurrence for reddish egret within the project study area was designated as moderate due to the presence of suitable habitat. No reddish egrets were observed during field reviews. While small areas of foraging habitat may be affected by this project, large areas will remain intact in the vicinity of the project and wetland impacts will be mitigated. Due to their mobility and ability to move away, impacts to individuals during construction are not anticipated.
- **Tricolored Heron** (*Egretta tricolor*): The probability of occurrence for the tricolored heron was designated as moderate due to the presence of suitable foraging habitat within the project study area, which includes mangrove swamps. No tricolored herons were observed during field reviews. While small areas of foraging habitat may be affected by this project, large areas will remain intact in the vicinity of the project. Due to their mobility and ability to move away, impacts to individuals during construction are not anticipated. Additionally, only a small amount of wetland impact is expected for the project, which will be mitigated.
- **American Oystercatcher** (*Haematopus palliatus*): The probability of occurrence for the American oystercatcher within the project study area was designated as moderate due to the presence of suitable habitat. No American oystercatchers were observed during field reviews. While small areas of foraging habitat may be affected by this project, large areas will remain intact in the vicinity of the project and wetland impacts will be mitigated. Due to their mobility and ability to move away, impacts to individuals during construction are not anticipated.
- **Roseate Spoonbill** (*Platalea ajaja*): The probability of occurrence for the roseate spoonbill within the project study area was designated as moderate due to the presence of suitable habitat. No roseate spoonbills were observed during field reviews. While small areas of foraging habitat may be affected by this project, large areas will remain intact in the vicinity of the project and wetland impacts will be mitigated. Due to their mobility and ability to move away, impacts to individuals during construction are not anticipated.

- **Black Skimmer (*Rynchops niger*):** The probability of occurrence for the black skimmer within the project study area was designated as moderate due to the presence of suitable habitat. No black skimmers were observed during field reviews. Due to their mobility and ability to move away, impacts to individuals during construction are not anticipated.

Eleven (11) of the nineteen state-listed plant species have no probability of occurrence within the project area due to lack of suitable habitat; therefore, the appropriate effect determination is no effect anticipated for those species. These species include: the pinewoods bluestem (*Andropogon arctatus*), many-flowered grass-pink (*Calopogon multiflorus*), Florida tree fern (*Ctenitis sloanei*), many-flowered grass-pink (*Calopogon multiflorus*), Tampa vervain (*Glandularia tampensis*), nodding pinweed (*Lechea cernua*), pine pinweed (*Lechea divaricata*), Florida spiny-pod (*Matelea floridana*), comb polypody (*Pecluma ptilota* var. *bourgeauana*), Large-plumed beaksedge (*Rhynchospora megaplumosa*), toothed maiden fern (*Thelypteris serrata*), broad-leaved noddingscaps (*Triphora amazonica*), Gulf Coast Florida lantana (*Lantana depressa* var. *Sanibelensis*), lowland loosestrife (*Lythrum flagellare*), St. John's black-eyed susan (*Rudbeckia nitida*), and redmargin zephyrlily (*Zephyranthes simpsonii*). The remaining state-protected plant species are described below, and effect determinations are listed in **Table 5-1**.

- **Golden Leather Fern (*Acrostichum aureum*):** Suitable habitat consists of tidal swamps; which exists within the project area; however, no observations were made for the species and impacts are proposed to the disturbed edges of mangroves swamps only. Therefore, impacts are not anticipated.
- **Iguana Hackberry (*Celtis iguanaea*):** Suitable habitat consists of shell mounds, which are not present within the project study area. Therefore, impacts to iguana hackberry are not anticipated.
- **Sanibel Lovegrass (*Eragrostis pectinacean* var. *tracy*):** Sanibel lovegrass is found on drier, compact soils of disturbed beach dunes, maritime hammocks, coastal strands, coastal grasslands, old fields, clearings, and other disturbed sites. Suitable habitat is present within the project area, but no observations of the species were made during field reviews. Proposed impacts are anticipated within mangrove swamps, which were observed to have minimal ground vegetation cover. Therefore, it is unlikely that Sanibel lovegrass will be impacted by the proposed project.
- **Gulf Coast Florida Lantana (*Lantana depressa* var. *sanibelensis*):** Suitable habitat consists of dunes and coastal grasslands. Suitable habitat for the species is not present within the project study area.
- **Lowland Loosestrife (*Lythrum flagellare*):** Suitable habitat consists of wet prairies, floodplain marshes, and roadside ditches. No suitable habitat for the species is present within the project area.
- **St. John's Black-eyed Susan (*Rudbeckia nitida*):** This species is found in wet or mesic pine flatwoods, bogs, savannas, seepage slopes; roadside ditches. No suitable habitat for the species exists within the project area.
- **Banded Wild-pine (*Tillandsia flexuosa*):** Suitable habitat for the species consists of coastal plant communities, present within the project study area. No banded wild-pine individuals were identified during field surveys. Impacts of the proposed project are mainly to mangrove swamps. These habitats within the project study area were observed to be densely forested with minimal groundcover.
- **Redmargin Zephyrlily (*Zephyranthes simpsonii*):** Suitable habitat for the species consists of dome swamp, wet flatwoods, wet prairie, ditches, and wet pastures. No suitable habitat exists within the project area.

## Other Protected Species

The bald eagle (*Haliaeetus leucocephalus*) was delisted from protection under the Endangered Species Act in 2007. However, the bald eagle is still protected under the Bald and Golden Eagle Protection Act, the Migratory Bird Treaty Act, and State law. A desktop review of Audubon EagleWatch mapping indicates that there is one documented nest near the proposed project. However, no bald eagle nests are located within the secondary protection zone (660 feet) of the project study area. Therefore, no adverse effects are anticipated for the species. Prior to construction, additional bald eagle surveys will be conducted during the nesting season, to determine nesting status, and coordination with USFWS and FWC will take place, as necessary.

Bats in the state of Florida are protected via F.A.C. 68A-4.001 General Prohibitions, F.A.C. 68A-9.010 Taking Nuisance Wildlife, and F.A.C. 68A-29.002 Regulations Relating to the Taking of Mammals. Solitary bats may roost in small tree cavities or palm fronds while larger colonies of bats may roost in manmade structures such as the joints of bridges. Within the project study area are structures which could provide roosting habitat for state-protected bats, primarily within the existing bridge, which is a suitable size for a colony of bats. During field reviews, no evidence of bat utilization was noted within the existing DeSoto Bridge; however, bats were observed in the bat boxes at the Palmetto Estuary Park. Due to the lack of observation of bat activities along the bridge, impacts to bats are not anticipated. Bat surveys will be conducted during the design phase in which if bats are deemed present, a bat exclusion would be required prior to the start of construction of the bridge.

## Critical Habitat

The project study area occurs within areas of USFWS designated CH for the West Indian manatee. The proposed project will include the replacement of an existing overwater structure and minor impacts to mangroves and surface waters (Manatee River), which provide suitable habitat utilized by manatees. Impacts to mangroves are minor given the small size of impacts relative to the available habitat in the region. Additionally, compensatory mitigation to offset the loss of similar habitat will be provided. No impact to seagrass is proposed, which is a main food source for manatees. Seagrasses in the vicinity of the bridge will be unaffected by construction. Water depths are shallow around the mangroves swamps but deepen under the main stretch of bridge where pilings will be added. Impacts to surface waters considered critical habitat will result from the pilings; however, these impacts will be minimal. Impacts to water quality during construction may occur due to pile driving and other in-water work; however, these will be temporary and BMPs will be implemented. For these reasons, it was determined that the Preferred Alternative will not result in the destruction or adverse modification of critical habitat for the West Indian manatee.

USFWS reviewed with the NRE and concurred with FDOT commitments on April 29, 2025 (see attached). FWC reviewed the NRE and concurred with FDOT commitments on May 23, 2024 (See attached). Since the specifications for in-water work and pile driving have not been finalized at this time, FDOT commits to reinitiating consultation with NMFS during the Design phase for Gulf sturgeon, smalltooth sawfish, and swimming sea turtles regarding Section 7 consultation.

## 5.2 Wetlands and Other Surface Waters

The following evaluation was conducted pursuant to Presidential Executive Order 11990 of 1977 as amended, Protection of Wetlands and the USDOT Order 5660.1A, Preservation of the Nation's Wetlands.

An NRE was completed in March 2024 to document and present the findings of potential wetland involvement associated with Preferred Alternative and is located in the project file.

Identification and assessment of wetlands and surface waters within and adjacent to the project area was completed. Field investigations were performed to evaluate the presence of wetland vegetation, hydric soils, and hydrologic indicators within the project corridor. Potential wetland impacts within the project corridor are located on the east side of US 301/ US 41, just north of the northern bridge approach. The Preferred Alternative will cross and shade 6.09 acres of US Army Corps of Engineers (USACE) and Southwest Florida Water Management District (SWFWMD) jurisdictional surface waters (Manatee River). Construction of bridge pilings will result in permanent surface water impacts (<0.10 acre). A summary of permanent impacts is provided in **Table 5-2** and accounts for all wetlands within the project footprint with potential impacts. The FDOT commits to conducting a seagrass survey during design. No impacts to seagrass are anticipated.

**Table 5-2 - Wetland Impacts**

FLUCFCS	USFWS Classification	Preferred Alternative			
		Impact Type	Impact Acreage	UMAM Score	Functional Loss
<b>Wetlands</b>					
6120	E2FO3N	Fill	0.31	0.73	0.23
		Secondary	0.71	0.06	0.04
<b>Total</b>			<b>1.02</b>	<b>-</b>	<b>0.27</b>
<b>Surface Waters</b>					
5400	E1UB2	Fill	<0.10	-	<0.01

**Notes:**

**FLUCFCS = Florida Land Use, Cover and Forms Classification System**

**FLUCFCS: 6120: Mangrove Swamps**

**FLUCFCS: 5400 = Bays and Estuaries**

**USFWS Classification:**

**E2FO3N - Estuarine, Intertidal, Forested, Broad-Leaved Deciduous, Regularly Flooded)**

**E1UB2 - Estuarine, Subtidal, Unconsolidated Bottom, Sand)**

**The Uniform Mitigation Assessment Method (UMAM) was used to determine Functional Loss.**

**Mitigation**

Jurisdictional determinations and mitigation requirements will be completed during the permitting process as wetlands are subjected to further study, delineation, verification, and survey during the final design. Mitigation will be required by both the USACE and the SWFWMD for wetland impacts.

This project is in conformance with Executive Order 11990, Protection of Wetlands; consideration was given to avoiding and/or minimizing wetland impacts. The proposed project will have no significant short-term or long-term adverse impacts to wetlands, there is no practicable alternative to construction in wetlands, and measures have been taken to minimize harm to wetlands. FDOT will employ various strategies to fulfill mitigation needs, which may include using approved

mitigation banks or restoration, enhancement, preservation, and/or creation of wetlands, either on or off-site. The proposed project is located within the service area of three mitigation banks: Mangrove Point Mitigation Bank, Braden River Mitigation Bank, and Nature Coast Mitigation Bank. Braden River Mitigation Bank and Nature Coast Mitigation Bank are within the SWFWMD basin but are not federally permitted; therefore, the most feasible option is Mangrove Point Mitigation Bank, which has estuarine credits available. These options will be investigated further during the design phase of the project. Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. 1344.

### **Secondary and Cumulative Effects**

Indirect and secondary effects are those impacts that are reasonably certain to occur later in time as a result of the proposed project. They may occur outside of the area directly affected by the proposed project. Potential secondary effects include migrating edges of invasive species. Cumulative effects include the effects of future state, local, or private actions that are reasonably certain to occur in the project area. Due to the developed nature of the surrounding area and the project's minimal impacts, no cumulative impacts are anticipated to occur.

### **Navigable Waters**

Navigable waterways are present within the project corridor, as the Preferred Alternative will span the Manatee River. While no permanent adverse impacts to navigation are anticipated with the proposed bridge replacement, partial temporary waterway closures under the bridge, as approved by the United States Coast Guard (USCG), are anticipated during the construction of the replacement bridge. USCG coordination of the draft CEII document and the Preliminary Engineering Report (PER) was completed in May 2025 and is included in the Technical Materials of this final CEII document. Additional USCG coordination and authorization will be needed for the proposed replacement of the existing bridge, and temporary impacts to navigation may occur during construction. A USCG Bridge Permit will be required to construct the bridge.

### **5.3 Essential Fish Habitat (EFH)**

An Essential Fish Habitat (EFH) Assessment has been prepared and consultation has been completed in accordance with the Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA). It has been determined that this project will not have adverse effects to EFH.

Proposed impacts to EFH from this bridge replacement project are anticipated to be minor. These impacts include: 0.31 acres of direct impacts and 0.71 acres of indirect impacts to the roadside edge of the mangrove fringe to the northeast of the existing bridge (with the rest of the fringe remaining); less than 0.10 acres of direct/permanent impacts to unconsolidated sandy bottom; and approximately 3.45 acres of indirect impacts (shading) from the wider replacement bridge structure.

As the majority of the waterward portion of the mangrove fringe will not be impacted by the project and will remain intact, EFH in the project footprint is anticipated to return to similar/equivalent conditions postconstruction. Therefore, based on the environmental review of the current design of the Preferred Alternative, it is determined that this project will have minimal/ no adverse impacts to EFH. The EFH assessment is detailed in the NRE in the project file. **Table 5-3** illustrates a list of species that could potentially utilize the project study area.

**Table 5-3- Managed Fisheries / Species with EFH within the Project Study Area**

<b>Fishery Management Plan</b>	<b>Scientific Name</b>	<b>Common Name</b>
Shrimp	<i>Penaeus duorarum</i>	Pink Shrimp
	<i>Penaeus aztecus</i>	Brown Shrimp
	<i>Penaeus setiferus</i>	White Shrimp
Red Drum	<i>Sciaenops ocellatus</i>	Red Drum
Reef Fish	<i>Lutjanus campechanus</i>	Red Snapper
	<i>Lutjanus cyanopterus</i>	Cubera Snapper
	<i>Lutjanus griseus</i>	Gray Snapper
	<i>Lutjanus synagris</i>	Lane Snapper
	<i>Ocyurus chrysurus</i>	Yellowtail Snapper
	<i>Epinephelus itajara</i>	Goliath Grouper
	<i>Epinephelus morio</i>	Red Grouper
	<i>Mycteroperca bonaci</i>	Black Grouper
	<i>Mycteroperca microlepis</i>	Gag Grouper
	<i>Mycteroperca venenose</i>	Yellowfin Grouper
	<i>Lachnolaimus maximus</i>	Hogfish
	Coastal Migratory Pelagics	<i>Scomberomorus cavalla</i>
<i>Scomberomorus maculatus</i>		Spanish Mackerel
<i>Rachycentron canadum</i>		Cobia
Spiny Lobster	<i>Panulurus argus</i>	Caribbean Spiny Lobster

BMPs will also be employed during road construction to prevent sedimentation of estuarine habitats. Project commitments provide for coordination with the NMFS to ensure that compensatory mitigation details will be finalized once the project enters the final permitting and design stage. Additionally, the NMFS *Protected Species Construction Conditions* will be adhered to during construction of the proposed project. Furthermore, during new bridge construction and existing bridge demolition, seagrass beds adjacent to the existing bridge in the project's northwest and northeast quadrants will be delineated with buoys to prevent adverse impacts from barges and small work boats. The FDOT has determined the potential adverse effects on EFH will be minimal as a result of the project.

Consultation with NMFS is being deferred since the specifications for in-water work and piling driving have not been finalized at this time.

Based on coordination with the National Marine Fisheries Service to comply with Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA), FDOT commits to reinstate consultation and provide information necessary to complete consultation on the gulf sturgeon, smalltooth sawfish, and swimming sea turtles prior to advancing the project to construction. FDOT's commitment is intended to provide reasonable assurance, per 23 CFR 771.133, that requirements of the MSFCMA are able to and will be met prior to construction and this approach is affirmed by the National Marine Fisheries Service. The status of this commitment will be updated in any subsequent project re-evaluations.

## 5.4 Floodplains

Floodplain impacts resulting from the project were evaluated pursuant to Executive Order 11988 of 1977, Floodplain Management.

The proposed structure will perform hydraulically in a manner equal to or greater than the existing structure, and backwater surface elevations are not expected to increase. Thus, there will be no significant adverse impacts on natural and beneficial floodplain values. There will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

The total estimated FEMA floodplain impact is 7.98 ac-ft. However, no flood risk is anticipated from the project involvement. Floodplain compensation will be provided during the design phase to accommodate the impacts. Best Management Practices (BMPs) will be considered during the design phase to improve runoff quality. Bridge runoff will be collected and treated before discharging to the river.

## 5.5 Sole Source Aquifer

There is no Sole Source Aquifer associated with this project.

## 5.6 Water Resources

A Water Quality Impacts Evaluation (WQIE) was prepared and is located in the project file.

The project study area occupies one drainage basin (Manatee River below Braden River [WBID 1848A]), which is listed for nutrient-related surface water impairments by the Florida Department of Environmental Protection.

Currently, stormwater runoff from the project corridor area south of the bridge is collected by curb inlets within the existing right-of-way before offsite conveyance for treatment. North of the bridge, stormwater is directed to the outside edges of the roadway before the sheet flow is dispersed across the adjacent vegetated shoulders. Stormwater on the existing bridge structure is not treated prior to discharging into the Manatee River. A USACE 404 Permit is anticipated. Furthermore, it was agreed that SWFWMD would not require formal water quality treatment for the project since this is an in-kind bridge replacement project.

The proposed stormwater for this project will enhance water quality by providing treatment where none currently exists or where treatment is currently limited. Additionally, BMPs will be employed during construction activities. A Stormwater Runoff Control Concept (SRCC) will be developed during the design. A Storm Water Pollution Prevention Plan will also be implemented to control the effects of stormwater runoff during construction. An Environmental Resource Permit (ERP) and a National Pollutant Discharge Elimination System (NPDES) construction permit will also be required. The replacement bridge is proposed to be wider to accommodate paved shoulders and pedestrian features which the existing bridge does not have. Vehicular capacity, however, will not increase as the replacement bridge will have the same amount of travel lanes as the existing bridge and, therefore, would not be expected to affect potential stormwater pollution levels into the Manatee River below and, ultimately, Tampa Bay. The existing bridge uses scuppers which allow stormwater to drain

directly through holes in the bridge, untreated, into the Manatee River. Stormwater treatment may be included in the replacement bridge design to eliminate this pollutant source which would be anticipated to have beneficial effects to water quality, and therefore EFH, in the project area. BMPs, including proper turbidity control measures, will be utilized during project construction to further prevent water quality impacts in the Manatee River.

### **5.7 Aquatic Preserves**

There are no aquatic preserves in the project area.

### **5.8 Outstanding Florida Waters**

There are no Outstanding Florida Waters (OFW) in the project area.

### **5.9 Wild and Scenic Rivers**

There are no designated Wild and Scenic Rivers or other protected rivers in the project area.

### **5.10 Coastal Barrier Resources**

It has been determined that this project is neither in the vicinity of, nor leads directly to a designated coastal barrier resource unit pursuant to the Coastal Barrier Resources Act of 1982 (CBRA) and the Coastal Barrier Improvement Act of 1990 (CBIA).

## 6. Physical Resources

The project will not have significant impacts to physical resources. Below is a summary of the evaluation performed for these resources.

### 6.1 Highway Traffic Noise

The following evaluation was conducted pursuant to 23 CFR 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise, and Section 335.17, F.S., State highway construction; means of noise abatement.

The project was determined to be Type I Project pursuant to the aforementioned 23 CFR 227 and Section 335.17 F.S. The FHWA Traffic Noise Model (TNM) Version 2.5 was used to predict traffic noise levels for the Existing, Future No-Build, and Future Build Alternatives. Traffic noise impacts occur when the predicted traffic sound levels approach or exceed the FHWA Noise Abatement Criteria (NAC) for a given Activity Category or when the predicted traffic noise levels exceed existing levels by 15 dB(A) or more. FDOT requires that noise-abatement measures be evaluated for receptors determined to be noise-impacted because of the Build (Preferred) Alternative. A Noise Study Report (NSR) was prepared, located in the project file providing additional detail regarding the impact analysis and abatement consideration for all identified noise-sensitive sites.

Land uses within the project limits are identified in the FDOT listing of noise and vibration-sensitive sites (e.g., residences, hospitals, and parks). Within the project study area, a total of 135 noise-sensitive sites were analyzed for impacts. These noise-sensitive sites include a mixture of single and multi-family residences, six recreation uses, one hospital, one office outdoor use area, and one restaurant outdoor seating area.

For the Preferred Alternative (design year 2050), 32 residential receptors are predicted to experience traffic noise levels that will approach, meet, or exceed the NAC for Activity Category B. One recreation use (Palmetto Estuary Preserve Trail) is predicted to experience future traffic noise levels that approach, meet, or exceed the NAC for Activity Category C.

A noise barrier was not evaluated for the Palmetto Estuary Preserve Trail. The trail is considered an "isolated use" and, according to FDOT's methodology for evaluating noise abatement at non-residential land uses, would not have enough daily person-hours of use to warrant a detailed noise barrier analysis.

A noise barrier was evaluated to abate the project traffic noise impacts at the residential receptors located in the Aria at Bradenton Apartments. The noise barrier was determined to be feasible and cost-reasonable. Further evaluation of this noise barrier will be performed during the final design phase of the project. The potential noise barrier location is shown in the attached receptors map.

Construction of the proposed roadway improvements is not expected to have any significant noise or vibration impacts. If additional sensitive land uses are developed adjacent to the roadway prior to construction, increased potential for noise or vibration impacts could result. It is anticipated that the application of the FDOT Standard Specifications for Road and Bridge Construction, will minimize or eliminate potential construction noise and vibration impacts. However, should unanticipated noise or vibration issues arise during the construction process, the Project Engineer, in coordination with the District Noise Specialist and the Contractor, will investigate additional methods of controlling these impacts.

The Florida Department of Transportation is committed to the construction of feasible and reasonable noise abatement measures at the Aria at Bradenton Apartments contingent upon the following conditions:

1. Final recommendations on the construction of abatement measures are determined during the project's final design and through the public involvement process;
2. Detailed noise analyses during the final design process support the need, feasibility and reasonableness of providing abatement;
3. Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;
4. Community input supporting types, heights, and locations of the noise barrier(s) is provided to the District Office; and
5. Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.

## 6.2 Air Quality

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to not change the Level of Service (LOS) and not change delay and congestion on all facilities within the study area.

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction.

## 6.3 Contamination

A Contamination Screening Evaluation Report (CSER) was developed for this PD&E Study. This report evaluated potential and existing contamination sources within the project area buffer.

Available public records reported site/facility listings associated with hazardous waste management, petroleum storage systems/spills, cleaning or dry-cleaning activities, and environmental contamination within a 500 ft buffer of the project study area. The northern portion of the project corridor is located within one brownfield area - Palmetto Economic Enhancement District. Other potential sources of contamination reported within the 500-foot project buffer include five hazardous waste facilities, three petroleum contamination monitoring sites, four storage tank contamination monitoring sites, three State Underground Petroleum Environmental Response (SUPER) Act risk sources, one USEPA Assessment Cleanup and Redevelopment Exchange System (ACRES) site, three USEPA Resource Conservation and Recovery Act (RCRA) regulated facilities, and one subsidence incident report. It should be noted that some of the identified sites are listed in multiple categories.

Additionally, an asbestos survey was performed of the DeSoto Bridge in July 2011. Results of this survey are included within the CSER that is in the project file. Chrysotile asbestos was identified in the felt paper located between the end bents and bridge decking and the residual felt paper strips on the underside of the bridge decking. The bridge was assigned a High contamination risk and will require remediation during bridge construction activities. The asbestos containing material will be removed by a licensed contractor and will be coordinated through the District Contamination Impact Coordinator (DCIC).

Evaluating the site characteristics of these facilities and associated environmental information identified ten sites of concern. A contamination risk rating was assigned to each site to describe the potential for a contaminated site to impact the project area. The risk rating distribution for these identified sites/facilities is presented in **Table 6-1**. The sites with Medium and High contamination risks ratings will be reevaluated during the project design phase by performing a Level 2 Impact to Construction Assessment (ICA) if deemed necessary. The ICA effort will be coordinated through the DCIC. Additional details can be found in the CSER regarding the potential sites within or adjacent to the project corridor.

**Table 6-1: Contamination Site Risk Ratings**

Site No.	Site Name	Site Address	Risk Potential
1	Botts Standard Service Station, Chevron-McNitt Foodmart, CVS Pharmacy #5245	520 1st Street West	Low
2	Gulfcoast Family Practice	202 Manatee Avenue East	Low
4	The Bradenton Herald	102 Manatee Avenue West	Low
5	Manatee Memorial Hospital	206 2nd Street East	Low
6	Gould & Lamb	101 Riverfront Boulevard	Low
7	Palmetto Economic Enhancement District	Study Area	Low
8	102 1st Street East Property	102 1st Street East	Low
3	Historical Gas Station	101 Manatee Avenue West	Medium
9	7-Eleven Food Store No. 33110	208 US Highway 41	Medium
10	US 41 Bridge over the Manatee River Bridge No. 130053	US Highway 41	High

## 6.4 Utilities and Railroads

Existing utilities within the project area include overhead power lines (located north of the bridge), underground fiber optic cable, water distribution, sanitary and storm sewer, and natural gas distribution, which are listed in **Table 6-2**. In addition, a subaqueous waterline (owned and operated by Manatee County, which is a critical part of the county's potable water distribution system) runs parallel to the bridge and will be replaced. Construction is anticipated to begin in 2025. It is anticipated that utility relocations will be required based on location and depth. Coordination with Utility Owners will take place during the design phase for relocation agreements and schedules. A Utilities Assessment Package (UAP) is in the project file.

**Table 6-2 Utilities Identified Within the Project Area**

<b>Utility Agency/Owners</b>	<b>Facilities Within Corridor</b>	<b>Description of Existing Utilities</b>
City of Bradenton	Yes	<ol style="list-style-type: none"> <li>1. City of Bradenton has a 20" ductile iron potable water line running east to west along the north side of Riverfront Blvd crossing US 41 and exiting the project limits in both directions.</li> <li>2. City of Bradenton has a 2" PVC force main just west of US 41 that crosses from the north side of Riverfront Blvd to the south side and continues west exiting the project limits.</li> </ol>
City of Palmetto	Yes	<ol style="list-style-type: none"> <li>1. City of Palmetto has a 6" Reclaimed Water Main running west along the south side of Haben Blvd that crosses to the west side of US 41 turning north and eventually exiting the project limits.</li> <li>2. City of Palmetto has a 6" PVC Force Main running west along the south side of Haben Blvd that crosses to the west side of US 41 turning north and eventually exiting the project limits.</li> </ol>
Crown Castle	Yes	<ol style="list-style-type: none"> <li>1. Crown Castle has 4 x 1.5" conduit with 72 count FOC running east and west along the south side of Manatee Ave E crossing US 41 and exiting the project limits in both directions.</li> <li>2. Crown Castle has 4 x 1.5" conduit with 216 count FOC at the southeast corner of the Manatee Ave E and US 41 intersection that runs north crossing the bridge before going aerial approximately 260' north of the bridge.</li> <li>3. Crown Castle has 4 x 1.5" conduit with 96 count FOC at the southeast corner of the 3rd Ave W and US 41 intersection that crosses to a handhole on the east side of US 41 and continues east exiting the project limits.</li> <li>4. Crown Castle has an aerial 288 count FOC approximately 260' north of the bridge running north along the west side of US 41 exiting the project to the north.</li> <li>5. Crown Castle has 4 x 1.5" conduit with 288 county FOC at the southeast corner of the Haben Blvd and US 41 intersection that crosses to a handhole on the east side of US 41.</li> </ol>
Florida Power & Light - Distribution	Yes	<ol style="list-style-type: none"> <li>1. FPL has an overhead electric line at the northwest corner of the Haben Blvd and US 41 intersection that runs south to Desoto Bridge where it goes subaqueous crossing to the south side but exiting the project limits.</li> <li>2. FPL has a buried electric line running west along the south side of 3rd Ave W that crosses US 41 to feed the hospital on the east side of US 41.</li> </ol>
Frontier	Yes	<ol style="list-style-type: none"> <li>1. Frontier has 5 buried 4" PVC with fiber north of Haben Blvd running south along the east side of US 41 to a 3'x5' hanhole just north of the Desoto Bridge where the lines go subaqueous to cross to the south side of the bridge and cross to a hanhole on the southside of Riverfront Blvd.</li> <li>2. Frontier has 2 buried 4" PVC with fiber running east and west along the south side of Riverfront Blvd that cross US 41 and exit the project limits in both directions.</li> </ol>

Manatee County Transportation	Yes	<ol style="list-style-type: none"> <li>1. Manatee County Transportation has facilities running south along the west side of US 41 until reaching the northwest corner of the Haben Blvd and US 41 intersection where they cross to the northeast intersection.</li> <li>2. Manatee County Transportation has facilities at the northwest corner of the Haben Blvd and US 41 intersection that run to the southwest corner and cross to the southeast corner.</li> <li>3. Manatee County Transportation has facilities starting at the north end of the project running south along the west side of US 41 to the northwest corner of the Haben Blvd and US 41 intersection.</li> <li>4. Manatee County Transportation has facilities at the northwest corner of the Haben Blvd and US 41 intersection that crosses to the northeast corner then to the southeast corner and crosses to the southwest corner.</li> <li>5. Manatee County Transportation has facilities at the northwest corner of the Haben Blvd and US 41 intersection that runs south ending just north of 1st St E.</li> </ol>
Manatee County Utilities	Yes	<ol style="list-style-type: none"> <li>1. Manatee County Utilities has a 16" DIP water main starting at the north end of the project running south along the east side of US 41 eventually becoming subaqueous to cross to 1st St E.</li> </ol> <p>Manatee County Utilities has a 16" DIP water main running south east of 1st St E before ending at the northeast corner of the 3rd Ave W and 1st St E intersection.</p>
MCI	Yes	<ol style="list-style-type: none"> <li>1. MCI has 2 x 2" HDPE conduit with FOC just south of 3rd Ave W that runs north along the west side of US 41 where it goes subaqueous to cross along the west side of the bridge eventually exiting the project limits to the north.</li> <li>2. MCI has 2 x 2" HDPE conduit with FOC just south of 3rd Ave W that runs north along the east side of US 41 where it goes subaqueous to cross along the east side of the bridge eventually exiting the project limits to the north.</li> </ol>
Spectrum	Yes	<ol style="list-style-type: none"> <li>1. Spectrum has underground facilities at the northeast corner of the Manatee Ave and US 41 intersection that cross to the northwest corner and continue north going subaqueous at the bridge and crossing to the east side of US 41 just north of the end of the bridge.</li> <li>2. Spectrum has underground facilities just north of the bridge on the east side of US 41 running north until exiting the project.</li> </ol>
TECO Peoples Gas	Yes	<ol style="list-style-type: none"> <li>1. TECO Peoples Gas has an 8" gas main just south of the southern point of the bridge that runs north along the east side of the bridge eventually ending just north of the bridge.</li> </ol>
Uniti Fiber	Yes	<ol style="list-style-type: none"> <li>1. Uniti has underground facilities north of Haben Blvd running south along the west side of US 41 attaching to the bridge to continue south along the west side.</li> </ol>
Zayo Group	Yes	<ol style="list-style-type: none"> <li>1. Zayo has a buried fiber line at the southwest corner of the Manatee Ave and US 41 intersection that runs north before going subaqueous and crossing to the north end of the bridge.</li> <li>2. Zayo has a buried fiber line just north of the bridge that runs north along the west side of US 41 to the southwest corner of the Haben Blvd and US 41 intersection.</li> <li>3. Zayo has a buried fiber line at the southwest corner of the Haben Blvd and US 41 intersection that crosses to the southeast corner and then runs north exiting the project limits</li> </ol>

There are no railroads within the immediate vicinity of the project.

## 6.5 Construction

Construction activities for the Preferred Alternative may temporarily impact air, noise, vibration, water quality, traffic flow, and visual quality for residents and travelers in the project's immediate vicinity. These impacts would be controlled by the FDOT Standard Specifications for Road and Bridge Construction.

Maintenance of traffic and sequence of construction will be planned and scheduled to minimize traffic delays throughout the project corridor. Construction along SR 55 in areas of the existing roadway will be phased to allow a minimum of four lanes (two lanes in each direction) and utilize nighttime lane closures as necessary. This will be consistent with the existing number of lanes to minimize disruptions.

During construction, the contractor will utilize BMPs to minimize sedimentation and erosion impacts to areas outside the construction limits. A NPDES construction permit will be acquired, and the associated requirement to develop and implement a Stormwater Pollution Prevention Plan (SWPPP) will be met, which will be developed during the design phase. The contractor is responsible for their methods of controlling pollution on haul roads, borrow pits, other material pits, and areas used for disposal of materials from the project. Temporary erosion (water quality) control features, as specified in Section 104 of FDOT Standard Specifications for Road and Bridge Construction, will consist of measures such as temporary grassing, sodding, mulching, sandbagging, slope drains, sediment basins, sediment checks, artificial coverings, and berms.

The residences and the medical facility within the project limits are construction noise and vibration-sensitive sites. Construction of the proposed roadway improvements is not expected to have any significant noise or vibration impacts on these properties. If sensitive land uses develop adjacent to the roadway prior to construction, increased potential for noise or vibration impacts could result. It is anticipated that applying the FDOT Standard Specifications for Road and Bridge Construction will minimize or eliminate potential noise and vibration impacts. The FDOT Standard Specifications and/or BMP's requirements for construction noise and vibration control will be followed.

## **7. Engineering Analysis Support**

The engineering analysis supporting this environmental document is contained within the Preliminary Engineering Report (PER) .

## 8. Permits

The following environmental permits are anticipated for this project:

### **Federal Permit(s)**

USACE Section 10 or Section 404 Permit  
USCG Bridge Permit

### **Status**

To be acquired  
To be acquired

### **State Permit(s)**

DEP or WMD Environmental Resource Permit (ERP)  
DEP National Pollutant Discharge Elimination System Permit

### **Status**

To be acquired  
To be acquired

## 9. Public Involvement

The following is a summary of public involvement activities conducted for this project:

### Summary of Activities Other than the Public Hearing Public Involvement Plan

A Public Involvement Plan (PIP) was prepared at the beginning of the study, approved in June 2023 and is included in the project file.

The PIP outlines the strategies used to address public involvement and outreach over the course of the study. Additionally, a Comments and Coordination Report (May 2025), located in the project file, was prepared to fully document the public, agency, and stakeholder involvement associated with this project. Coordination efforts completed to date are summarized below.

### Agency and Stakeholder Coordination

Throughout the project meetings and presentations were conducted at various locations, as summarized in **Table 9-1**. Between 2020 and March 2024, there were 39 meetings with local governments and 21 stakeholders.

**Table 9-1: List of Project Coordination Meetings**

Date	Event	Type	Details
6/11/2020	Riviera Dunes Community Meeting	Stakeholder Meeting	Presentation / Open Discussion
10/22/2020	Manatee NAACP President	Outreach - Group	Presentation / Open Discussion
9/19/2021	Manatee NAACP General Meeting	Outreach - Group	Presentation / Open Discussion
2/17/2022	Meeting with Commissioner Bellamy	Agency	Presentation / Open Discussion
2/28/2022	Sarasota Manatee MPO Board Meeting	Agency	Presentation
3/9/2022	City of Bradenton CRA	Agency	Presentation / Open Discussion
6/15/2022	City of Bradenton Council Meeting	Agency	Presentation
6/15/2022	City of Palmetto (Informal) Meeting with Lead Staff	Agency	Presentation / Open Discussion
6/27/2022	City of Palmetto Council Meeting	Agency	Presentation
8/22/2022	City of Bradenton - BPC & DeSoto Bridge Meeting	Agency	Presentation / Open Discussion
2/1/2023	Manasota Black Chamber of Commerce	Stakeholder Meeting	Presentation / Open Discussion
2/7/2023	City of Bradenton Meeting	Agency	Presentation / Open Discussion
3/8/2023	St. Mary's Missionary Baptist Church	Stakeholder Meeting	Presentation / Open Discussion
7/28/2023	Manatee Memorial Hospital	Stakeholder Meeting	Presentation / Open Discussion
8/23/2023	Manatee County Services	Agency Coordination	Open Discussion - Coordination
8/24/2023	Riviera Dunes - The Palms	Stakeholder Meeting	Presentation / Open Discussion
9/15/2023	City of Palmetto, Mayor Bryant	Agency Elected - Stakeholder Meeting	Presentation / Open Discussion
9/15/2023	City of Palmetto, Commissioner Sunshine Matthews	Agency Elected - Stakeholder Meeting	Presentation / Open Discussion
9/18/2023	City of Palmetto, Commissioner Sheldon Jones	Agency - Stakeholder Meeting	Presentation / Open Discussion
9/18/2023	City of Palmetto, Commissioner Brian Williams	Agency - Stakeholder Meeting	Presentation / Open Discussion
9/18/2023	City of Palmetto, CRA Director Edward Johnson	Agency Stakeholder Meeting	Presentation / Open Discussion
9/19/2023	NAACP	Stakeholder Meeting	Presentation / Open Discussion

10/6/2023	City of Bradenton, Councilman Josh Cramer	Agency Stakeholder Meeting	Presentation / Open Discussion
10/11/2023	Manatee County, Commissioner Kevin Van Ostenbridge	Agency Stakeholder Meeting	Presentation / Open Discussion
10/11/2023	Manatee County, Commissioner Amanda Ballard	Agency Stakeholder Meeting	Presentation / Open Discussion
10/11/2023	Manatee County, Commissioner Mike Rahn	Agency Stakeholder Meeting	Presentation / Open Discussion
10/11/2023	Manatee County, Commissioner James Satcher	Agency Stakeholder Meeting	Presentation / Open Discussion
10/11/2023	Manatee County, Commissioner Ray Turner	Agency Stakeholder Meeting	Presentation / Open Discussion
10/11/2023	Manatee County, Commissioner George Kruse	Agency Stakeholder Meeting	Presentation / Open Discussion
10/11/2023	Manatee County, Commissioner James Bearden	Agency Stakeholder Meeting	Presentation / Open Discussion
10/13/2023	City of Bradenton, Mayor Gene Brown	Agency Stakeholder Meeting	Presentation / Open Discussion
10/13/2023	City of Bradenton, Councilwoman Pam Coachman	Agency Stakeholder Meeting	Presentation / Open Discussion
10/16/2023	City of Bradenton, Councilwoman Jayne Kocher	Agency Stakeholder Meeting	Presentation / Open Discussion
10/16/2023	City of Bradenton, Councilwoman Lisa Gonzalez Moore	Agency Stakeholder Meeting	Presentation / Open Discussion
10/17/2023	DeSoto Bridge PD&E Alternatives Meeting-In-Person	Public Meeting - Alternatives	Presentation / Open Discussion
10/19/2023	DeSoto Bridge PD&E Alternatives Meeting - Virtual	Public Meeting - Alternatives	Presentation / Open Discussion
10/28/2023	Manatee County Safety Event	Community Outreach Event	Event
10/31/2023	Manatee Memorial Hospital	Stakeholder Meeting	Presentation / Open Discussion
11/6/2023	Sarasota Manatee Metropolitan Planning Organization Citizen Advisory Committee	Agency Stakeholder Meeting	Presentation / Open Discussion
11/6/2023	Sarasota Manatee Metropolitan Planning Organization Technical Advisory Committee	Agency Stakeholder Meeting	Presentation / Open Discussion
11/6/2023	Sarasota Manatee Metropolitan Planning Organization, Island Transportation Planning Organization	Agency Stakeholder Meeting	Presentation / Open Discussion
11/15/2023	City of Bradenton, Councilwoman Marianne Barnebey	Agency Stakeholder Meeting	Presentation / Open Discussion
11/15/2023	Lakewood Ranch Business Alliance	Stakeholder Meeting	Presentation / Open Discussion
11/20/2023	Sarasota Manatee Metropolitan Planning Organization	Agency Stakeholder Meeting	Presentation / Open Discussion
11/26/2023	Lakewood Ranch Market	Community Outreach Event	Presentation / Open Discussion
12/6/2023	City of Palmetto - Department Heads	Agency Stakeholder Meeting	Presentation / Open Discussion
12/6/2023	Aria Bradenton	Stakeholder Meeting	Presentation / Open Discussion
12/10/2023	Red Barn Market	Community Outreach Event	Presentation / Open Discussion
12/13/2023	Manatee Sarasota Builders Association	Stakeholder Meeting	Presentation / Open Discussion
12/18/2023	Riviera Dunes HOA Presidents	Stakeholder Meeting	Presentation / Open Discussion
12/20/2023	Feld Entertainment	Stakeholder Meeting	Presentation / Open Discussion
1/9/2024	Palmetto Mobile Home Club	Stakeholder Meeting	Event
1/13/2024	Manatee County Fair	Community Outreach Event	Event
1/14/2024	Manatee County Fair	Community Outreach Event	Event
1/14/2024	Manatee County Fair	Outreach Event	Event
1/18/2024	Riviera Dunes - The Palms	Stakeholder Meeting	Presentation / Open Discussion
1/21/2024	Manatee County Fair	Community Outreach Event	Event
1/24/2024	Tampa Bay Regional Planning Council	Agency	Presentation / Open Discussion
1/25/2024	Jet Park	Stakeholder Meeting	Event
1/30/2024	Manatee County Neighborhood Coordination	Agency Coordination	Coordination
2/16/2024	Pastors Meeting	Stakeholder Meeting	Presentation / Open Discussion
2/19/2024	Palmetto CRA Mr. Washington	Agency	Presentation / Open Discussion
2/19/2024	Palmetto CRA Mr. Cadena	Agency	Presentation / Open Discussion
2/19/2024	Tropic Isles	Stakeholder Meeting	Presentation / Open Discussion

2/23/2024	Manatee County Neighborhood Summit	Outreach Event	Event
2/23/2024	Manatee County EMS	Stakeholder Meeting	Presentation / Open Discussion
3/2/2024	Skyway 10K Run	Community Outreach Event	Event
3/24/2024	Caddys Run	Community Outreach Event	Event
3/26/2024	Manatee Memorial Hospital	Stakeholder Meeting	Presentation / Open Discussion
4/2/2024	Tropicana	Stakeholder Meeting	Presentation / Open Discussion
4/5/2024	SeaPort Manatee	Stakeholder Meeting	Presentation / Open Discussion
4/9/2024	Palms of Terra Ceia	Stakeholder Meeting	Presentation / Open Discussion
4/30/2024	DeSoto Bridge Public Hearing	In-Person Public Hearing	Public Hearing
4/30/2024	DeSoto Bridge Public Hearing	Virtual Public Hearing	Public Hearing
6/12/2024	Manatee Chamber of Commerce	Stakeholder Meeting	Presentation / Open Discussion

Additional information is in the Project File.

**Public Kick-off Newsletter**

Project kickoff emails to elected and appointed officials were sent on April 25, 2023. A public newsletter was mailed via U.S. Mail on April 26, 2023. The newsletter informed the public of the start of the project and kickoff meeting information. It also included a description of the study process and schedule, encouraged the need for public input, and provided FDOT point-of-contact information regarding citizen questions, comments, and concerns.

**Kick Off Public Meeting**

Two public kickoff meetings occurred for the DeSoto Bridge PD&E Study in Manatee County, one in-person and one virtual. The in-person meeting was held on Tuesday, May 23, 2023, at the Bradenton Area Convention Center, 1 Haben Boulevard, Palmetto, FL 34221. The in-person event was conducted from 5 to 7 p.m. in an open-house format. A virtual public meeting was streamed on Thursday, May 25, 2023, online through GoTo Webinar, from 6 to 7 p.m., and it included a video presentation and question-and-answer format. The purpose of the kickoff meetings was to introduce the project to the community, collect feedback, and address questions from interested individuals. Comment cards were provided for written comments. Fifty-two (52) people signed into the in-person meeting. Twelve (12) people registered for the virtual meeting.

Attendees were given an opportunity to provide public comments through the following methods: 1) written comments at the meeting, 2) mail comments to the FDOT's project manager, 3) e-mail comments to the FDOT's project manager, and via the project website: <https://www.swflroads.com/project/442630-1>. One (1) comment card was received at the in-person meeting. One (1) comment was provided during the virtual meeting.

Meeting comments throughout the comment period showed no clear preference.

Additional information is in the Project File.

**Alternatives Workshop Notifications**

Alternatives public workshop emails to elected and appointed officials were sent on September 19, 2023. A public newsletter was mailed via U.S. Mail on September 20, 2023. It included a description of the study process and schedule, encouraged the need for public input, and provided FDOT point-of-contact information.

## **Alternatives Public Workshop**

An in-person alternatives public workshop was held on Tuesday, October 17, 2023, at the Manatee Performing Arts Center, 502 3rd Avenue W, Bradenton, FL 34205. The event was held from 5 p.m. to 7 p.m in an open house format. A virtual alternatives public workshop was held online through GoTo Webinar on Thursday, October 19, 2023. The online event was held from 6 p.m. to 7 p.m in a presentation and question-and-answer format. Alternatives presented included a "no build" alternative, a west bridge alternative, and an east bridge alternative.

At the in-person workshop, community members were able to view the project video, display boards, and materials. Attendees were able to ask questions and share concerns with project staff. A separate table for right-of-way, and "other projects" information was available to the public. The "other projects" included the Bradenton-Palmetto Connector and Connecting Communities projects. Thirty-seven (37) citizens and three (3) elected officials signed in at the in-person meeting. Twelve (12) people registered for the virtual meeting.

Attendees were given an opportunity to provide public comments through the following methods: 1) written comments at the meeting, 2) mail comments to the FDOT project manager, 3) e-mail comments to the FDOT's project manager, and 4) via the project website at: <https://www.swflroads.com/project/442630-1>. Eleven (11) comment cards were received at the public workshop. Two (2) comments were provided digitally following the public workshop. Eleven (11) comment cards were filled out in person, seven (7) comments were sent through the project website comments form and six (6) online questions were submitted during the virtual meetings. Zero (0) comments were received by mail following the public workshop.

During the meetings and throughout the comment period, some members of the public preferred the west alternative and others the east alternative; however, there was no heavy opposition to either alternative. Comments received were positive about the shared-use path. Additional information, including a summary of all the comments and responses, is included in the project file.

**Date of Public Hearing:** 04/30/2024

### **Summary of Public Hearing**

A hybrid public hearing was held on April 30, 2024, at the Manatee County Fairgrounds, 1402 14th Avenue W, Palmetto, FL 34221, and virtually through GoTo Webinar. The Public Hearing Certification and Transcript are attached.

Public Hearing invitations and newsletters were emailed to elected and appointed officials, ETAT members, and interested parties on April 2, 2024. A public newsletter was mailed via U.S. Mail on April 4, 2024. The newsletter included a description of the project, the study process, and the schedule. It also provided FDOT point-of-contact information and alternate ways, including through the webpage, to ask questions or submit comments. Notifications were also published in the Florida Administrative Register, on April 10, 2024, in the Bradenton Times newspaper legal notices on April 12, 2024, and April 23, 2024, and on the FDOT Public Notice Website on April 4, 2024. Meeting materials were posted to the project webpage (<https://www.swflroads.com/project/442630-1>) on Monday, April 29, 2024. Technical project documents for public viewing were placed in the Manatee County Central Branch Public Library and Palmetto Branch Public Library on April 9, 2024, through the end of the comment period.

Media outlets published information including:

WTSP Channel 10 <https://www.wtsp.com/article/news/local/manatee-county/fdot-desoto-bridge-replacement/67-d56bab45-ff67-4516-b917-0ab960881e11>

The Bradenton Herald <https://www.bradenton.com/news/local/article288062050.html>

Yahoo News <https://ca.news.yahoo.com/fdot-sets-public-meeting-feedback-095000486.html>

The Public Hearing was conducted to present the preferred alternative and all analyses to date and allow interested persons to express their views concerning the proposed improvements' location, conceptual design, and social, economic, and environmental effects.

The meeting began at 5 p.m. in an Open House format. Before the formal public hearing, community members were able to view the project video, display boards, and printed materials. Attendees could also ask questions and share concerns one-on-one with project staff. A separate table for technical documents, right-of-way, and "other projects" information was available to the public. The "other projects" included the Bradenton-Palmetto Connector and Connecting Communities projects. Comment cards were provided to attendees for written comments. Seventy (70) members of the public and three (3) elected officials signed in at the in-person meeting. Forty-nine (49) members of the public signed into the virtual meeting.

The formal Public Hearing began at 6 p.m. The moderator described the process and provided the study requirements. A project video was shown to all attendees, followed by a public comment period. One person provided a verbal comment at the in-person location. No comments were received through the virtual meeting.

Attendees were able to provide public comments through the following methods: 1) written comments at the meeting, 2) mail comments to the FDOT's project manager, 3) e-mail comments to the FDOT's project manager, and 4) via the project website: <https://www.swfroads.com/project/442630-1>. The comment period remained open for ten days following the hearing. Four (4) comment forms were received at the Public Hearing and 15 comments were received through email/web portal following the public workshop within the comment period. No comments were received by mail following the public hearing. The Public Hearing comments summary report is attached.

During the meeting and the comment period, there was no significant opposition to the DeSoto Bridge Replacement. The comments reflect strong public concerns about congestion, safety, and long-term infrastructure needs. Many residents criticized the plan to replace the bridge with the same four lanes, arguing that it will not address worsening traffic and calling instead for additional lanes, flyovers, or alternative crossings. Others raised issues about pedestrian and bicycle access, stormwater runoff, and environmental impacts, while overall emphasizing the need for solutions that meet both current and future growth. Comments and responses are provided in the Comments and Coordination Report.

Additional capacity needs are being studied through the FDOT Bradenton-Palmetto Connector Alternative Corridor Study.

The following project-related information was on display:

- Roll plot/typical sections
- Project location map
- Preferred Alternative
- Project Video
- Roll plot/typical sections

- Welcome and Thank You Boards
- Technical Documents
- Schedule and Funding
- Comment Board
- Evaluation Matrix
- Title VI Standard Language Board
- Notification Process Board
- Construction Sequencing

## 10. Commitments Summary

1. The most recent version of the USFWS' *Standard Protection Measures for the Eastern Indigo Snake* will be adhered to during construction of the proposed project.
2. The most recent version of the USFWS' *Standard Manatee Conditions for In-Water Work* will be utilized and adhered to during construction.
3. The NMFS' *Protected Species Construction Conditions* will be adhered to during construction of the proposed project.
4. Updated surveys for Submerged Aquatic Vegetation (SAV) will be conducted during the design phase of the project; The seagrass beds adjacent to the existing bridge in the project's northwest and northeast quadrants will be delineated with buoys to prevent adverse impacts from barges and small work boats during new bridge construction and existing bridge demolition.
5. Consultation will be re-initiated with NMFS regarding Section 7 and Essential Fish Habitat during the design phase of the project.
6. FDOT will provide mitigation for impacts to wood stork Suitable Foraging Habitat within the Service Area of a Service-approved wetland mitigation bank or wood stork conservation bank.
7. Upon listing of the tricolored bat, if the project contains suitable habitat and requires tree trimming and/or clearing, FDOT will not conduct tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) and when bats may be in torpor (when temperatures are below 45 degrees Fahrenheit).
8. Upon listing of the tricolored bat, if the project contains suitable habitat and FDOT needs to trim or clear trees or perform work on bridges/culverts during the maternity season and/or when the temperature is below 45 degrees Fahrenheit, then FDOT will survey the project area for evidence of the tricolored bat. The Indiana Bat and Northern Long-eared Bat Survey Guidance (USFWS), appendix J acoustic survey protocol in the year-round range (mist netting is not being conducted in Florida at this time), will be used for areas with tree trimming/clearing. For bridges and culverts, the Indiana Bat and Northern Long-eared Bat Survey Guidance, appendix K, *Assessing Bridges and Culverts for Bats*, will be used.
  - a. If the surveys result in no tricolored bats detected, then FDOT can proceed with the project activities. Negative results from bridge/culvert surveys are valid for 2 years. Negative results for acoustic surveys are valid for 5 years. However, negative results for either survey may be invalidated if additional tricolored bat survey data is submitted to FWS showing presence of the species within the vicinity of the project area. Additional survey work by FDOT, or application of avoidance and minimization measures, including not conducting tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) or when bats may be in torpor (when temperatures are below 45 degrees Fahrenheit), may be required if updated detections are reported, and may result in reinitiation of consultation with FWS.
  - b. If the surveys result in positive detections of the tricolored bat, FDOT will implement conservation measures such as: not conducting tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) when pups are not volant and not able to escape disturbance; similarly avoid tree trimming/clearing activities when the temperatures are below 45 degrees Fahrenheit when bats may be in torpor and unresponsive to disturbance.

9. The FDOT is committed to the construction of feasible noise abatement measures at the Aria at Bradenton Apartments upon the following conditions:

- *Final recommendations on the construction of abatement measures are determined during the project's final design and through the public involvement process.*
- *Detailed noise analyses during the final design process support the need, feasibility and reasonableness of providing abatement.*
- *Cost analysis indicates that the cost of the noise barrier will not exceed the cost reasonable criterion.*
- *Community input supporting locations of the noise barrier is provided to the District Office.*
- *Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.*

## 11. Technical Materials

The following technical materials have been prepared to support this Environmental Document and are included in the Project File.

Sociocultural Data Report (SDR) - Study Area  
Cultural Resources Assessment Survey (CRAS)  
Section 4(f) Determination of Applicability  
Natural Resources Evaluation (NRE)  
US Coast Guard Review of PER and CEII 2025-04-21  
US Coast Guard Review of PER and CEII 2024-08-13  
Water Quality Impact Evaluation (WQIE)  
Location Hydraulics Report (LHR)  
Noise Study Report (NSR)  
Contamination Screening Evaluation Report (CSER)  
Utilities Assessment Package (UAP)  
Preliminary Engineering Report (PER)  
Signed and Sealed Typical Section  
Public Involvement Plan  
Comments and Coordination Summary Report

## **Attachments**

### **Planning Consistency**

Project Plan Consistency Documentation

### **Social and Economic**

City of Bradenton Land Use Map

City of Palmetto Land Use Map

City of Bradenton Future Land Use Map

City of Palmetto Future Land Use Map

### **Cultural Resources**

SHPO Concurrence Letter

Section 4(f) Report

### **Natural Resources**

NMFS Concurrence Letter

FWC Concurrence Letter

FWS Concurrence Letter

### **Physical Resources**

Noise Receptors Map

Potential Contamination Sites Map

### **Public Involvement**

Public Hearing Transcript

Public Hearing Certification

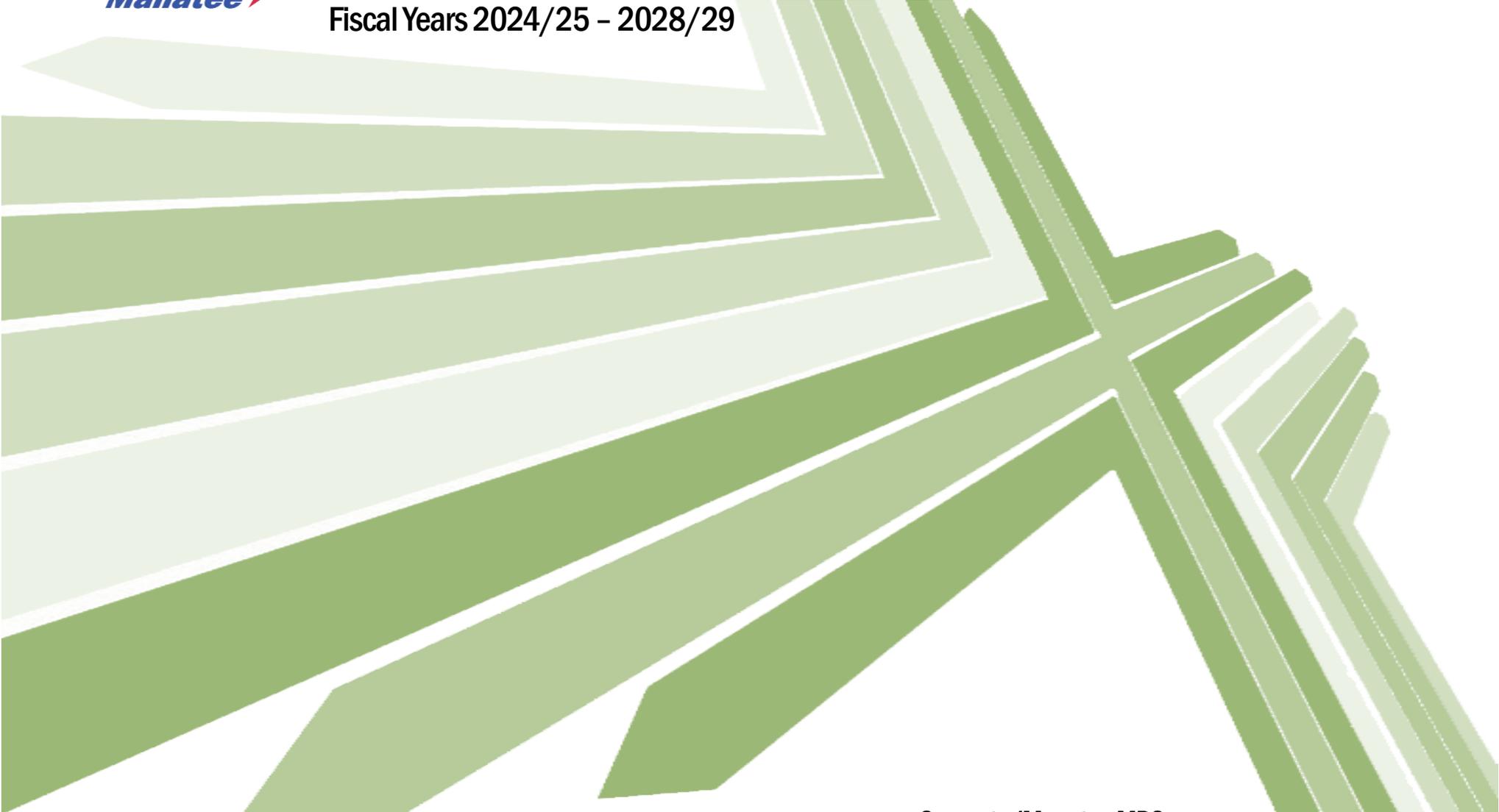
## **Planning Consistency Appendix**

Contents:

Project Plan Consistency Documentation



# Sarasota/Manatee Metropolitan Planning Organization Transportation Improvement Program Fiscal Years 2024/25 – 2028/29



PUBLIC COMMENT April 18, 2024  
DATE OF ADOPTION May 20, 2024

**Sarasota/Manatee MPO**  
8100 15<sup>th</sup> St E, Sarasota, FL 34243  
[www.mympo.org](http://www.mympo.org)  
(941) 359-5772  
mpo@mympo.org

DESOTO (US41) BRIDGE FROM NORTH OF SR64 TO HABEN BLVD BRIDGE #13005 // 442630-1-21-01

Item Number: 442630 1  
District: 01

Project Description: DESOTO BRIDGE  
FROM 21ST AVE W TO US 19 BRIDGE

#130053  
County: MANATEE

L RTP Page 3-1

Type of Work: PD&E/EMO STUDY Project Length: 5.242MI

Phase / Responsible Agency	Fiscal Year								
	<2024	2024	2025	2026	2027	2028	>2028	All Years	
<b>P D &amp; E / MANAGED BY FDOT</b>									
Fund Code: -TOTAL OUTSIDE YEARS		3,070,000							3,070,000
Item: 442630 1 Totals		3,070,000							3,070,000

Item Number: 442630 2

Project Description: DESOTO BRIDGE  
FROM 21ST AVE W TO US 19 BRIDGE

#130053

L RTP Page 3-1

District: 01 County: MANATEE Type of Work: BRIDGE REPLACEMENT Project Length: 5.242MI

Phase / Responsible Agency	Fiscal Year								
	<2024	2024	2025	2026	2027	2028	>2028	All Years	
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>									
Fund Code: ACBR-ADVANCE CONSTRUCTION (BRT)		6,550,000			1,449,712				7,999,712
<b>RIGHT OF WAY / MANAGED BY FDOT</b>									
Fund Code: GFBR-GEN FUND BRIDGE REPAIR/REPLACE			8,000,000						8,000,000
<b>DESIGN BUILD / MANAGED BY FDOT</b>									
Fund Code: ACBR-ADVANCE CONSTRUCTION (BRT)					168,562,737				168,562,737
Item: 442630 2 Totals		6,550,000	8,000,000		170,012,449				184,562,449
Project Totals		3,070,000	6,550,000	8,000,000	170,012,449				187,632,449

Item Number: 444612 1  
District: 01

Project Description: SR 45 (US 41)  
EDWARDS DRIVE TO MAGELLAN DRIVE

County: MANATEE

L RTP Page 3-1

Type of Work: RESURFACING Project Length: 2.095MI

Phase / Responsible Agency	Fiscal Year								
	<2024	2024	2025	2026	2027	2028	>2028	All Years	
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>									
Fund Code: DDR-DISTRICT DEDICATED REVENUE		34,948							34,948
DIH-STATE IN-HOUSE PRODUCT SUPPORT		229,770							229,770
DS-STATE PRIMARY HIGHWAYS & PTO		334,882							334,882
Phase: PRELIMINARY ENGINEERING Totals		599,600							599,600
<b>CONSTRUCTION / MANAGED BY FDOT</b>									
Fund Code: ACNR-AC NAT HWY PERFORM RESURFACING		6,228,623							6,228,623
ACSS-ADVANCE CONSTRUCTION (SS,HSP)		505,728							505,728
CM-CONGESTION MITIGATION - AQ		187,417							187,417

**4423995 - HURRICANE IAN INTERSTATE (17) SIGN REPAIR/REPLACEMENT**

Project Type: Emergency Operations      Lead Agency: Florida DOT      County: Sarasota      LRTP Page #: 2-1

SIS: No      Route Length: 0      Total Project Cost: -      Total Cost: \$111,380

Project Description  
HURRICANE IAN INTERSTATE (17) SIGN REPAIR/REPLACEMENT

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Construction	ADVANCE CONSTRUCTION (ER)	\$4,812	\$2,880	-	-	-	-	-	\$7,692
Construction	EMERGENCY RELIEF - STATE FUNDS	\$15,188	-	-	-	-	-	-	\$15,188
<b>Total Construction</b>		<b>\$20,000</b>	<b>\$2,880</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$22,880</b>
Miscellaneous	ADVANCE CONSTRUCTION (ER)	\$64,100	-	-	-	-	-	-	\$64,100
Miscellaneous	EMERGENCY RELIEF - STATE FUNDS	\$24,400	-	-	-	-	-	-	\$24,400
<b>Total Miscellaneous</b>		<b>\$88,500</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$88,500</b>
<b>Total Active Years</b>		<b>-</b>	<b>\$2,880</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$2,880</b>
<b>Total Prior Costs</b>		<b>\$108,500</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$108,500</b>
<b>Total Programmed</b>		<b>\$108,500</b>	<b>\$2,880</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$111,380</b>

**4426301 - DESOTO (US41) BRIDGE FROM NORTH OF SR64 TO HABEN BLVD BRIDGE #13005**

Project Type: Pd&E/Emo Study      Lead Agency: Florida DOT      County: Manatee      LRTP Page #: 3-1

SIS: No      Route Length: 1.297      Total Project Cost: -      Total Cost: \$3,071,347

Project Description  
DESOTO (US41) BRIDGE FROM NORTH OF SR64 TO HABEN BLVD BRIDGE #13005

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Project, Development & Environment Study	TOTAL OUTSIDE YEARS	\$3,071,347	-	-	-	-	-	-	\$3,071,347
<b>Total Project, Development &amp; Environment Study</b>		<b>\$3,071,347</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$3,071,347</b>
<b>Total Prior Costs</b>		<b>\$3,071,347</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$3,071,347</b>
<b>Total Programmed</b>		<b>\$3,071,347</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$3,071,347</b>

**4426302 - DESOTO (US41) BRIDGE FROM NORTH OF SR64 TO HABEN BLVD BRIDGE #13005**

Project Type Bridge Replacement	Lead Agency Florida DOT	County Manatee	L RTP Page # 3-1
SIS No	Route Length 1.297	Total Project Cost -	Total Cost \$184,432,065

Project Description  
DESOTO (US41) BRIDGE FROM NORTH OF SR64 TO HABEN BLVD BRIDGE #13005

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FY2029	FUTURE	TOTAL
Preliminary Engineering	ADVANCE CONSTRUCTION (BRT)	\$6,550,000	-	-	\$1,449,712	-	-	-	\$7,999,712
Preliminary Engineering	DISTRICT DEDICATED REVENUE	\$40	-	-	-	-	-	-	\$40
Preliminary Engineering	STATE PRIMARY HIGHWAYS & PTO	\$1,662	-	-	-	-	-	-	\$1,662
<b>Total Preliminary Engineering</b>		<b>\$6,551,702</b>	<b>-</b>	<b>-</b>	<b>\$1,449,712</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$8,001,414</b>
Right-of-Way Acquisition	GEN FUND BRIDGE REPAIR/REPLACE	-	\$8,000,000	-	-	-	-	-	\$8,000,000
<b>Total Right-of-Way Acquisition</b>		<b>-</b>	<b>\$8,000,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$8,000,000</b>
Design/Build	ADVANCE CONSTRUCTION (BRT)	-	-	-	\$138,430,652	-	-	-	\$138,430,652
Design/Build	AMENDMENT 4 BONDS (BRIDGES)	-	-	-	\$29,999,999	-	-	-	\$29,999,999
<b>Total Design/Build</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>\$168,430,651</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$168,430,651</b>
<b>Total Active Years</b>		<b>-</b>	<b>\$8,000,000</b>	<b>-</b>	<b>\$169,880,363</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$177,880,363</b>
<b>Total Prior Costs</b>		<b>\$6,551,702</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$6,551,702</b>
<b>Total Programmed</b>		<b>\$6,551,702</b>	<b>\$8,000,000</b>	<b>-</b>	<b>\$169,880,363</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$184,432,065</b>



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Web Application

Federal Aid Management Sabrina Aubery - Manager

STIP Project Detail and Summaries Online Report

\*\* Repayment Phases are not included in the Totals \*\*

Selection Criteria	
Current STIP Financial Project: 442630	Detail Related Items Shown
As Of: 2/5/2025	

HIGHWAYS							
<b>Item Number:</b> 442630 1							
<b>Project Description:</b> DESOTO (US41) BRIDGE FROM NORTH OF SR64 TO HABEN BLVD BRIDGE #13005							
<b>District:</b> 01	<b>County:</b> MANATEE	<b>Type of Work:</b> PD&E/EMO STUDY				<b>Project Length:</b> 1.297MI	
<b>Phase / Responsible Agency</b>				<b>Fiscal Year</b>			
<b>P D &amp; E / MANAGED BY FDOT</b>		<2025	2025	2026	2027	2028	>2028   All Years
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE	3,000,000					3,000,000
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	42,258	28,380				70,638
	DS-STATE PRIMARY HIGHWAYS & PTO	892					892
<b>Phase: P D &amp; E Totals</b>		<b>3,043,150</b>	<b>28,380</b>				<b>3,071,530</b>
<b>Item: 442630 1 Totals</b>		<b>3,043,150</b>	<b>28,380</b>				<b>3,071,530</b>
<b>Item Number:</b> 442630 2							
<b>Project Description:</b> DESOTO (US41) BRIDGE FROM NORTH OF SR64 TO HABEN BLVD BRIDGE #13005							
<b>District:</b> 01	<b>County:</b> MANATEE	<b>Type of Work:</b> BRIDGE REPLACEMENT				<b>Project Length:</b> 1.297MI	
<b>Phase / Responsible Agency</b>				<b>Fiscal Year</b>			
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>		<2025	2025	2026	2027	2028	>2028   All Years
<b>Fund Code:</b>	ACBR-ADVANCE CONSTRUCTION (BRT)	6,500,707	49,293		1,449,712		7,999,712
	DDR-DISTRICT DEDICATED REVENUE	6,773					6,773
	DS-STATE PRIMARY HIGHWAYS & PTO	13,558	150,000				163,558
<b>Phase: PRELIMINARY ENGINEERING Totals</b>		<b>6,521,038</b>	<b>199,293</b>		<b>1,449,712</b>		<b>8,170,043</b>
<b>RIGHT OF WAY / MANAGED BY FDOT</b>							
<b>Fund Code:</b>	GFBR-GEN FUND BRIDGE REPAIR/REPLACE		3,010,000				3,010,000
<b>DESIGN BUILD / MANAGED BY FDOT</b>							
<b>Fund Code:</b>	ACBR-ADVANCE CONSTRUCTION (BRT)				157,469,956		157,469,956
	BNBR-AMENDMENT 4 BONDS (BRIDGES)				26,705,424		26,705,424
	GFBR-GEN FUND BRIDGE REPAIR/REPLACE				2,423,560		2,423,560
<b>Phase: DESIGN BUILD Totals</b>					<b>186,598,940</b>		<b>186,598,940</b>
<b>Item: 442630 2 Totals</b>		<b>6,521,038</b>	<b>3,209,293</b>		<b>188,048,652</b>		<b>197,778,983</b>
<b>Project Totals</b>		<b>9,564,188</b>	<b>3,237,673</b>		<b>188,048,652</b>		<b>200,850,513</b>
<b>Grand Total</b>		<b>9,564,188</b>	<b>3,237,673</b>		<b>188,048,652</b>		<b>200,850,513</b>

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399.

For additional information please e-mail questions or comments to:  
 Federal Aid Management  
 Sabrina Aubery: [Sabrina.Aubery@dot.state.fl.us](mailto:Sabrina.Aubery@dot.state.fl.us) Or call 850-414-4449  
 Or  
 Denise Strickland: [Denise.Strickland@dot.state.fl.us](mailto:Denise.Strickland@dot.state.fl.us) Or call 850-414-4491

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Florida Department of Transportation

Consistent, Predictable, Repeatable

## **Social and Economic Appendix**

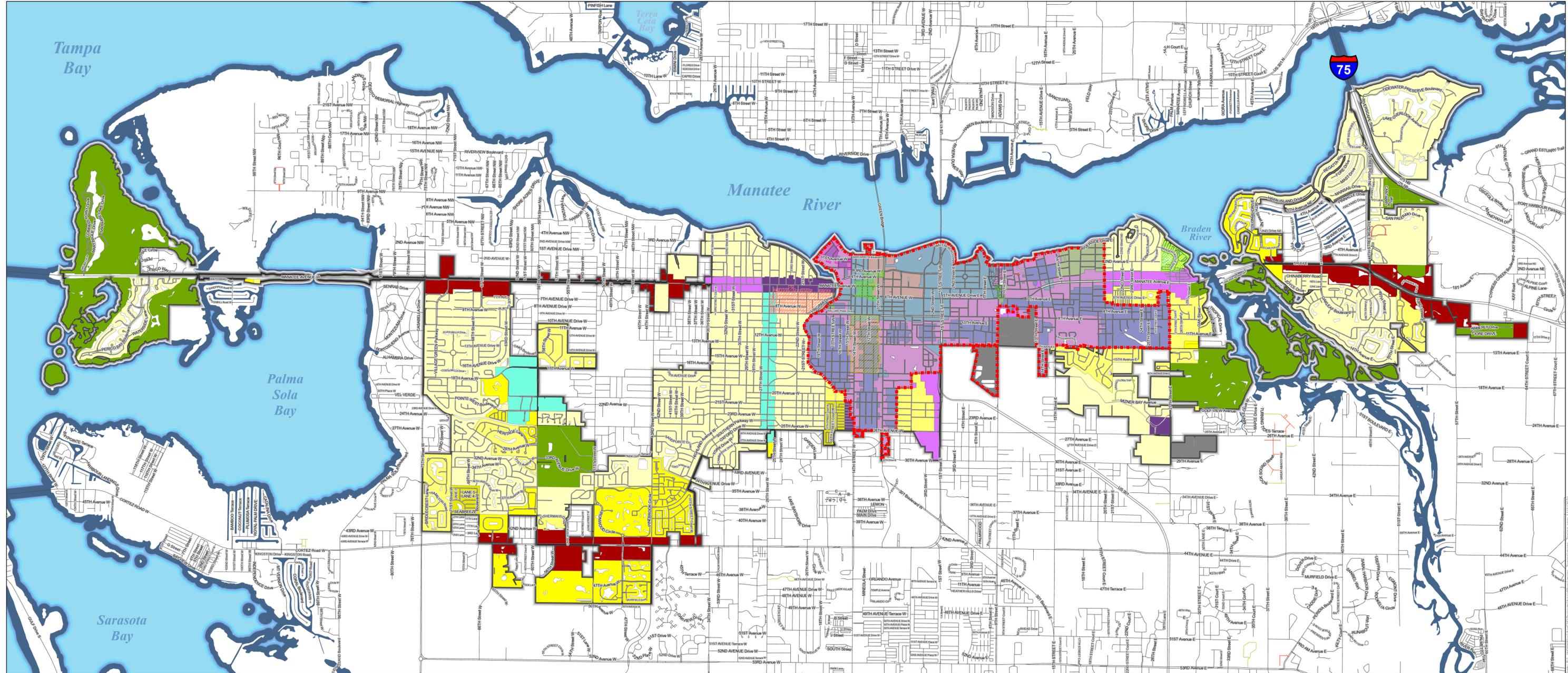
### **Contents:**

City of Bradenton Land Use Map

City of Palmetto Land Use Map

City of Bradenton Future Land Use Map

City of Palmetto Future Land Use Map



**ZONING**

- I (Industrial)
- P (Professional)
- PDP (Planned Development District)
- R-1 (Low Density, Single Family)
- R-2 (Medium Density, 1 & 2 Family)
- R-3 (High Density, Multi-Family)
- R-4 (Mobile Home)
- SCC (Suburban Commercial Corridor)
- UCC (Urban Commercial Corridor)
- UV (Urban Village)

**FORM-BASED CODE**

- Form-Based Code Area
- T3 (Sub-Urban)
- T4-O (General Urban Open)
- T4-R (General Urban Restricted)
- T4-S (Single Family)
- T5 (Urban Center)
- T6 (Urban Core)

**OVERLAY DISTRICTS**

- Antique District
- Bradenton Historical Districts
- Village of the Arts
- Wares Creek Overlay
- City Limits

# Official Zoning Atlas



CITY OF BRADENTON  
 Department of Planning  
 & Community Development  
 101 Old Main Street  
 Bradenton, Florida 34205  
 941.932.9400



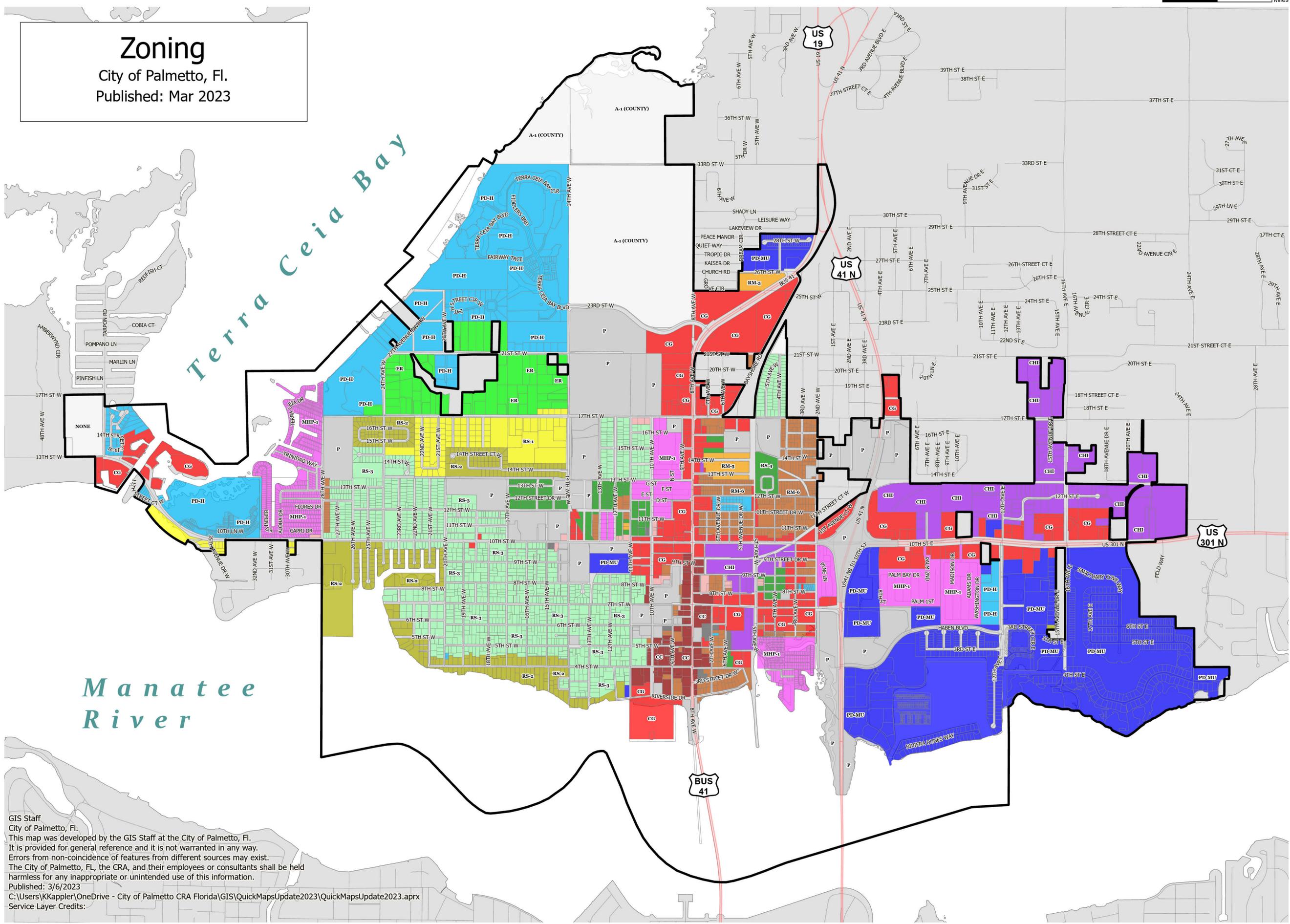
Ordinance No. 2913 Effective 02/20/10	
Revised 06/09/2010	Ordinance No 2919
Revised 08/18/2010	Ordinance No 2922
Revised 06/08/2011	Ordinance No 2930
Revised 12/18/2013	Ordinance No 2957
Revised 03/12/2014	Ordinance No 2960
Revised 06/24/2015	Ordinance No 2969
Revised 02/10/2016	Ordinance No 2976
Revised 03/09/2016	Ordinance No 2979
Revised 09/28/2016	Ordinance No 2988
Revised 08/16/2017	Ordinance No 2999
Revised 10/11/2017	Ordinance No 3004
Revised 09/27/2017	Ordinance No 3007
Revised 08/16/2017	Ordinance No 3008
Revised 08/16/2017	Ordinance No 3009
Revised 09/29/2017	Ordinance No 3010
Revised 08/22/2018	Ordinance No 3015
Revised 08/22/2018	Ordinance No 3016
Revised 05/09/2018	Ordinance No 3023
Revised 05/09/2018	Ordinance No 3024
Revised 09/12/2018	Ordinance No 3026
Revised 02/13/2019	Ordinance No 3040
Revised 06/26/2019	Ordinance No 3047
Revised 09/05/2020	Ordinance No 3060

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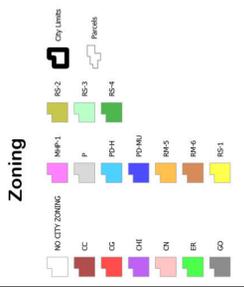


# Zoning

City of Palmetto, FL  
Published: Mar 2023



City of Palmetto  
516 8th Ave W, Palmetto, FL 34221  
(941) 723-4570  
<https://www.palmettofl.org/>

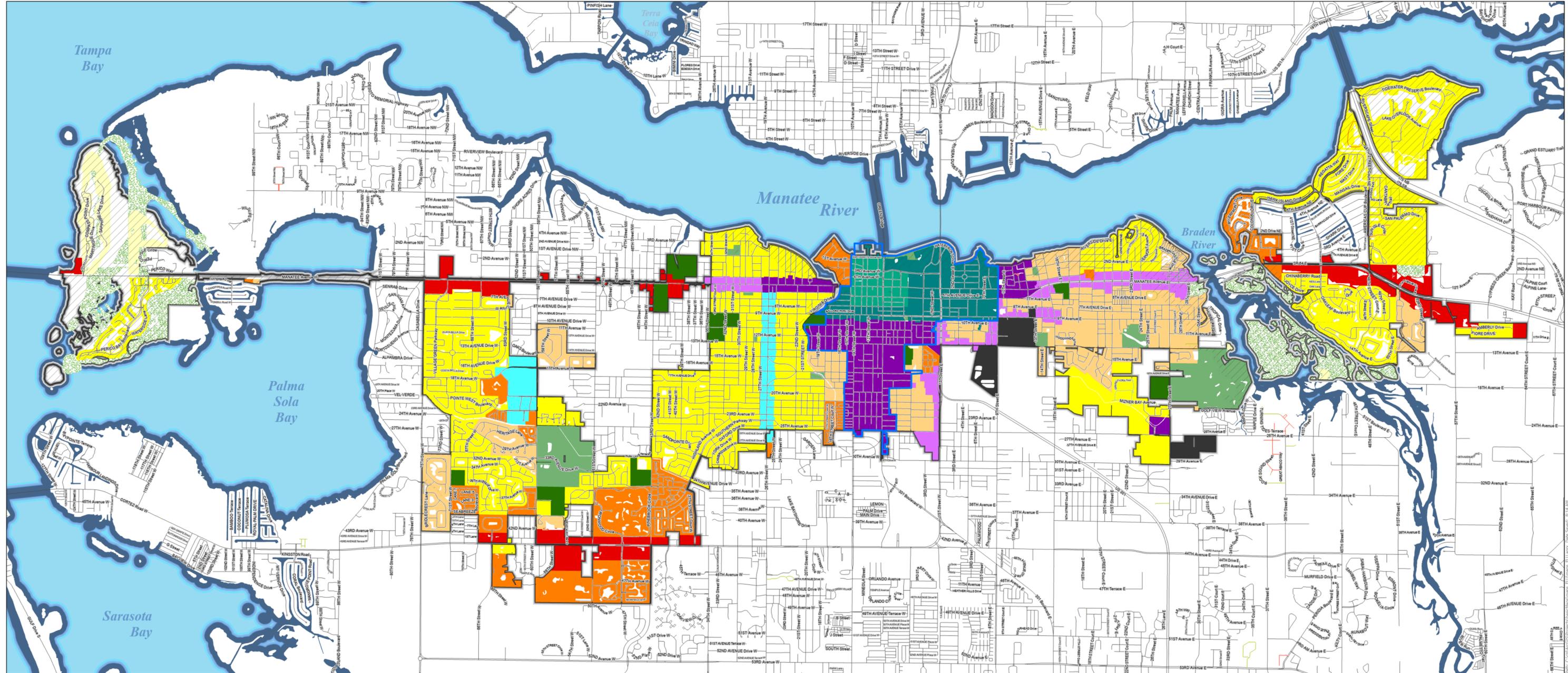


Author: GIS Staff  
Scale: 1:12,000  
Date: 3/6/2023

City of Palmetto Zoning Map  
Map: Zoning 24 x 36

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1  
of  
1

GIS Staff  
City of Palmetto, FL.  
This map was developed by the GIS Staff at the City of Palmetto, FL.  
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Published: 3/6/2023  
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Service Layer Credits:



**RESIDENTIAL**

- RESVLOW (Very Low Density up to 3 DU/A)
- RESLOW (Low Density up to 3 DU/A)
- RESMED (Medium Density up to 10 DU/A)
- RESHIGH (High Density up to 15 DU/A)

**OVERLAYS**

- Conservation Overlay
- StormSurge SLOSH 2016

**NON-RESIDENTIAL & PUBLIC/OPEN SPACE**

- P (Professional Office/Medical)
- I (Industrial)
- PS (Public/Private Schools)
- R/OS (Recreation/Open Space)
- CON (Conservation)

**MIXED USE & CORRIDOR**

- UCBD (Urban Central Business District)
- URBCORE (Urban Core)
- UV (Urban Village)
- UCC (Urban Commercial Corridor)
- SCC (Suburban Commercial Corridor)



**ORDINANCE 2907 - SEPTEMBER 23, 2009**

- Revised 06/09/2010 Ordinance No 2918
- Revised 08/18/2010 Ordinance No 2921
- Revised 12/18/2013 Ordinance No 2956
- Revised 03/12/2014 Ordinance No 2959
- Revised 10/14/2015 Ordinance No 2970
- Revised 10/29/2015 Ordinance No 2971
- Revised 03/09/2016 Ordinance No 2978
- Revised 03/23/2016 Ordinance No 2980
- Revised 09/28/2016 Ordinance No 2986
- Revised 08/16/2017 Ordinance No 2999
- Revised 08/16/2017 Ordinance No 3000
- Revised 10/11/2017 Ordinance No 3003
- Revised 09/27/2017 Ordinance No 3006
- Revised 08/16/2017 Ordinance No 3008
- Revised 08/16/2017 Ordinance No 3009
- Revised 12/13/2017 Ordinance No 3018
- Revised 09/12/2018 Ordinance No 3025
- Revised 09/12/2018 Ordinance No 3031
- Revised 02/13/2019 Ordinance No 3039
- Revised 06/26/2019 Ordinance No 3046

# FUTURE LAND USE 2010 - 2030

CITY OF BRADENTON  
 Department of Planning  
 & Community Development  
 101 Old Main Street  
 Bradenton, Florida 34205  
 941.932.9400  
<https://www.CityofBradenton.com/>



This map was developed by the City of Bradenton Department of Planning and Community Development with the use of Manatee County's Geographic Information System. It is intended for general reference, is subject to change, and is not warranted in any way.



## **Cultural Resources Appendix**

### **Contents:**

SHPO Concurrence Letter

Section 4(f) Report



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

801 N. Broadway Avenue  
Bartow, FL 33830

JARED W. PERDUE, P.E.  
SECRETARY

January 25, 2024

Alissa S. Lotane,  
Director, Division of Historical Resources  
& State Historic Preservation Officer  
Office of Cultural and Historical Programs  
Division of Historical Resources  
500 South Bronough Street  
Tallahassee, Florida 32399-0250

Attn: Mr. Benjamin Stewart, Transportation Compliance Review Program

RE: Cultural Resource Assessment Survey  
Project Development and Environment (PD&E) Study  
DeSoto Bridge Replacement  
Manatee County, Florida  
Financial Management No.: 442630-1-22-01

Dear Ms. Lotane,

Enclosed please find one copy of the report titled *Cultural Resource Assessment Survey (CRAS) for the DeSoto Bridge Replacement PD&E Study, SR 64 to Haben Boulevard, Cities of Bradenton and Palmettos, Manatee County, Florida*. This report presents the findings of a CRAS conducted in support of the proposed DeSoto Bridge replacement PD&E study in Manatee County, Florida. The Florida Department of Transportation (FDOT), District 1, is investigating three proposed bridge replacement alternatives to replace FDOT Bridge No. 130053, which carries US 301 (US 41) over the Manatee River. This project is federally funded for construction in 2027.

The project Area of Potential Effect (APE) was defined to include the existing and proposed right-of-way for the three alternatives combined. The architectural history APE includes the archaeological APE and was expanded to the back or side property lines of parcels adjacent to the right-of-way or a distance of no more than 100 meters (328 feet) from the right-of-way line.

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

[www.fdot.gov](http://www.fdot.gov)

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This CRAS was conducted to comply with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act (NHPA) of 1966, as amended, and the Archeological and Historic Preservation Act of 1974, as amended. The study also meets the regulations for implementing NHPA Section 106 found in 36 CFR Part 800 (*Protection of Historic Properties*) and complies with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code. The work was performed in accordance with Part 2, Chapter 8 of the FDOT's Project Development & Environment (PD&E) Manual (revised July 2023) as well as the Florida Division of Historical Resources' (FDHR) recommendations for such projects as stipulated in the FDHR's *Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals*. The principal investigator for this project meets the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (48 FR 44716-42).

The archaeological survey indicated that shovel testing within the archaeological APE was not possible due to the presence of marked buried utilities, steep artificial slopes, and drainage structures. No archaeological sites, features, or artifacts were identified during the survey. No additional archaeological survey is recommended.

The architectural history survey resulted in the identification and evaluation of one newly recorded historic building (8MA02569) within the APE. FDOT recommends 8MA02569 lacks the architectural distinction and significant historical associations necessary to be considered for listing in the NRHP and is recommended ineligible. No historic districts were identified. No further architectural history survey is recommended.

The existing DeSoto Bridge (FDOT Bridge No. 130053) is a 1957 reinforced concrete beam and girder bridge. The 2012 *Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges* (Federal Register 2012:68793–68795) “relieves federal agencies from the Section 106 requirement to consider the effects of undertakings on the bridge types identified in Section V of this Program Comment” if a bridge does not meet three considerations listed in Section IV (Federal Register 2012: 68792).

Based on the FMSF review, FDOT Bridge No. 130053 was previously evaluated by the Florida SHPO as not eligible for the NRHP due to its lack of engineering distinction and historical associations. Furthermore, the bridge is not located adjacent to or within an NRHP-listed or -eligible historic district. Architectural historians examined the bridge and determined that it is not one of the following bridge types: arch bridges, truss bridges, bridges with movable spans, suspension bridges, cable-stayed bridges, or covered bridges. FDOT Bridge No. 130053 was not identified by the latest statewide bridge survey (ACI 2012) as having “exceptional significance for association with an event or individual, or being a very early or particularly important example of its type in a State or the nation, having distinctive engineering or architectural features that depart from standard designs, such as an aesthetic railing or balustrade, includes spans of exceptional length or complexity, or displaying other elements that were engineered to respond to a unique environmental context,” which would exempt it from the Program Comment (Federal Register 2012:68794). The bridge is therefore excluded from Section 106 consideration (Federal Register

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2012:68793). As such, the bridge was not evaluated and its FMSF Form was not updated by the present study. The Section 106 responsibilities of FDOT and the FHWA have been completed with regard to FDOT Bridge No. 130053.

Based on the results of this study, it is the opinion of the District that no NRHP-listed or eligible cultural resources were identified within the project APE. No further cultural resources work is recommended.

I respectfully request your concurrence with the findings of the enclosed report.

If you have any questions or need further assistance, please contact Matt Marino at 954-336-3625 or [matthew.marino@dot.state.fl.us](mailto:matthew.marino@dot.state.fl.us).

Sincerely,

A handwritten signature in black ink, appearing to be 'M. Marino', written in a cursive style.

Matt Marino, M.A., RPA  
Cultural Resource Coordinator  
FDOT District One

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The Florida State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey Report complete and sufficient and  concurs /  does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 202400465. Or, the SHPO finds the attached document contains \_\_\_\_\_ insufficient information.

In accordance with the Programmatic Agreement among the ACHP, SHPO and FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida, if providing concurrence with a finding of No Historic Properties Affected for a project as a whole, or to No Adverse Effect on a specific historic property, SHPO shall presume that FDOT may approve the project as de minimis use under Section 4(f) under 23 CFR 774.

SHPO Comments:


 _____	<u>2/20/2024</u> Date
Alissa S. Lotane, Director Florida Division of Historical Resources	

Section 4(f) Resources

Florida Department of Transportation

DESOTO (US41) BRIDGE FROM NORTH OF SR64 TO HABEN BLVD BRIDGE #13005

District: FDOT District 1

County: Manatee County

ETDM Number: 14510

Financial Management Number: 442630-1-21-01

Federal-Aid Project Number: N/A

Project Manager: Steven Anthony Andrews

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022 and executed by the Federal Highway Administration and FDOT. Submitted pursuant 49 U.S.C. § 303.

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## Summary and Approval

<b>Resource Name</b>	<b>Facility Type</b>	<b>Property Classification</b>	<b>Owner/Official with Jurisdiction</b>	<b>Recommended Outcome</b>	<b>OEM SME Action</b>
Bradenton Waterfront Riverwalk	Park	Park/Rec Area	FDOT	Exception/Exemption	Determination 12-12-2024
Palmetto Estuary Preserve	Preserve	Park/Rec Area, Wildlife/Water Fowl Refuge	FDOT	Exception/Exemption	Determination 12-12-2024
Manatee River Blueway	Paddling Trail	Park/Rec Area	Manatee County	Exception/Exemption	Determination 12-11-2024
Donald L. Courtney Veterans Monuments Park	Park	Park/Rec Area	City of Bradenton	No Use	Determination 12-11-2024

## Bradenton Waterfront Riverwalk

**Facility Type:** Park

**Property Classification:** Park/Rec Area

**Address and Coordinates:**

Address: 452 3rd Ave W, Bradenton, FL, 34205, USA

Latitude: 27.49725 Longitude: -82.56736

**Description of Property:**

The Bradenton Riverwalk (Riverwalk) is a 1.5-mile stretch of land located between the Green and DeSoto Bridges, along the southern shoreline of the Manatee River. Amenities include a multi-use path, skatepark, beach volleyball courts, restrooms, water fountains, picnic tables/benches, and opportunities for fishing the Manatee River. Through a lease agreement between FDOT and the City of Bradenton, a portion of the Riverwalk is positioned under the current DeSoto Bridge within FDOT right-of-way.

**Owner/Official with Jurisdiction:** FDOT

**Recommended Outcome:** Exception/Exemption

**Exception/Exemption Type:** Properties that are formally reserved for future transportation facilities that temporarily function for park, recreation, or wildlife and waterfowl refuge purposes (23 CFR 774.11(h)).

**Exception/Exemption Justification:**

The current lease agreement between FDOT and the City of Bradenton for the portion of the Riverwalk within FDOT right-of-way states that if FDOT modifies, repairs, or replaces the DeSoto Bridge, the lease may be canceled, the recreational improvements removed, and the land restored to its original condition. As a result of the language in the lease agreement, the provisions of Section 4(f) do not apply to this portion of the resource. The Preferred Alternative will not have any direct use, constructive (indirect) use, or temporary impacts to the property or amenities within the Bradenton Riverwalk that are outside of the FDOT right-of-way.

**OEM SME Determination Date:** 12-12-2024

## Palmetto Estuary Preserve

**Facility Type:** Preserve

**Property Classification:** Park/Rec Area, Wildlife/Water Fowl Refuge

**Address and Coordinates:**

Address: 101 United States Highway 41 S, Palmetto, FL, 34221, USA

Latitude: 27.50963 Longitude: -82.56324

**Description of Property:**

The Palmetto Estuary Preserve consists of two land parcels totaling 21.39 acres, both owned by the City of Palmetto (City) and located north of the Manatee River on the west side of SR 55. The northernmost parcel is situated on the southwest corner of 7th Street East and SR 55 (9.64 acres) and will not be impacted or involved with the project; the second parcel is located directly south (11.75 acres). Available features within the facility include walking trails, a playground, boardwalk through mangrove estuary, picnic tables/benches, and restrooms.

**Owner/Official with Jurisdiction:** FDOT

**Recommended Outcome:** Exception/Exemption

**Exception/Exemption Type:** Properties that are formally reserved for future transportation facilities that temporarily function for park, recreation, or wildlife and waterfowl refuge purposes (23 CFR 774.11(h)).

**Exception/Exemption Justification:**

Of the two parcels, the southern parcel (11.75 acres) was purchased with a Grant Award Agreement from the Florida Communities Trust (FCT) by the City of Palmetto in October 1998. This parcel is under Trustees of the Internal Improvement Trust Fund (TIITF) ownership giving FDOT the perpetual right to construct a public state road upon and/or over said land (see attached). The northern parcel has no involvement with the project or impact by the project

**OEM SME Determination Date:** 12-12-2024

## Manatee River Blueway

**Facility Type:** Paddling Trail

**Property Classification:** Park/Rec Area

**Address and Coordinates:**

Address: Designated Manatee River Trail

Latitude: Longitude:

**Description of Property:**

The Manatee River Blueway is a Manatee County-designated paddling trail that passes under the DeSoto Bridge along the southern shoreline of the Manatee River. This 75-mile water-based trail system supports outdoor recreation, guiding canoeists and kayakers through the County's coastal areas, bays, bayous, and river systems. It can be accessed via a series of boat ramps and connects many points of interest including preserves and parks.

**Owner/Official with Jurisdiction:** Manatee County

**Recommended Outcome:** Exception/Exemption

**Exception/Exemption Type:** Temporary occupancies of land that are so minimal as to not constitute a use within the meaning of Section 4(f) and that meet all of the conditions in (23 CFR 774.13(d)(1-5).

**Exception/Exemption Justification:**

During construction of the proposed improvements to the DeSoto Bridge, construction equipment (barges, cranes, etc.) may be placed in the Manatee River restricting access to the paddling trail resulting in temporary occupancy. The project will maintain paddling boat traffic via an alternate detour route during temporary closures. No effects to the attributes, features, or activities that qualify the Manatee River Blueway for protection under Section 4(f) are anticipated.

**OEM SME Determination Date:** 12-11-2024

## Donald L. Courtney Veterans Monuments Park

**Facility Type:** Park

**Property Classification:** Park/Rec Area

**Address and Coordinates:**

Address:

Latitude: Longitude:

**Description of Property:**

The Donald L. Courtney Veterans' Monuments Park is located within FDOT right-of-way south of the Bradenton Riverwalk and north of Manatee Memorial Hospital. Operated by the City of Bradenton, it serves as a tribute to those who served in the United States Armed Forces.

**Owner/Official with Jurisdiction:** City of Bradenton

**Relationship Between the Property and the Project**

While the resource is within FDOT right-of-way, it is not within the area impacted by project activities. Thus no use of the resource will occur.

**Yes No**

Will the property be "used" within the meaning of Section 4(f)?

**Recommended Outcome:** No Use

**OEM SME Determination Date:** 12-11-2024

## Project-Level Attachments

Figure 5 Section 4(f) Resources 20241209



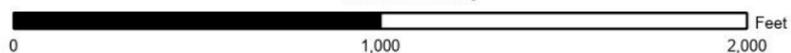
**Figure 5 - Section 4(f) Resources**

FPID #: 442630-1  
 DeSoto Bridge Replacement PD&E Study  
 from Manatee Avenue East (SR 64) to Haben Blvd.  
 Manatee County

Data Source: ESA, ESRI, TransSystems, Manatee County.



All data within this map are supplied as is, without warranty. This product has not been prepared for legal, engineering, or survey purposes. Users of this information should review or contact the primary data sources to ascertain the usability of the information.



## Resource Attachments

### Bradenton Waterfront Riverwalk

Bradenton Riverwalk Lease Agreement (FDOT & City)

Fig 1 - Bradenton Riverwalk\_20241018

Bradenton Riverwalk Lease Agreement (FDOT & City)

Fig 1 - Bradenton Riverwalk\_20241018

### Palmetto Estuary Preserve

Fig 2 - Palmetto Estuary Preserve\_20241017\_all

143088 (TIITF Easement Bridge 1955)

Fig 2 - Palmetto Estuary Preserve\_20241017\_all

143088 (TIITF Easement Bridge 1955)

### Manatee River Blueway

Fig 3 - Manatee River Blueway\_20241018

Re\_ FPID 442630-1 DeSoto Bridge Replacement - Manatee River Blueway Official with Jurisdiction Letter

### Donald L. Courtney Veterans Monuments Park

Fig 4 - Veterans Monuments Park\_20241021

## **Bradenton Waterfront Riverwalk**

### **Contents:**

Bradenton Riverwalk Lease Agreement (FDOT & City)

Fig 1 - Bradenton Riverwalk\_20241018

Bradenton Riverwalk Lease Agreement (FDOT & City)

Fig 1 - Bradenton Riverwalk\_20241018



# Florida Department of Transportation

**RICK SCOTT  
GOVERNOR**

**ANANTH PRASAD, P.E.  
SECRETARY**

## MEMORANDUM

**Date:** March 21, 2011

**To:** Kathryn L. Troller, Records and Funds Management Coordinator

**From:** Brenda K. Wood, Senior Right of Way Agent

**Copies:** J. C. Myers\*, G. E. Ray\*, B. F. Wolcott, G. J. Bohde, Daily File

<b>Subject:</b>	<b>FM #</b>	<b>: N/A</b>	<b>County</b>	<b>: Manatee</b>
	<b>Sec/Job #</b>	<b>: 1313-275 &amp; 1313-201</b>	<b>S. R. #</b>	<b>: 55 (US 301)</b>
	<b>FAP #</b>	<b>: N/A</b>	<b>Parcel #</b>	<b>: 1 TIITF</b>
	<b>PM Log #</b>	<b>: 11-97</b>	<b>Re:</b>	<b>City of Bradenton Public Purpose Lease</b>

Attached is a copy of the Public Purpose Lease Agreement between the Department and the City of Bradenton (see attached lease).

**Right of Way Mapping**, by copy of this memorandum, is requested to place a current map in the hanging map rack, or otherwise make necessary changes (or notations) to the existing map to reflect this change. Thank you.

BKW/bv

Attachments

\*Received copy of complete package

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**LEASE AGREEMENT**

575-060-33  
RIGHT OF WAY  
GGC - 08/08  
Page 1 of 5

ITEM/SEGMENT NO.: N/A  
MANAGING DISTRICT: One  
F.A.P. NO.: N/A  
STATE ROAD NO.: SR-55 / US-301 (DeSoto Bridge)  
COUNTY: Manatee  
PARCEL NO.: 1 TIITF

THIS AGREEMENT, made this 20th day of March, 2012, by and between the STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION, (hereinafter called the Lessor), and City of Bradenton

(hereinafter called the Lessee).

**WITNESSETH:**

In consideration of the mutual covenants contained herein, the parties agree as follows:

1. Property and Term. Lessor does hereby lease unto Lessee the property described in Exhibit "A" attached and made a part hereof, for a term of Twenty Five years (25) beginning 3/20/2012 and ending 3/20/2037. This Lease may be renewed for an additional Twenty Five years (25) term at Lessee's option, subject to the rent adjustment as provided in Paragraph 3 below. Lessee shall provide Lessor Sixty (60) days advanced written notice of its exercise of the renewal option.

If Lessee holds over and remains in possession of the property after the expiration of the term specified in this Lease, or any renewals of such term, Lessee's tenancy shall be considered a tenancy at sufferance, subject to the same terms and conditions as herein contained in this Lease.

This Lease is subject to all utilities in place and to the maintenance thereof as well as any other covenants, easements, or restrictions of record.

This Lease shall be construed as a lease of only the interest, if any, of Lessor, and no warranty of title shall be deemed to be given herewith.

2. Use. The leased property shall be used solely for the purpose of The Bradenton Riverwalk project. The project is a destination for local residents as well as out of town visitors. The waterfront park will feature lighting, Parking, landscaping and irrigation, ADA accessible sidewalks, enhancements to an existing Veterans' memorial, a concrete skate park, special event banners and specialty pavers identifying pedestrian crossing areas. Specific uses anticipated to occur in the Desoto Bridge ROW include skateboarding, walking, jogging, biking, rollerblading, sightseeing, spectating for special events and staging and parking for special events.

If the property is used for any other purpose, Lessor shall have the option of immediately terminating this Lease. Lessee shall not permit any use of the property in any manner that would obstruct or interfere with any transportation facilities.

Lessee will further use and occupy the leased property in a careful and proper manner, and not commit any waste thereon. Lessee will not cause, or allow to be caused, any nuisance or objectionable activity of any nature on the property. Lessee will not use or occupy said property for any unlawful purpose and will, at Lessee's sole cost and expense, conform to and obey any present or future ordinances and/or rules, regulations, requirements, and orders of governmental authorities or agencies respecting the use and occupation of the leased property.

Any activities in any way involving hazardous materials or substances of any kind whatsoever, either as those terms may be defined under any state or federal laws or regulations, or as those terms are understood in common usage, are specifically prohibited. The use of petroleum products, pollutants, and other hazardous materials on the leased property is prohibited. Lessee shall be held responsible for the performance of and payment for any environmental remediation that may be necessary, as determined by the Lessor, within the leased property. If any contamination either spread to or was released onto adjoining property as a result of Lessee's use of the leased property, the Lessee shall be held similarly responsible. The Lessee shall indemnify, defend, and hold harmless the Lessor from any claim, loss, damage, costs, charge, or expense arising out of any such contamination.

3. Rent. Lessee shall pay to Lessor as rent, on or before the first day of each rent payment period, the sum of N/A plus applicable tax, for each N/A of the term. If this Lease is terminated prior to the end of any rent payment period, the unearned portion of any rent payment, less any other amounts that may be owed to Lessor, shall be refunded to Lessee. Lessee shall pay any and all state, county, city, and local taxes that may be due during the term hereof, including any real property taxes. Rent payments shall be made payable to the Florida Department of Transportation and shall be sent to 801 North Broadway Avenue Bartow, Florida 33830

\_\_\_\_\_. Lessor reserves the right to review and adjust the rental fee biennially and at renewal to reflect market conditions. Any installment of rent not received within ten (10) days after the date due shall bear interest at the highest rate allowed by law from the due date thereof, per Section 55.03(1), Florida Statutes. This provision shall not obligate Lessor to accept late rent payments or provide Lessee a grace period.

4. **Improvements.** No structures or improvements of any kind shall be placed upon the property without the prior written approval of the District Secretary for District One of Lessor. Any such structures or improvements shall be constructed in a good and workmanlike manner at Lessee's sole cost and expense. Subject to any landlord lien, any structures or improvements constructed by Lessee shall be removed by Lessee, at Lessee's sole cost and expense, by midnight on the day of termination of this Lease and the leased property restored as nearly as practical to its condition at the time this Lease is executed. Portable or temporary advertising signs are prohibited.

Lessee shall perform, at the sole expense of Lessee, all work required in the preparation of the leased property for occupancy by Lessee, in the absence of any special provision herein contained to the contrary; and Lessee does hereby accept the leased property as now being in fit and tenable condition for all purposes of Lessee.

Lessor reserves the right to inspect the property and to require whatever adjustment to structures or improvements as Lessor, in its sole discretion, deems necessary. Any adjustments shall be done at Lessee's sole cost and expense.

5. **Maintenance.** Lessee shall keep and maintain the leased property and any building or other structure, now or hereafter erected thereon, in good and safe condition and repair at Lessee's own expense during the existence of this Lease, and shall keep the same free and clear of any and all grass, weeds, brush, and debris of any kind, so as to prevent the same from becoming dangerous, inflammable, or objectionable. Lessor shall have no duty to inspect or maintain any of the leased property or buildings, and other structures thereon, during the term of this Lease; however, Lessor shall have the right, upon twenty-four (24) hours notice to Lessee, to enter the leased property for purposes of inspection, including conducting an environmental assessment. Such assessment may include: surveying; sampling of building materials, soil, and groundwater; monitoring well installations; soil excavation; groundwater remediation; emergency asbestos abatement; operation and maintenance inspections; and, any other actions which may be reasonable and necessary. Lessor's right of entry shall not obligate inspection of the property by Lessor, nor shall it relieve the Lessee of its duty to maintain the leased property. In the event of emergency due to a release or suspected release of hazardous waste on the property, Lessor shall have the right of immediate inspection, and the right, but not the obligation, to engage in remedial action, without notice, the sole cost and expense of which shall be the responsibility of the Lessee.

6. **Indemnification.** (select applicable paragraph)

Lessee is a Governmental Agency

To the extent provided by law, Lessee shall indemnify, defend, and hold harmless the Lessor and all of its officers, agents, and employees from any claim, loss, damage, cost, charge, or expense arising out of any act, error, omission, or negligent act by Lessee, its agents, or employees, during the performance of the Lease, except that neither Lessee, its officers, agents, or employees will be liable under this paragraph for any claim, loss, damage, cost, charge, or expense arising out of any act, error, omission, or negligent act by the Lessor or any of its officers, agents, or employees during the performance of the Lease.

When the Lessor receives a notice of claim for damages that may have been caused by the Lessee, the Lessor will immediately forward the claim to the Lessee. Lessee and the Lessor will evaluate the claim and report their findings to each other within fourteen (14) working days and will jointly discuss options in defending the claim. After reviewing the claim, the Lessor will determine whether to require the participation of Lessee in the defense of the claim or to require that Lessee defend the Lessor in such claim as described in this section. The Lessor's failure to promptly notify Lessee of a claim shall not act as a waiver of any right herein to require the participation in or defense of the claim by Lessee. The Lessor and Lessee will each pay its own expenses for the evaluation, settlement negotiations, and trial, if any.

Lessee is not a Governmental Agency

Lessee shall indemnify, defend, save, and hold harmless Lessor, its agent, officers, and employees, from any losses, fines, penalties, costs, damages, claims, demands, suits, and liabilities of any nature, including attorney's fees, (including regulatory and appellate fees), arising out of or because of any acts, action, neglect, or omission by Lessee, or due to any accident, happening, or occurrence on the leased property or arising in any manner from the exercise or attempted exercise of Lessee's rights hereunder whether the same regards person or property of any nature whatsoever, regardless of the apportionment of negligence, unless due to the sole negligence of Lessor.

Lessee's obligation to indemnify, defend and pay for the defenses or at Lessor's option, to participate, and to associate with the Lessor in the defense and trial of any claim and any related settlement negotiations, shall be triggered by the Lessor's notice of claim for indemnification to Lessee. Lessee's inability to evaluate liability or its evaluation of liability shall not excuse Lessee's duty to defend and indemnify within seven days after such notice by the Lessor is given by registered mail. Only an adjudication or judgment after the highest appeal is exhausted specifically finding the Lessor solely negligent shall excuse performance of this provision by Lessee. Lessee shall pay all costs and fees related to this obligation and its enforcement by Lessor. Lessor's failure to notify Lessee of claim shall not release Lessee of the above duty to defend.

7. **Insurance.** Lessee at its expense, shall maintain at all times during the term of this Lease, public liability insurance protecting Lessor and Lessee against any and all claims for injury and damage to persons and property, and for the loss of life or property occurring in, on, or about the property arising out of the act, negligence, omission, nonfeasance, or malfeasance of Lessee, its employees, agents, contractors, customers, licensees, and invitees. Such insurance shall be carried in a minimum amount of not less

than One Million Dollars (\$ 1,000,000.00 ) for bodily injury or death to any one person or any number of persons in any one occurrence and not less than Five Hundred Thousand Dollars (\$ 1,500,000.00 ) for property damage, or a combined coverage of not less than One Million Five Hundred Thousand (\$ 1,500,000.00 ). All such policies shall be issued by companies licensed to do business in the State of Florida and all such policies shall contain a provision whereby the same cannot be canceled or modified unless Lessor is given at least sixty (60) days prior written notice of such cancellation or modification. Lessee shall provide Lessor certificates showing such insurance to be in place and showing Lessor as additional insured under the policies. If self-insured or under a risk management program, Lessee represents that such minimum coverage for liability will be provided for the leased property.

Lessor may require the amount of any public liability insurance to be maintained by Lessee be increased so that the amount thereof adequately protects Lessor's interest. Lessee further agrees that it shall during the full term of this Lease and at its own expense keep the leased property and any improvements thereon fully insured against loss or damage by fire and other casualty. Lessee also agrees that it shall during the full term of this Lease and at its own expense keep the contents and personal property located on the leased property fully insured against loss or damage by fire or other casualty and does hereby release and waive on behalf of itself and its insurer, by subrogation or otherwise, all claims against Lessor arising out of any fire or other casualty whether or not such fire or other casualty shall have resulted in whole or in part from the negligence of the Lessor.

8. Eminent Domain. Lessee acknowledges and agrees that its relationship with Lessor under this Lease is one of landlord and tenant and no other relationship either expressed or implied shall be deemed to apply to the parties under this Lease. Termination of this Lease for any cause shall not be deemed a taking under any eminent domain or other law so as to entitle Lessee to compensation for any interest suffered or lost as a result of termination of this Lease, including any residual interest in the Lease, or any other facts or circumstances arising out of or in connection with this Lease.

Lessee hereby waives and relinquishes any legal rights and monetary claims which it might have for full compensation, or damages of any sort, including special damages, severance damages, removal costs, or loss of business profits, resulting from Lessee's loss of occupancy of the leased property, or any such rights, claims, or damages flowing from adjacent properties owned or leased by Lessee as a result of Lessee's loss of occupancy of the leased property. Lessee also hereby waives and relinquishes any legal rights and monetary claims which it might have for full compensation, or damages of any sort as set out above, as a result of Lessee's loss of occupancy of the leased property, when any or all adjacent properties owned or leased by Lessee are taken by eminent domain proceedings or sold under the threat thereof. This waiver and relinquishment applies whether this Lease is still in existence on the date of taking or sale; or has been terminated prior thereto.

#### 9. Miscellaneous.

a. This Lease may be terminated by Lessor immediately, without prior notice, upon default by Lessee hereunder, and may be terminated by either party, without cause upon Thirty days (30) days prior written notice to the other party.

b. In addition to, or in lieu of, the terms and conditions contained herein, the provisions of any Addendum of even date herewith which is identified to be a part hereof is hereby incorporated herein and made a part hereof by this reference. In the event of any conflict between the terms and conditions hereof and the provisions of the Addendum(s), the provisions of the Addendum(s) shall control, unless the provisions thereof are prohibited by law.

c. Lessee acknowledges that it has reviewed this Lease, is familiar with its terms, and has had adequate opportunity to review this Lease with legal counsel of Lessee's choosing. Lessee has entered into this Lease freely and voluntarily. This Lease contains the complete understanding of the parties with respect to the subject matter hereof. All prior understandings and agreements, oral or written, heretofore made between the parties and/or between Lessee and the previous owner of the leased property and landlord of Lessee are merged in this Lease, which alone, fully and completely expresses the agreement between Lessee and Lessor with respect to the subject matter hereof. No modification, waiver, or amendment of this Lease or any of its conditions or provisions shall be binding upon Lessor or Lessee unless in writing and signed by both parties.

d. Lessee shall not sublet the property or any part thereof, nor assign this Lease, without the prior consent in writing of the Lessor; this Lease is being executed by Lessor upon the credit and reputation of Lessee. Acceptance by Lessor of rental from a third party shall not be considered as an assignment or sublease, nor shall it be deemed as constituting consent of Lessor to such an assignment or sublease.

e. Lessee shall be solely responsible for all bills for electricity, lighting, power, gas, water, telephone, and telegraph services, or any other utility or service used on the property.

f. This Lease shall be governed by the laws of the State of Florida, and any applicable laws of the United States of America.

g. All notices to Lessor shall be sent to the address for rent payments and all notices to Lessee shall be sent to:  
Director of Public Works and Utilities, City of Bradenton 1411 9th St. W. Bradenton, FL 34205

ADDENDUM

This is an Addendum to that certain Lease Agreement between City of Bradenton

and the State of Florida Department of Transportation dated the 20<sup>th</sup> day of March, 2012.  
In addition to the provisions contained in said Agreement, the following terms and conditions shall be deemed to be a part thereof pursuant to Paragraph 9 (b) of said Agreement:

The primary purpose of the property is for transportation. As such, whenever it is determined by the Lessor that it is necessary to construct, widen, rehabilitate or repair the bridge or roadway within the leased area, the lease may be cancelled, the improvements removed and the property restored to its previous condition.

The Lessee shall indemnify, defend and hold harmless, the Lessor and all of its officers, agents and employees from all claims or suits against the Lessor, by third parties arising from the use of the property as a recreational facility.

Whenever it is necessary for the Lessor to make urgent inspection or repairs to the transportation facility, the Lessee will be required to relocate any items that interfere with the necessary inspection/repairs within 24 hours.

Vandalism and/or damage to the bridge structure that is a result of the activities described in paragraph two (2) is the sole responsibility of the Lessee.

No component of the bridge structure or surrounding appurtenances will be used as a component of the skate park or any other activities described in paragraph two (2) whether by voluntary or involuntary actions construed at the time of design or thereafter. Any unauthorized use will be immediately addressed through additional controls at the sole expense of the Lessee.

The Lessor is not responsible for damage to hardscaping or other components of the Riverwalk Project as a result of the Lessor's routine or emergency maintenance unless it can be demonstrated that such damage was the result of malicious actions by the Lessor or its representatives.

Any component of the project that should conflict with future or proposed improvements to the Lessor's roadway or other transportation related objectives will be removed at the expense of the Lessee.

Advertising or sale of commercial items in the lease area is prohibited.

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION

By: [Signature]  
District Secretary

Billy Hattaway  
Print Name

Attest: [Signature]

Name/Title: Dawn Gallon Executive Asst.

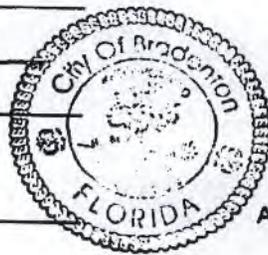
LEGAL REVIEW:  
[Signature]  
District Counsel

Anthony J. Stevens  
Print Name

MOS  
3/13/12

City of Bradenton  
Lessee (Company Name, if applicable)

BY: [Signature]



WAYNE ROSTON  
Print Name

Title: MAYOR

Attest: [Signature] (SEAL)

Carl Callahan  
Print Name

Title: City Clerk & Treasurer

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed, the day and year first above written.

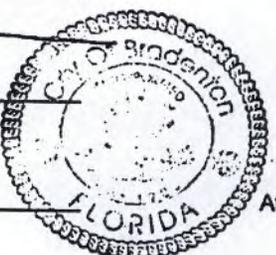
STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION

City of Bradenton  
Lessee (Company Name, if applicable)

By: [Signature]  
District Secretary

BY: ✓

[Signature]



Billy Hattaway  
Print Name

✓ WAYNE POSTON  
Print Name

Attest:

[Signature]

Title: ✓

MAYOR

Name/Title:

DAWN GALLON, Executive Asst.

Attest: ✓

[Signature] (SEAL)

LEGAL REVIEW:

✓ Carl Callahan  
Print Name

[Signature]  
District Counsel

Title: ✓

CITY CLERK & TREASURER

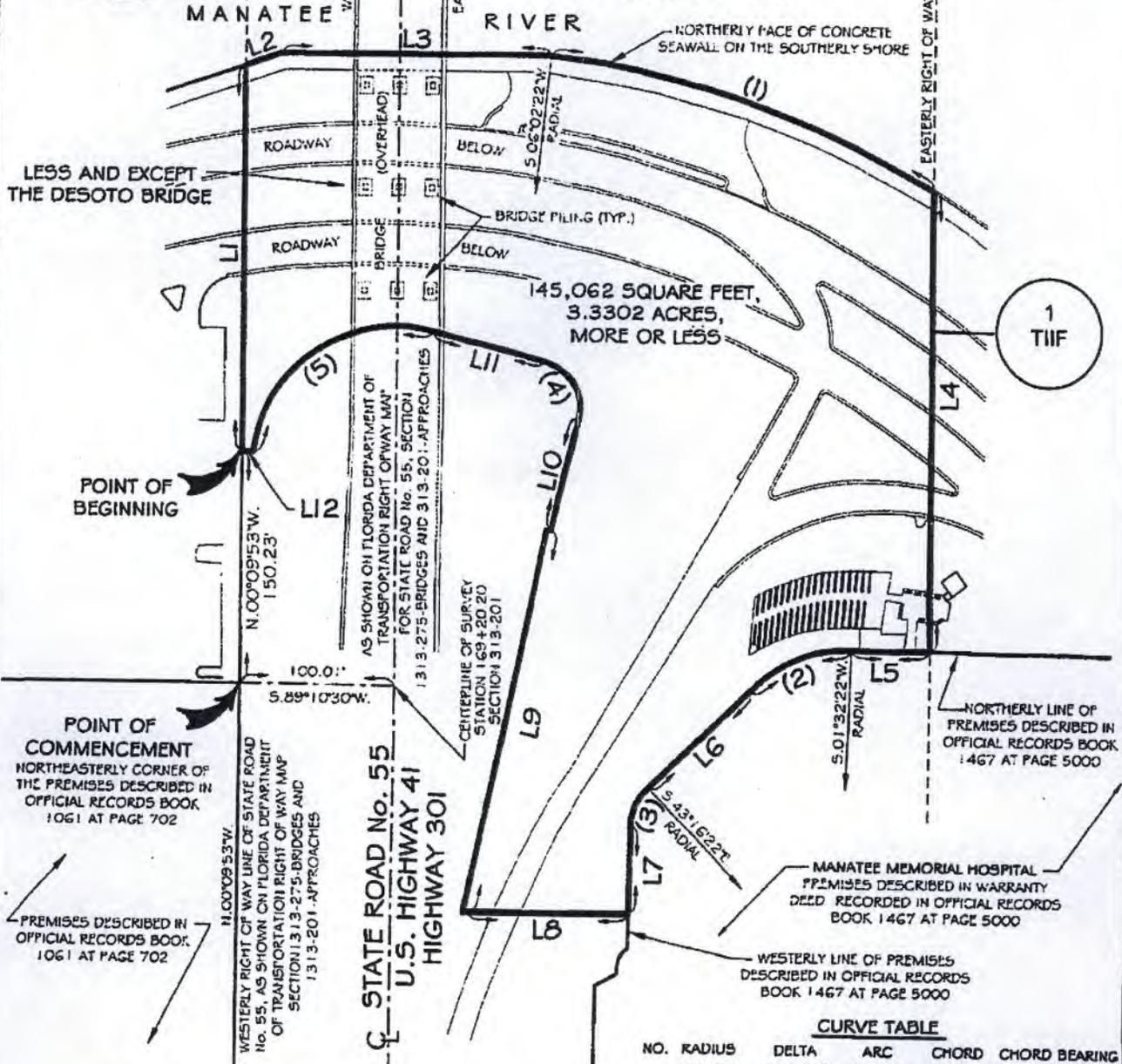
Anthony J. Stevens  
Print Name

AS  
3/13/12



**LINE TABLE**

LINE	BEARING	DISTANCE
L1	N.00°09'53"W.	248.89'
L2	N.71°43'15"E.	25.55'
L3	N.89°56'06"E.	175.90'
L4	S.00°09'53"E.	296.60'
L5	N.89°36'08"W.	50.98'
L6	S.46°00'11"W.	90.27'
L7	S.00°32'21"W.	57.94'
L8	S.89°48'20"W.	103.83'
L9	N.11°29'42"E.	254.75'
L10	N.12°26'30"E.	74.52'
L11	N.75°54'07"W.	75.42'
L12	N.02°23'49"W.	7.17'



**CURVE TABLE**

NO.	RADIUS	DELTA	ARC	CHORD	CHORD BEARING
1	612.93'	24°5'48"	265.98'	263.90'	S.71°21'44"E.
2	87.11'	48°36'27"	73.90'	71.70'	S.67°14'08"W.
3	35.69'	45°56'49"	28.62'	27.86'	S.23°45'13"W.
4	30.00'	88°20'37"	4C.26'	41.81'	N.31°43'49"W.
5	95.00'	96°29'42"	159.99'	141.75'	S.55°51'02"W.

**NOT A SURVEY**  
SEE SHEET 1 OF 2 FOR DESCRIPTION

SCALE: 1" = 100'	DATE: 09/09/2011
JOB NO: 10-09-02M	SHEET NO: 2 OF 2

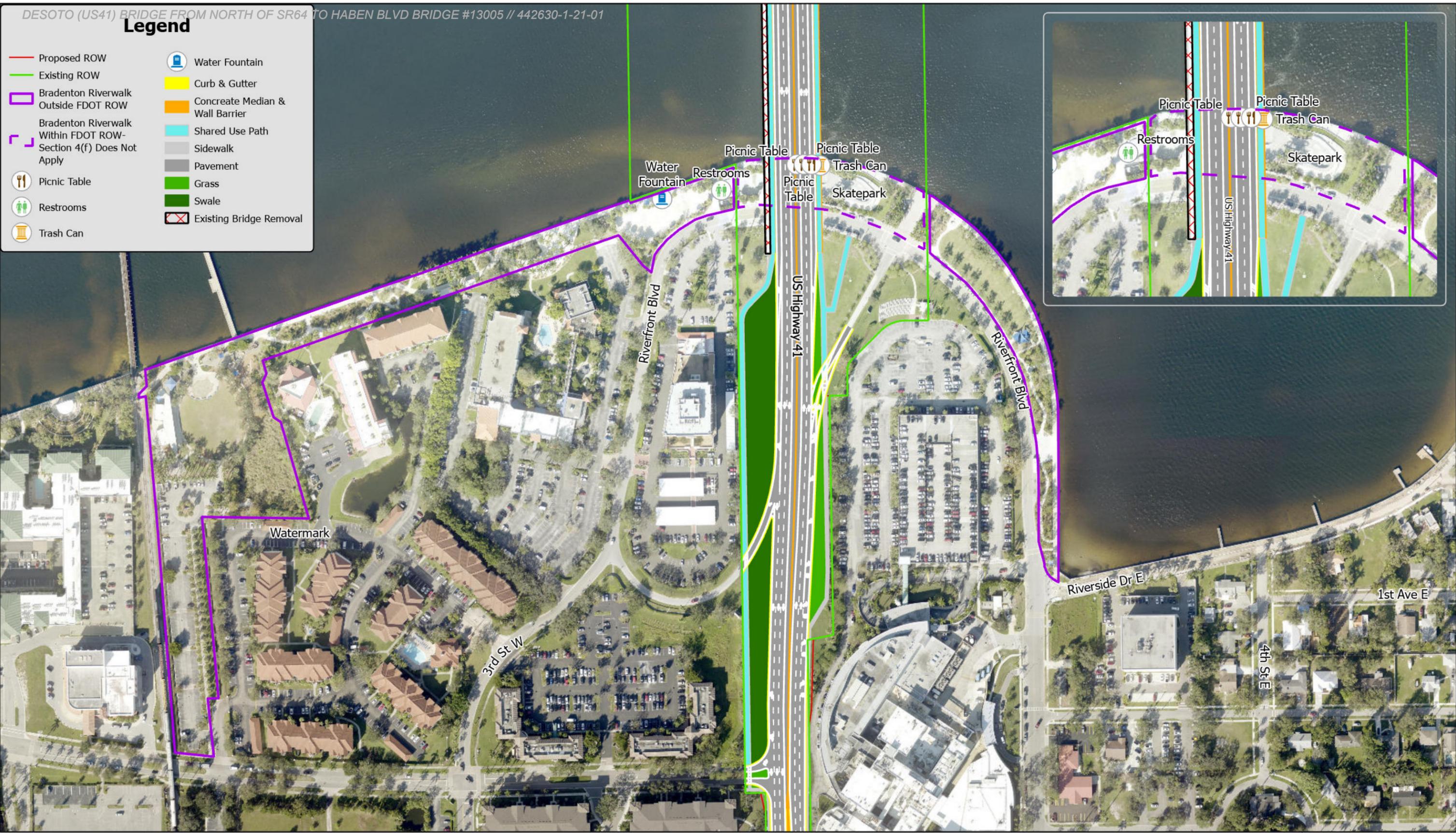
A SKETCH AND DESCRIPTION OF  
A PORTION OF FDOT RIGHT OF WAY IN  
SECTIONS 25 & 26, TOWNSHIP 34 SOUTH, RANGE 17 EAST  
CITY OF BRADENTON, MANATEE COUNTY, FLORIDA

**Exhibit "A"**  
**SR 55/US 301**  
Section 1313-275 & 1313-201

<p>Section 1313-275 &amp; 1313-201 SR 55/US 301 Exhibit "A"</p>	<p>A PORTION OF FDOT RIGHT OF WAY IN SECTIONS 25 &amp; 26, TOWNSHIP 34 SOUTH, RANGE 17 EAST CITY OF BRADENTON, MANATEE COUNTY, FLORIDA</p> <p>SCALE: N/A JOB NO: 10-09-02M DATE: 09/09/2011 SHEET NO: 1 OF 2</p>
<p>DATE OF SECTION: 09/09/2011 REVISED 12/12/11</p> <p>SURVEYOR'S NOTES</p> <p>1. THIS DRAWING IS A SKETCH OF THE DESCRIPTION SHOWN HEREIN, ONLY, AND DOES NOT REPRESENT A BOUNDARY SURVEY OF THE PARCEL DESCRIBED.</p> <p>2. BEARINGS SHOWN HEREIN ARE RELATIVE TO AN ASSUMED BEARING OF N.00°09'54"W. FOR THE WESTERLY RIGHT OF WAY LINE OF U.S. HIGHWAY 41.</p> <p>NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL LICENSED SURVEY AND MAPPER.</p> <p>DESCRIPTION</p> <p>A TRACT OF LAND BEING PORTION OF FLORIDA DEPARTMENT OF TRANSPORTATION, (FDOT), RIGHT OF WAY, AS SHOWN ON FDOT RIGHT OF WAY MAP FOR STATE ROAD NO. 55, SECTION 1313-275-BRIDGES AND 1313-201-APPROACHES, REVISED MARCH 20, 1979, LYING IN SECTIONS 25 AND 26, TOWNSHIP 34 SOUTH, RANGE 17 EAST, CITY OF BRADENTON, MANATEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:</p> <p>COMMENCE AT THE NORTHEASTLY CORNER OF THE PREMISES DESCRIBED IN OFFICIAL RECORDS BOOK 1061 AT PAGE 702, PUBLIC RECORDS OF MANATEE COUNTY FLORIDA; THENCE N.00°09'54"W., ALONG THE WESTERLY RIGHT OF WAY LINE OF SAID STATE ROAD NUMBER 55, A DISTANCE OF 150.23 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE ALONG SAID WESTERLY RIGHT OF WAY LINE, N.00°09'53"W., A DISTANCE OF 248.89 FEET TO THE NORTHERLY FACE OF THE CONCRETE SEAWALL AT THE SOUTHERLY SHORE OF THE MANATEE RIVER, (THE FOLLOWING THREE CALLS ARE ALONG SAID NORTHERLY FACE OF CONCRETE SEAWALL); THENCE N.71°43'15"E., A DISTANCE OF 25.55 FEET; THENCE N.89°56'06"E., A DISTANCE OF 175.90 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE TO THE RIGHT WITH THE RADIUS POINT BEARING S.06°02'22"W., A RADIAL DISTANCE OF 612.93 FEET; THENCE SOUTHEASTERLY ALONG THE ARC, THROUGH A CENTRAL ANGLE OF 24°51'48", A DISTANCE OF 265.66 FEET TO THE EASTERLY RIGHT OF WAY LINE OF AFORESAID STATE ROAD NUMBER 55; THENCE S.00°09'53"E., ALONG SAID EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 296.60 FEET TO THE NORTHERLY LINE OF THE PREMISES DESCRIBED IN THE WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 1467 AT PAGE 5000, SAID PUBLIC RECORDS, (THE FOLLOWING FIVE CALLS ARE ALONG THE NORTHERLY AND WESTERLY LINES OF SAID PREMISES), THENCE N.89°36'09"W., A DISTANCE OF 50.98 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE TO THE LEFT WITH THE RADIUS POINT BEARING S.01°32'22"W., A RADIAL DISTANCE OF 87.11 FEET; THENCE SOUTHWESTERLY ALONG THE ARC, THROUGH A CENTRAL ANGLE OF 48°36'27", A DISTANCE OF 73.90 FEET; THENCE S.46°00'11"W., A DISTANCE OF 90.27 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE TO THE LEFT WITH THE RADIUS POINT BEARING S.43°16'22"E., A RADIAL DISTANCE OF 35.69 FEET; THENCE SOUTHWESTERLY ALONG THE ARC THROUGH A CENTRAL ANGLE OF 45°56'49", A DISTANCE OF 28.62 FEET; THENCE S.00°32'21"W., A DISTANCE OF 57.94 FEET; THENCE S.89°48'20"W., A DISTANCE OF 103.83 FEET; THENCE N.11°29'42"E., A DISTANCE OF 254.75 FEET; THENCE N.12°26'30"E., A DISTANCE OF 74.52 FEET TO THE POINT OF CURVATURE OF A CURVE NORTHWESTERLY LEFT HAVING A RADIUS OF 30.00 FEET AND A CENTRAL ANGLE OF 88°20'37"; THENCE NORTHWESTERLY ALONG THE ARC A DISTANCE OF 46.26 FEET; THENCE N.75°54'07"W., A DISTANCE OF 75.42 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 95.00 FEET AND A CENTRAL ANGLE OF 96°29'42"; THENCE SOUTHWESTERLY ALONG THE ARC A DISTANCE OF 7.17 FEET TO THE POINT OF BEGINNING.</p> <p>N.82°23'49"W., A DISTANCE OF 159.99 FEET; THENCE CONTAINING 145,062 SQUARE FEET BEING 3.3302 ACRES, MORE OR LESS.</p> <p>LESS AND EXCEPT</p> <p>ANY PORTION OF THE EXISTING DESOTO BRIDGE INCLUDING, BUT NOT LIMITED TO THE SUPPORTING PILINGS, THE ROADWAY, SIDEWALKS, OR OTHER CONSTRUCTED COMPONENT OF THE BRIDGE, LYING WITHIN THE FOREGOING DESCRIBED TRACT.</p> <p>SEE SHEET 2 OF 2 FOR SKETCH</p> <p>NOT A SURVEY</p>	

**Legend**

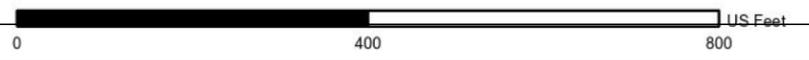
- Proposed ROW
- Existing ROW
- Bradenton Riverwalk Outside FDOT ROW
- Bradenton Riverwalk Within FDOT ROW-Section 4(f) Does Not Apply
-  Picnic Table
-  Restrooms
-  Trash Can
-  Water Fountain
- Curb & Gutter
- Concrete Median & Wall Barrier
- Shared Use Path
- Sidewalk
- Pavement
- Grass
- Swale
- Existing Bridge Removal



**Figure 1 - Bradenton Riverwalk**  
 FPID #: 442630-1  
 DeSoto Bridge Replacement PD&E Study  
 from Manatee Avenue East (SR 64) to Haben Blvd.  
 Manatee County



All data within this map are supplied as is, without warranty. The project has not been prepared to scale. Engineering or construction should be based on the original information.



Data Source: ESA, TransSystems, ESRI, Manatee County



# Florida Department of Transportation

RICK SCOTT  
GOVERNOR

ANANTH PRASAD, P.E.  
SECRETARY

## MEMORANDUM

**Date:** March 21, 2011

**To:** Kathryn L. Troller, Records and Funds Management Coordinator

**From:** Brenda K. Wood, Senior Right of Way Agent 

**Copies:** J. C. Myers\*, G. E. Ray\*, B. F. Wolcott, G. J. Bohde, Daily File

**Subject:**

FM #	: N/A	County	: Manatee
Sec/Job #	: 1313-275 & 1313-201	S. R. #	: 55 (US 301)
FAP #	: N/A	Parcel #	: 1 TIITF
PM Log #	: 11-97	Re:	City of Bradenton Public Purpose Lease

Attached is a copy of the Public Purpose Lease Agreement between the Department and the City of Bradenton (see attached lease).

**Right of Way Mapping**, by copy of this memorandum, is requested to place a current map in the hanging map rack, or otherwise make necessary changes (or notations) to the existing map to reflect this change. Thank you.

BKW/bv

Attachments

\*Received copy of complete package

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**LEASE AGREEMENT**

575-060-33  
RIGHT OF WAY  
GGC - 08/08  
Page 1 of 5

ITEM/SEGMENT NO.: N/A  
MANAGING DISTRICT: One  
F.A.P. NO.: N/A  
STATE ROAD NO.: SR-55 / US-301 (DeSoto Bridge)  
COUNTY: Manatee  
PARCEL NO.: 1 TIITF

THIS AGREEMENT, made this 20th day of March, 2012, by and between the STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION, (hereinafter called the Lessor), and City of Bradenton

(hereinafter called the Lessee).

**WITNESSETH:**

In consideration of the mutual covenants contained herein, the parties agree as follows:

1. Property and Term. Lessor does hereby lease unto Lessee the property described in Exhibit "A" attached and made a part hereof, for a term of Twenty Five years (25) beginning 3/20/2012 and ending 3/20/2037. This Lease may be renewed for an additional Twenty Five years (25) term at Lessee's option, subject to the rent adjustment as provided in Paragraph 3 below. Lessee shall provide Lessor Sixty (60) days advanced written notice of its exercise of the renewal option.

If Lessee holds over and remains in possession of the property after the expiration of the term specified in this Lease, or any renewals of such term, Lessee's tenancy shall be considered a tenancy at sufferance, subject to the same terms and conditions as herein contained in this Lease.

This Lease is subject to all utilities in place and to the maintenance thereof as well as any other covenants, easements, or restrictions of record.

This Lease shall be construed as a lease of only the interest, if any, of Lessor, and no warranty of title shall be deemed to be given herewith.

2. Use. The leased property shall be used solely for the purpose of The Bradenton Riverwalk project. The project is a destination for local residents as well as out of town visitors. The waterfront park will feature lighting, parking, landscaping and irrigation, ADA accessible sidewalks, enhancements to an existing Veterans' memorial, a concrete skate park, special event banners and specialty pavers identifying pedestrian crossing areas. Specific uses anticipated to occur in the Desoto Bridge ROW include skateboarding, walking, jogging, biking, rollerblading, sightseeing, spectating for special events and staging and parking for special events.

If the property is used for any other purpose, Lessor shall have the option of immediately terminating this Lease. Lessee shall not permit any use of the property in any manner that would obstruct or interfere with any transportation facilities.

Lessee will further use and occupy the leased property in a careful and proper manner, and not commit any waste thereon. Lessee will not cause, or allow to be caused, any nuisance or objectionable activity of any nature on the property. Lessee will not use or occupy said property for any unlawful purpose and will, at Lessee's sole cost and expense, conform to and obey any present or future ordinances and/or rules, regulations, requirements, and orders of governmental authorities or agencies respecting the use and occupation of the leased property.

Any activities in any way involving hazardous materials or substances of any kind whatsoever, either as those terms may be defined under any state or federal laws or regulations, or as those terms are understood in common usage, are specifically prohibited. The use of petroleum products, pollutants, and other hazardous materials on the leased property is prohibited. Lessee shall be held responsible for the performance of and payment for any environmental remediation that may be necessary, as determined by the Lessor, within the leased property. If any contamination either spread to or was released onto adjoining property as a result of Lessee's use of the leased property, the Lessee shall be held similarly responsible. The Lessee shall indemnify, defend, and hold harmless the Lessor from any claim, loss, damage, costs, charge, or expense arising out of any such contamination.

3. Rent. Lessee shall pay to Lessor as rent, on or before the first day of each rent payment period, the sum of N/A plus applicable tax, for each N/A of the term. If this Lease is terminated prior to the end of any rent payment period, the unearned portion of any rent payment, less any other amounts that may be owed to Lessor, shall be refunded to Lessee. Lessee shall pay any and all state, county, city, and local taxes that may be due during the term hereof, including any real property taxes. Rent payments shall be made payable to the Florida Department of Transportation and shall be sent to 801 North Broadway Avenue Bartow, Florida 33830

\_\_\_\_\_. Lessor reserves the right to review and adjust the rental fee biennially and at renewal to reflect market conditions. Any installment of rent not received within ten (10) days after the date due shall bear interest at the highest rate allowed by law from the due date thereof, per Section 55.03(1), Florida Statutes. This provision shall not obligate Lessor to accept late rent payments or provide Lessee a grace period.

4. Improvements. No structures or improvements of any kind shall be placed upon the property without the prior written approval of the District Secretary for District One of Lessor. Any such structures or improvements shall be constructed in a good and workmanlike manner at Lessee's sole cost and expense. Subject to any landlord lien, any structures or improvements constructed by Lessee shall be removed by Lessee, at Lessee's sole cost and expense, by midnight on the day of termination of this Lease and the leased property restored as nearly as practical to its condition at the time this Lease is executed. Portable or temporary advertising signs are prohibited.

Lessee shall perform, at the sole expense of Lessee, all work required in the preparation of the leased property for occupancy by Lessee, in the absence of any special provision herein contained to the contrary; and Lessee does hereby accept the leased property as now being in fit and tenable condition for all purposes of Lessee.

Lessor reserves the right to inspect the property and to require whatever adjustment to structures or improvements as Lessor, in its sole discretion, deems necessary. Any adjustments shall be done at Lessee's sole cost and expense.

5. Maintenance. Lessee shall keep and maintain the leased property and any building or other structure, now or hereafter erected thereon, in good and safe condition and repair at Lessee's own expense during the existence of this Lease, and shall keep the same free and clear of any and all grass, weeds, brush, and debris of any kind, so as to prevent the same from becoming dangerous, inflammable, or objectionable. Lessor shall have no duty to inspect or maintain any of the leased property or buildings, and other structures thereon, during the term of this Lease; however, Lessor shall have the right, upon twenty-four (24) hours notice to Lessee, to enter the leased property for purposes of inspection, including conducting an environmental assessment. Such assessment may include: surveying; sampling of building materials, soil, and groundwater; monitoring well installations; soil excavation; groundwater remediation; emergency asbestos abatement; operation and maintenance inspections; and, any other actions which may be reasonable and necessary. Lessor's right of entry shall not obligate inspection of the property by Lessor, nor shall it relieve the Lessee of its duty to maintain the leased property. In the event of emergency due to a release or suspected release of hazardous waste on the property, Lessor shall have the right of immediate inspection, and the right, but not the obligation, to engage in remedial action, without notice, the sole cost and expense of which shall be the responsibility of the Lessee.

6. Indemnification. (select applicable paragraph)

Lessee is a Governmental Agency

To the extent provided by law, Lessee shall indemnify, defend, and hold harmless the Lessor and all of its officers, agents, and employees from any claim, loss, damage, cost, charge, or expense arising out of any act, error, omission, or negligent act by Lessee, its agents, or employees, during the performance of the Lease, except that neither Lessee, its officers, agents, or employees will be liable under this paragraph for any claim, loss, damage, cost, charge, or expense arising out of any act, error, omission, or negligent act by the Lessor or any of its officers, agents, or employees during the performance of the Lease.

When the Lessor receives a notice of claim for damages that may have been caused by the Lessee, the Lessor will immediately forward the claim to the Lessee. Lessee and the Lessor will evaluate the claim and report their findings to each other within fourteen (14) working days and will jointly discuss options in defending the claim. After reviewing the claim, the Lessor will determine whether to require the participation of Lessee in the defense of the claim or to require that Lessee defend the Lessor in such claim as described in this section. The Lessor's failure to promptly notify Lessee of a claim shall not act as a waiver of any right herein to require the participation in or defense of the claim by Lessee. The Lessor and Lessee will each pay its own expenses for the evaluation, settlement negotiations, and trial, if any.

Lessee is not a Governmental Agency

Lessee shall indemnify, defend, save, and hold harmless Lessor, its agent, officers, and employees, from any losses, fines, penalties, costs, damages, claims, demands, suits, and liabilities of any nature, including attorney's fees, (including regulatory and appellate fees), arising out of or because of any acts, action, neglect, or omission by Lessee, or due to any accident, happening, or occurrence on the leased property or arising in any manner from the exercise or attempted exercise of Lessee's rights hereunder whether the same regards person or property of any nature whatsoever, regardless of the apportionment of negligence, unless due to the sole negligence of Lessor.

Lessee's obligation to indemnify, defend and pay for the defenses or at Lessor's option, to participate, and to associate with the Lessor in the defense and trial of any claim and any related settlement negotiations, shall be triggered by the Lessor's notice of claim for indemnification to Lessee. Lessee's inability to evaluate liability or its evaluation of liability shall not excuse Lessee's duty to defend and indemnify within seven days after such notice by the Lessor is given by registered mail. Only an adjudication or judgment after the highest appeal is exhausted specifically finding the Lessor solely negligent shall excuse performance of this provision by Lessee. Lessee shall pay all costs and fees related to this obligation and its enforcement by Lessor. Lessor's failure to notify Lessee of claim shall not release Lessee of the above duty to defend.

7. Insurance. Lessee at its expense, shall maintain at all times during the term of this Lease, public liability insurance protecting Lessor and Lessee against any and all claims for injury and damage to persons and property, and for the loss of life or property occurring in, on, or about the property arising out of the act, negligence, omission, nonfeasance, or malfeasance of Lessee, its employees, agents, contractors, customers, licensees, and invitees. Such insurance shall be carried in a minimum amount of not less

than One Million Dollars (\$ 1,000,000.00 ) for bodily injury or death to any one person or any number of persons in any one occurrence and not less than Five Hundred Thousand Dollars (\$ 1,500,000.00 ) for property damage, or a combined coverage of not less than One Million Five Hundred Thousand (\$ 1,500,000.00 ). All such policies shall be issued by companies licensed to do business in the State of Florida and all such policies shall contain a provision whereby the same cannot be canceled or modified unless Lessor is given at least sixty (60) days prior written notice of such cancellation or modification. Lessee shall provide Lessor certificates showing such insurance to be in place and showing Lessor as additional insured under the policies. If self-insured or under a risk management program, Lessee represents that such minimum coverage for liability will be provided for the leased property.

Lessor may require the amount of any public liability insurance to be maintained by Lessee be increased so that the amount thereof adequately protects Lessor's interest. Lessee further agrees that it shall during the full term of this Lease and at its own expense keep the leased property and any improvements thereon fully insured against loss or damage by fire and other casualty. Lessee also agrees that it shall during the full term of this Lease and at its own expense keep the contents and personal property located on the leased property fully insured against loss or damage by fire or other casualty and does hereby release and waive on behalf of itself and its insurer, by subrogation or otherwise, all claims against Lessor arising out of any fire or other casualty whether or not such fire or other casualty shall have resulted in whole or in part from the negligence of the Lessor.

8. Eminent Domain. Lessee acknowledges and agrees that its relationship with Lessor under this Lease is one of landlord and tenant and no other relationship either expressed or implied shall be deemed to apply to the parties under this Lease. Termination of this Lease for any cause shall not be deemed a taking under any eminent domain or other law so as to entitle Lessee to compensation for any interest suffered or lost as a result of termination of this Lease, including any residual interest in the Lease, or any other facts or circumstances arising out of or in connection with this Lease.

Lessee hereby waives and relinquishes any legal rights and monetary claims which it might have for full compensation, or damages of any sort, including special damages, severance damages, removal costs, or loss of business profits, resulting from Lessee's loss of occupancy of the leased property, or any such rights, claims, or damages flowing from adjacent properties owned or leased by Lessee as a result of Lessee's loss of occupancy of the leased property. Lessee also hereby waives and relinquishes any legal rights and monetary claims which it might have for full compensation, or damages of any sort as set out above, as a result of Lessee's loss of occupancy of the leased property, when any or all adjacent properties owned or leased by Lessee are taken by eminent domain proceedings or sold under the threat thereof. This waiver and relinquishment applies whether this Lease is still in existence on the date of taking or sale; or has been terminated prior thereto.

#### 9. Miscellaneous.

a. This Lease may be terminated by Lessor immediately, without prior notice, upon default by Lessee hereunder, and may be terminated by either party, without cause upon Thirty days (30) days prior written notice to the other party.

b. In addition to, or in lieu of, the terms and conditions contained herein, the provisions of any Addendum of even date herewith which is identified to be a part hereof is hereby incorporated herein and made a part hereof by this reference. In the event of any conflict between the terms and conditions hereof and the provisions of the Addendum(s), the provisions of the Addendum(s) shall control, unless the provisions thereof are prohibited by law.

c. Lessee acknowledges that it has reviewed this Lease, is familiar with its terms, and has had adequate opportunity to review this Lease with legal counsel of Lessee's choosing. Lessee has entered into this Lease freely and voluntarily. This Lease contains the complete understanding of the parties with respect to the subject matter hereof. All prior understandings and agreements, oral or written, heretofore made between the parties and/or between Lessee and the previous owner of the leased property and landlord of Lessee are merged in this Lease, which alone, fully and completely expresses the agreement between Lessee and Lessor with respect to the subject matter hereof. No modification, waiver, or amendment of this Lease or any of its conditions or provisions shall be binding upon Lessor or Lessee unless in writing and signed by both parties.

d. Lessee shall not sublet the property or any part thereof, nor assign this Lease, without the prior consent in writing of the Lessor; this Lease is being executed by Lessor upon the credit and reputation of Lessee. Acceptance by Lessor of rental from a third party shall not be considered as an assignment or sublease, nor shall it be deemed as constituting consent of Lessor to such an assignment or sublease.

e. Lessee shall be solely responsible for all bills for electricity, lighting, power, gas, water, telephone, and telegraph services, or any other utility or service used on the property.

f. This Lease shall be governed by the laws of the State of Florida, and any applicable laws of the United States of America.

g. All notices to Lessor shall be sent to the address for rent payments and all notices to Lessee shall be sent to:  
Director of Public Works and Utilities, City of Bradenton 1411 9th St. W. Bradenton, FL 34205

ADDENDUM

This is an Addendum to that certain Lease Agreement between City of Bradenton

and the State of Florida Department of Transportation dated the 20<sup>th</sup> day of March, 2012.  
In addition to the provisions contained in said Agreement, the following terms and conditions shall be deemed to be a part thereof pursuant to Paragraph 9 (b) of said Agreement:

The primary purpose of the property is for transportation. As such, whenever it is determined by the Lessor that it is necessary to construct, widen, rehabilitate or repair the bridge or roadway within the leased area, the lease may be cancelled, the improvements removed and the property restored to its previous condition.

The Lessee shall indemnify, defend and hold harmless, the Lessor and all of its officers, agents and employees from all claims or suits against the Lessor, by third parties arising from the use of the property as a recreational facility.

Whenever it is necessary for the Lessor to make urgent inspection or repairs to the transportation facility, the Lessee will be required to relocate any items that interfere with the necessary inspection/repairs within 24 hours.

Vandalism and/or damage to the bridge structure that is a result of the activities described in paragraph two (2) is the sole responsibility of the Lessee.

No component of the bridge structure or surrounding appurtenances will be used as a component of the skate park or any other activities described in paragraph two (2) whether by voluntary or involuntary actions construed at the time of design or thereafter. Any unauthorized use will be immediately addressed through additional controls at the sole expense of the Lessee.

The Lessor is not responsible for damage to hardscaping or other components of the Riverwalk Project as a result of the Lessor's routine or emergency maintenance unless it can be demonstrated that such damage was the result of malicious actions by the Lessor or its representatives.

Any component of the project that should conflict with future or proposed improvements to the Lessor's roadway or other transportation related objectives will be removed at the expense of the Lessee.

Advertising or sale of commercial items in the lease area is prohibited.

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION

By: [Signature]  
District Secretary

Billy Hattaway  
Print Name

Attest: [Signature]

Name/Title: Dawn Gallon Executive Asst.

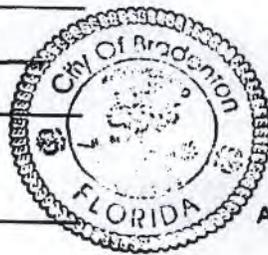
LEGAL REVIEW:  
[Signature]  
District Counsel

Anthony J. Stevens  
Print Name

MOS  
3/13/12

City of Bradenton  
Lessee (Company Name, if applicable)

BY: [Signature]



WAYNE ROSTON  
Print Name

Title: MAYOR

Attest: [Signature] (SEAL)

Carl Callahan  
Print Name

Title: City Clerk & Treasurer

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed, the day and year first above written.

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION

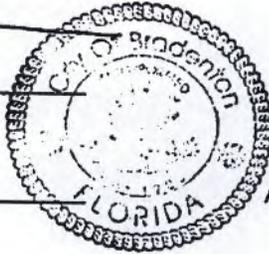
City of Bradenton  
Lessee (Company Name, if applicable)

By: [Signature]  
District Secretary

BY: ✓ [Signature]

Billy Hattaway  
Print Name

✓ WAYNE POSTON  
Print Name



Attest: [Signature]

Title: ✓ MAYOR

Name/Title: DAWN GALLON, Executive Asst.

Attest: ✓ [Signature] (SEAL)

LEGAL REVIEW:  
[Signature]  
District Counsel

✓ Carl Callahan  
Print Name

Anthony J. Stevens  
Print Name

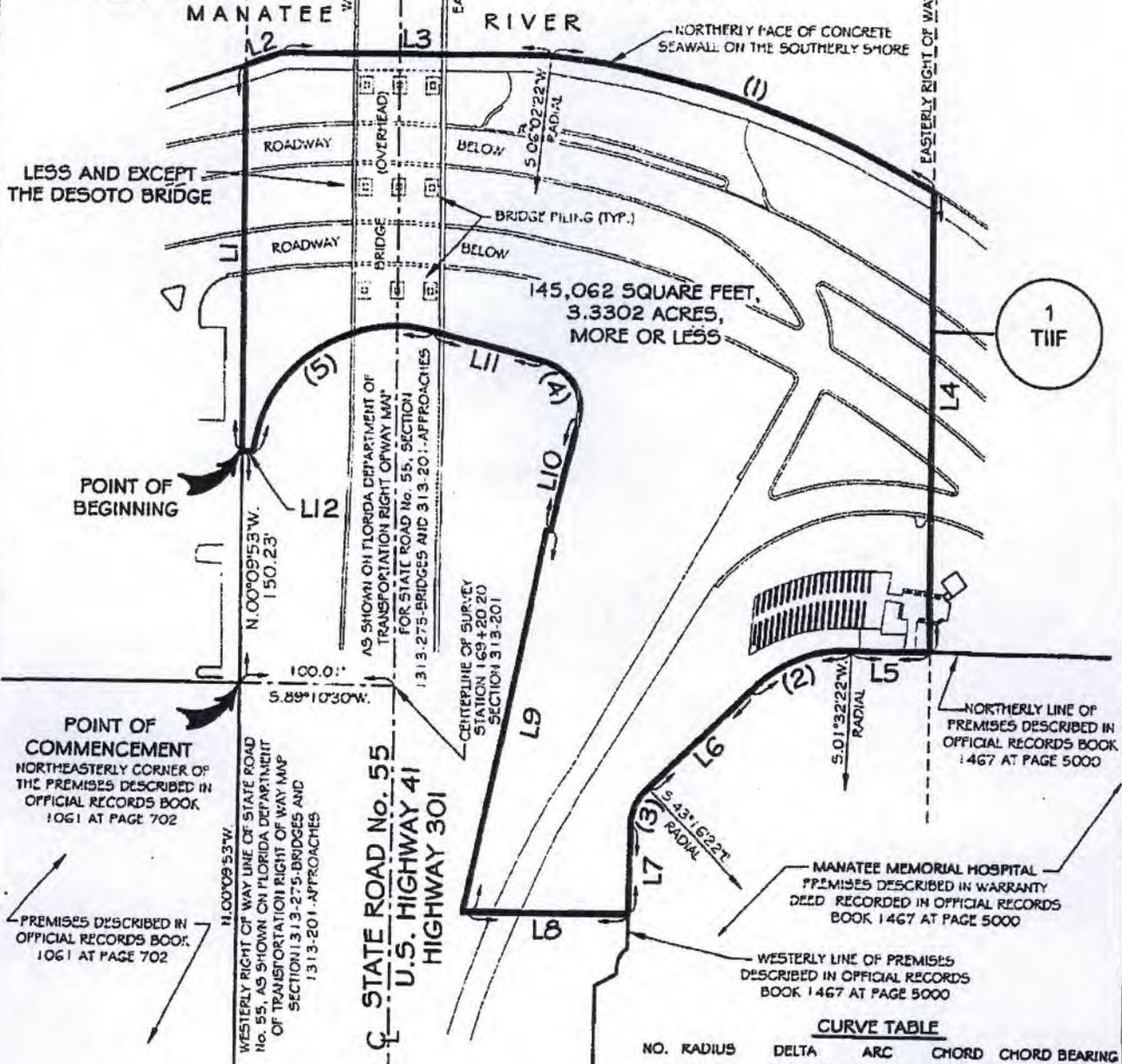
Title: ✓ CITY CLERK & TREASURER

AS  
3/13/12



**LINE TABLE**

LINE	BEARING	DISTANCE
L1	N.00°09'53"W.	248.89'
L2	N.71°43'15"E.	25.55'
L3	N.89°56'06"E.	175.90'
L4	S.00°09'53"E.	296.60'
L5	N.89°36'08"W.	50.98'
L6	S.46°00'11"W.	90.27'
L7	S.00°32'21"W.	57.94'
L8	S.89°48'20"W.	103.83'
L9	N.11°29'42"E.	254.75'
L10	N.12°26'30"E.	74.52'
L11	N.75°54'07"W.	75.42'
L12	N.02°23'49"W.	7.17'



**CURVE TABLE**

NO.	RADIUS	DELTA	ARC	CHORD	CHORD BEARING
1	612.93'	24°5'48"	265.98'	263.90'	S.71°21'44"E.
2	87.11'	48°36'27"	73.90'	71.70'	S.67°14'08"W.
3	35.69'	45°56'49"	28.62'	27.86'	S.23°45'13"W.
4	30.00'	88°20'37"	40.26'	41.81'	N.31°43'49"W.
5	95.00'	96°29'42"	159.99'	141.75'	S.55°51'02"W.

**NOT A SURVEY**  
SEE SHEET 1 OF 2 FOR DESCRIPTION

SCALE: 1" = 100'	DATE: 09/09/2011
JOB NO: 10-09-02M	SHEET NO: 2 OF 2

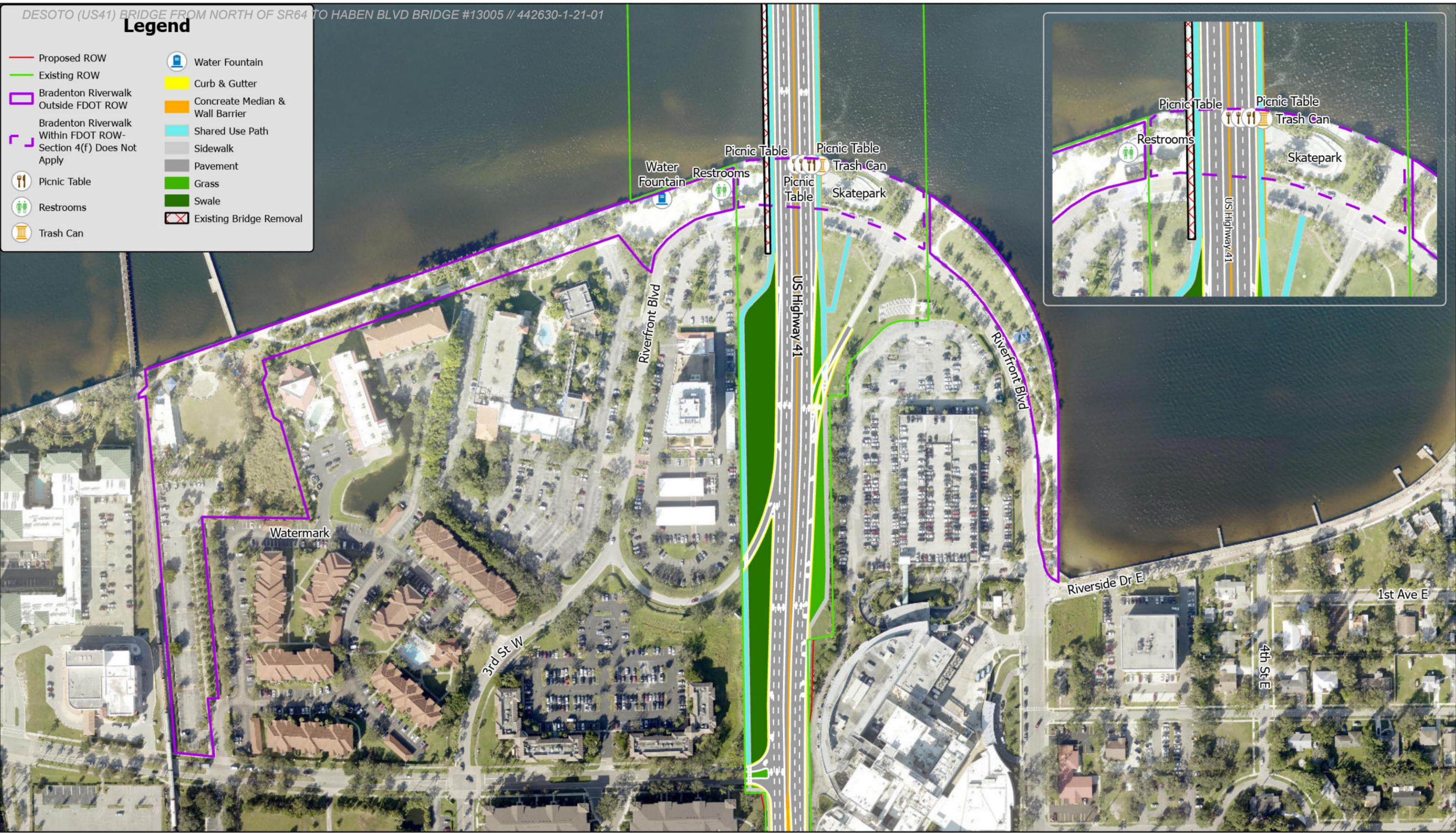
A SKETCH AND DESCRIPTION OF  
A PORTION OF FDOT RIGHT OF WAY IN  
SECTIONS 25 & 26, TOWNSHIP 34 SOUTH, RANGE 17 EAST  
CITY OF BRADENTON, MANATEE COUNTY, FLORIDA

**Exhibit "A"**  
**SR 55/US 301**  
**Section 1313-275 & 1313-201**

<p>Section 1313-275 &amp; 1313-201 SR 55/US 301 Exhibit "A"</p>	<p>A PORTION OF FDOT RIGHT OF WAY IN SECTIONS 25 &amp; 26, TOWNSHIP 34 SOUTH, RANGE 17 EAST CITY OF BRADENTON, MANATEE COUNTY, FLORIDA</p> <p>SCALE: N/A JOB NO: 10-09-02M DATE: 09/09/2011 SHEET NO: 1 OF 2</p>
<p>DATE OF SECTION: 09/09/2011 REVISED 12/12/11</p> <p>SURVEYOR'S NOTES</p> <p>1. THIS DRAWING IS A SKETCH OF THE DESCRIPTION SHOWN HEREIN, ONLY, AND DOES NOT REPRESENT A BOUNDARY SURVEY OF THE PARCEL DESCRIBED.</p> <p>2. BEARINGS SHOWN HEREIN ARE RELATIVE TO AN ASSUMED BEARING OF N.00°09'54"W. FOR THE WESTERLY RIGHT OF WAY LINE OF U.S. HIGHWAY 41.</p> <p>NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL LICENSED SURVEY AND MAPPER.</p> <p>DESCRIPTION</p> <p>A TRACT OF LAND BEING PORTION OF TRANSFORMATION, (FDOT), RIGHT OF WAY, AS SHOWN ON FDOT RIGHT OF WAY MAP FOR STATE ROAD NO. 55, SECTION 1313-275-BRIDGES AND 1313-201-APPROACHES, REVISED MARCH 20, 1979, LYING IN SECTIONS 25 AND 26, TOWNSHIP 34 SOUTH, RANGE 17 EAST, CITY OF BRADENTON, MANATEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:</p> <p>COMMENCE AT THE NORTHEASTLY CORNER OF THE PREMISES DESCRIBED IN OFFICIAL RECORDS BOOK 1061 AT PAGE 702, PUBLIC RECORDS OF MANATEE COUNTY FLORIDA; THENCE N.00°09'54"W., ALONG THE WESTERLY RIGHT OF WAY LINE OF SAID STATE ROAD NUMBER 55, A DISTANCE OF 150.23 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE ALONG SAID WESTERLY RIGHT OF WAY LINE, N.00°09'53"W., A DISTANCE OF 248.89 FEET TO THE NORTHERLY FACE OF THE CONCRETE SEAWALL AT THE SOUTHERLY SHORE OF THE MANATEE RIVER, (THE FOLLOWING THREE CALLS ARE ALONG SAID NORTHERLY FACE OF CONCRETE SEAWALL); THENCE N.71°43'15"E., A DISTANCE OF 25.55 FEET; THENCE N.89°56'06"E., A DISTANCE OF 175.90 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE TO THE RIGHT WITH THE RADIUS POINT BEARING S.06°02'22"W., A RADIAL DISTANCE OF 612.93 FEET; THENCE SOUTHEASTERLY ALONG THE ARC, THROUGH A CENTRAL ANGLE OF 24°51'48", A DISTANCE OF 265.66 FEET TO THE EASTERLY RIGHT OF WAY LINE OF AFORESAID STATE ROAD NUMBER 55; THENCE S.00°09'53"E., ALONG SAID EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 296.60 FEET TO THE NORTHERLY LINE OF THE PREMISES DESCRIBED IN THE WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 1467 AT PAGE 5000, SAID PUBLIC RECORDS, (THE FOLLOWING FIVE CALLS ARE ALONG THE NORTHERLY AND WESTERLY LINES OF SAID PREMISES), THENCE N.89°36'09"W., A DISTANCE OF 50.98 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE TO THE LEFT WITH THE RADIUS POINT BEARING S.01°32'22"W., A RADIAL DISTANCE OF 87.11 FEET; THENCE SOUTHWESTERLY ALONG THE ARC, THROUGH A CENTRAL ANGLE OF 48°36'27", A DISTANCE OF 73.90 FEET; THENCE S.46°00'11"W., A DISTANCE OF 90.27 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE TO THE LEFT WITH THE RADIUS POINT BEARING S.43°16'22"E., A RADIAL DISTANCE OF 35.69 FEET; THENCE SOUTHWESTERLY ALONG THE ARC THROUGH A CENTRAL ANGLE OF 45°56'49", A DISTANCE OF 28.62 FEET; THENCE S.00°32'21"W., A DISTANCE OF 57.94 FEET; THENCE S.89°48'20"W., A DISTANCE OF 103.83 FEET; THENCE N.11°29'42"E., A DISTANCE OF 254.75 FEET; THENCE N.12°26'30"E., A DISTANCE OF 74.52 FEET TO THE POINT OF CURVATURE OF A CURVE NORTHWESTERLY LEFT HAVING A RADIUS OF 30.00 FEET AND A CENTRAL ANGLE OF 88°20'37", THENCE NORTHWESTERLY ALONG THE ARC A DISTANCE OF 46.26 FEET; THENCE N.75°54'07"W., A DISTANCE OF 75.42 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 95.00 FEET AND A CENTRAL ANGLE OF 96°29'42", THENCE SOUTHWESTERLY ALONG THE ARC A DISTANCE OF 159.99 FEET; THENCE N.82°23'49"W., A DISTANCE OF 71.7 FEET TO THE POINT OF BEGINNING.</p> <p>CONTAINING 145,062 SQUARE FEET BEING 3.3302 ACRES, MORE OR LESS.</p> <p>LESS AND EXCEPT</p> <p>ANY PORTION OF THE EXISTING DESOTO BRIDGE INCLUDING, BUT NOT LIMITED TO THE SUPPORTING PILINGS, THE ROADWAY, SIDEWALKS, OR OTHER CONSTRUCTED COMPONENT OF THE BRIDGE, LYING WITHIN THE FOREGOING DESCRIBED TRACT.</p> <p>SEE SHEET 2 OF 2 FOR SKETCH</p> <p>NOT A SURVEY</p>	

**Legend**

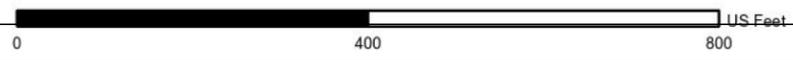
- Proposed ROW
- Existing ROW
- Bradenton Riverwalk Outside FDOT ROW
- Bradenton Riverwalk Within FDOT ROW-Section 4(f) Does Not Apply
-  Picnic Table
-  Restrooms
-  Trash Can
-  Water Fountain
- Curb & Gutter
- Concrete Median & Wall Barrier
- Shared Use Path
- Sidewalk
- Pavement
- Grass
- Swale
- X Existing Bridge Removal



**Figure 1 - Bradenton Riverwalk**  
 FPID #: 442630-1  
 DeSoto Bridge Replacement PD&E Study  
 from Manatee Avenue East (SR 64) to Haben Blvd.  
 Manatee County



All data within this map are supplied as is, without warranty. The project has not been prepared to scale. Engineering or construction should be based on the original information.



Data Source: ESA, TransSystems, ESRI, Manatee County

## Palmetto Estuary Preserve

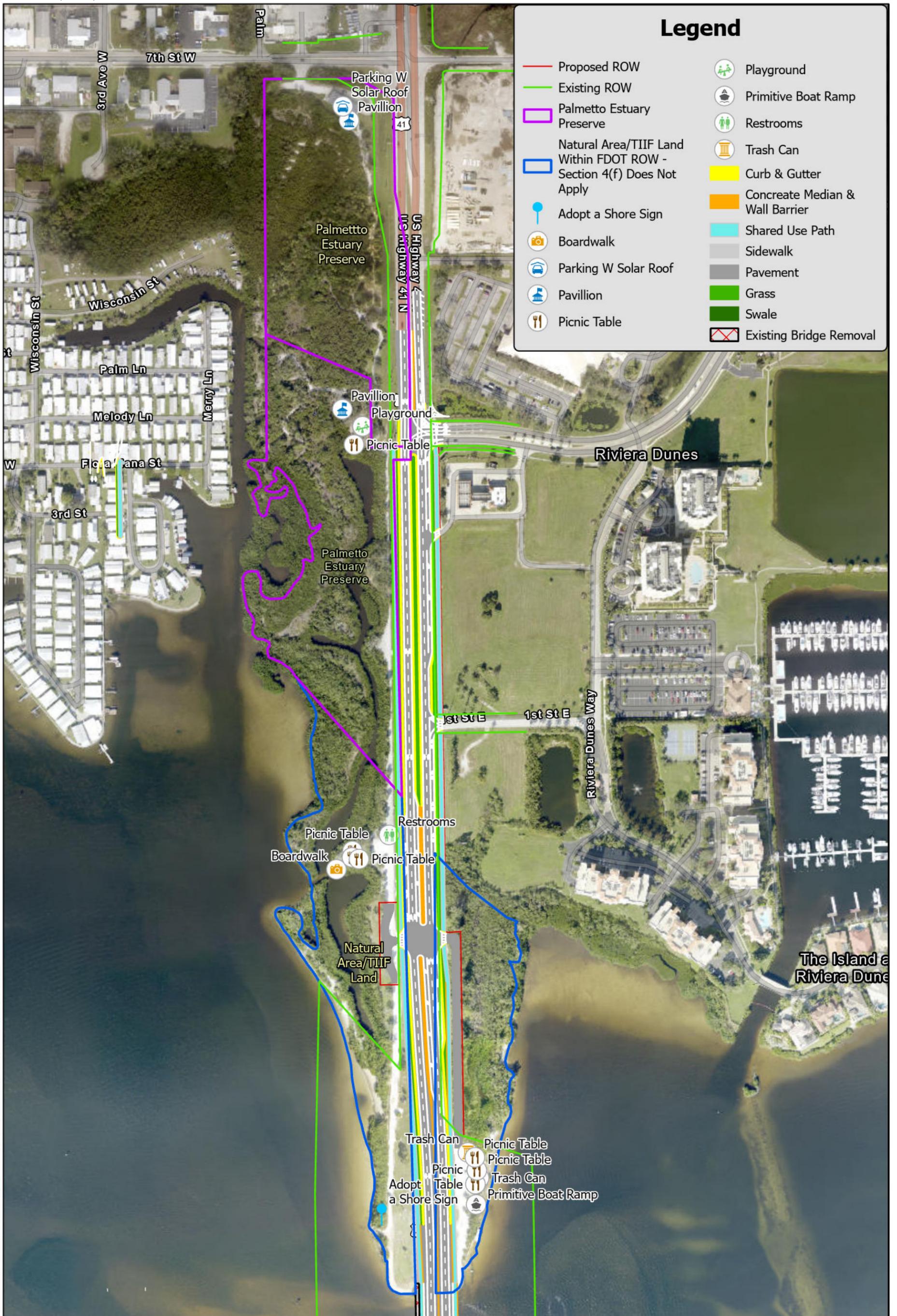
### Contents:

Fig 2 - Palmetto Estuary Preserve\_20241017\_all

143088 (TIITF Easement Bridge 1955)

Fig 2 - Palmetto Estuary Preserve\_20241017\_all

143088 (TIITF Easement Bridge 1955)



**Figure 2 - Palmetto Estuary Preserve**

Sheet 1 of 3

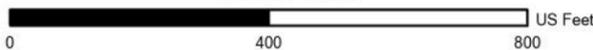
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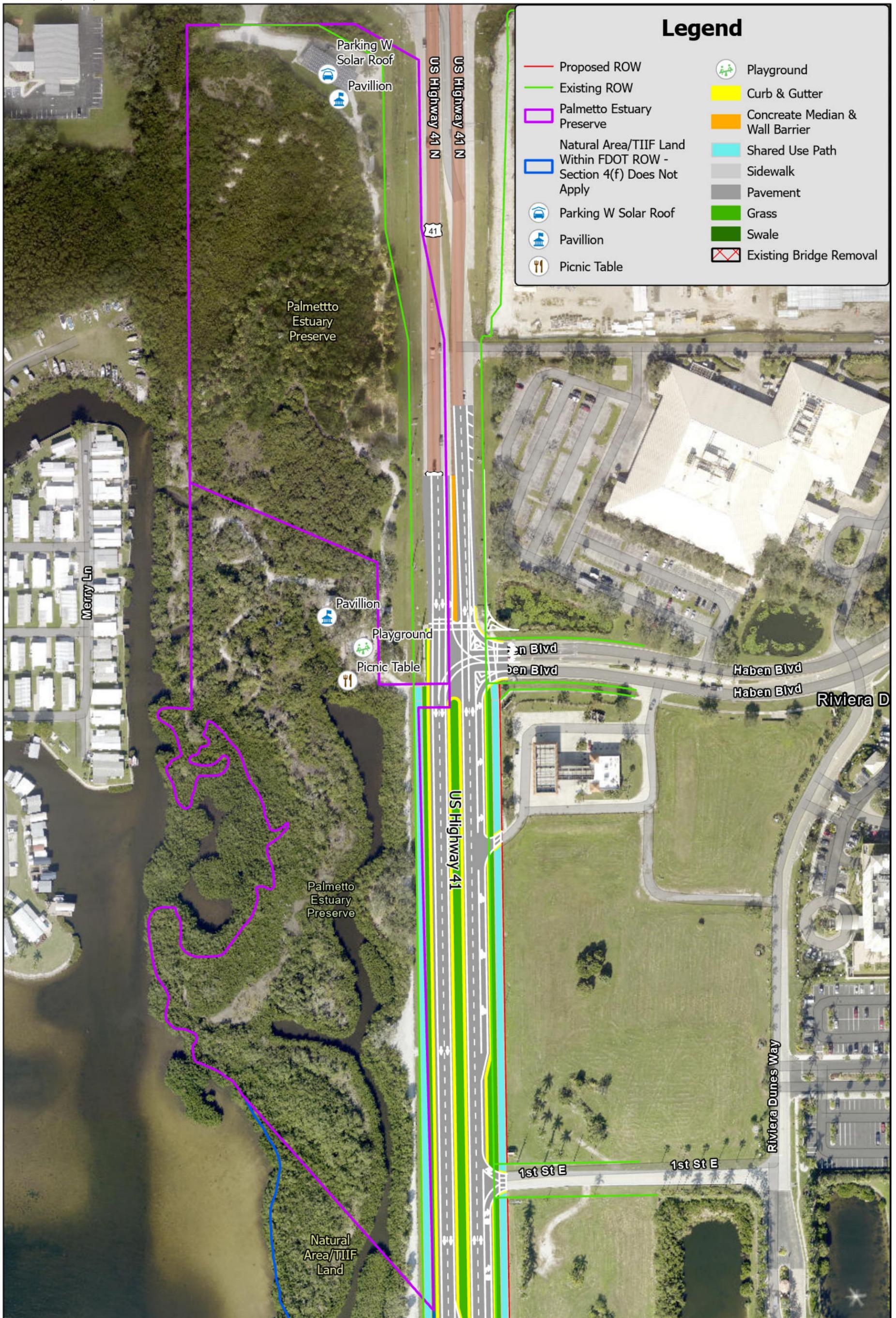
DeSoto Bridge Replacement PD&E Study  
from Manatee Avenue East (SR 64) to Haben Blvd.  
Manatee County

Data Source: ESA, TransSystems, ESRI, Manatee County



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**Figure 2 - Palmetto Estuary Preserve**

Sheet 2 of 3

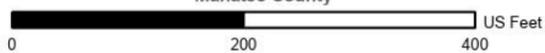
FPID #: 442630-1

DeSoto Bridge Replacement PD&E Study  
from Manatee Avenue East (SR 64) to Haben Blvd.  
Manatee County

Data Source: ESA, TransSystems, ESRI, Manatee County



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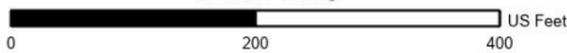


**Figure 2 - Palmetto Estuary Preserve**

Sheet 3 of 3

FPID #: 442630-1

DeSoto Bridge Replacement PD&E Study  
from Manatee Avenue East (SR 64) to Haben Blvd.  
Manatee County



Data Source: ESA, TransSystems, ESRI, Manatee County



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*See attached  
 Disclaimers  
 "Part Reconveyed"  
 2nd part reconveyed  
 3rd part reconveyed (see attached)  
 SRD No. 6-23-76  
 Section 1313-181  
 State Road 55  
 Manatee County*

No. 21080

**TRUSTEES OF THE INTERNAL IMPROVEMENT FUND  
 PERPETUAL EASEMENT FOR STATE ROAD RIGHT OF WAY  
 TEMPORARY EASEMENT FOR DREDGING**

WHEREAS, pursuant to application by the State Road Department dated the 8th, day of November, 1955, for perpetual easement for State Road, and temporary easement for dredging, upon lands held by the Trustees of the Internal Improvement Fund, and pursuant to approval of said application by the said Trustees at a meeting held on the 15th, day of November, A. D. 1955; Now, Therefore,

THIS INSTRUMENT, made this 16th day of November, A. D. 1955, between the TRUSTEES OF THE INTERNAL IMPROVEMENT FUND OF THE STATE OF FLORIDA, as grantors, and the STATE ROAD DEPARTMENT OF FLORIDA, a State Agency, as the grantee;

WITNESSETH: That the said Trustees of the Internal Improvement Fund, for and in consideration of the sum of one dollar and other valuable considerations, paid, receipt of which is hereby acknowledged, do hereby remise, release and grant unto said State Road Department of Florida a perpetual easement for public State Road right of way purposes, subject to the conditions hereinafter set forth, in and to the following described land, in Manatee County, Florida, to-wit:

That part of the Manatee River submerged lands, islands, sand bars and shallow banks, in Sections 25, 26 and 24, Township 34 South, Range 17 East, and which lie each side of and within the distances tabulated below, as measured at right angles from the centerline of State Road 55, Section 1313, said centerline being described with reference to Sections 26 and 24 aforesaid, as follows: Beginning, for purposes of reference at a point 1269.65 feet North and 14.91 feet West from Southeast corner of said Section 26, said point being intersection of centerlines of State Roads 64 and 55; thence run North 0°13'04" West 599.32 feet, more or less, to the South bank of Manatee River for point of beginning of centerline on submerged land, being centerline Station 168 + 70 (approx.); thence continue North 0°13'04" West 430 feet (approx.), to centerline Station 173 + 00; thence continue North 0°13'04" West 200 feet to centerline Station 175 + 00; thence continue North 0°13'04" West 100 feet to centerline Station 176 + 00; thence continue North 0°13'04" West 3100 feet to centerline Station 207 + 00; thence continue North 0°13'04" West 1400 feet to centerline Station 221 + 00; thence continue North 0°13'04" West 50 feet (approx.) to the North bank of Manatee River

at centerline Station 221 + 50 (approx.), said centerline continues North 0°13'04" West 891.28 feet (approx.) to the North boundary of said Section 24 at a point 533.02 feet East from the Northwest corner of said Section 24, the right of way widths being as follows:

RIGHT OF WAY ON SUBMERGED LANDS MEASURED AT RIGHT ANGLES EACH SIDE FROM ABOVE DESCRIBED CENTERLINE:

<u>From Station</u>	<u>To Station</u>	<u>Left (Westerly)</u>	<u>Right (Easterly)</u>
South bank 168+70 (approx.)	173+00	300 feet	300 feet
173+00	175+00	Uniform transition to 325 feet	325 feet
175+00	176+00	Uniform transition to 350 feet	350 feet
176+00	207+00	350 feet	350 feet
207+00	221+00	Uniform transition to 300 feet	300 feet
221+00	North bank 221+50 (approx.)	300 feet	300 feet

all as shown on map attached hereto and made a part hereof,

together with the perpetual right to construct a public State Road upon and/or over said land, and to do all things necessary and incident thereto, including the placing of fill material thereon, and removal of earth, stone or other material from said right of way, and to maintain, police and protect said right of way and said road thereon, all in pursuance of such authority as may be vested in the State Road Department therefor.

AND FOR THE CONSIDERATION AFORESAID the said Trustees of the Internal Improvement Fund hereby grant unto said State Road Department a temporary easement and license to dredge, pump, excavate and remove sand, stone and other material, subject to the conditions hereinafter set forth, from the following described land in Manatee County, Florida, to-wit:

That part of submerged lands in Manatee River, North of Section 25, Township 34 South, Range 17 East, as shown on map attached hereto,

and to use such dredged, pumped and excavated material in construction of a public State Road.

STATE ROAD DEPARTMENT OF FLORIDA  
DIVISION OF RIGHTS OF WAY  
DESCRIPTION APPROVED  
NOV 8 1955 BY L.C.L.

The perpetual easement and temporary easement are each granted subject to the following:

- (1) Any and all prior rights of the United States of America;
- (2) Any and all prior grants by the Trustees of the Internal Improvement Fund;
- (3) The rights herein granted unto said State Road Department shall extend to its officers, engineers, representatives and contractors, and to the Federal government as its interest in said road may appear.

In the event the land herein described and granted by perpetual easement for public State Road right of way purposes shall cease to be used for said State Road right of way and shall be abandoned by the State Road Department, then the easement herein granted shall terminate and all rights of the State Road Department hereunder shall automatically revert to the Trustees of the Internal Improvement Fund.

The temporary easement herein granted for dredging shall terminate on the 8th, day of November, A. D. 1957.

IN TESTIMONY WHEREOF the Trustees of the Internal Improvement Fund of the State of Florida have hereunto subscribed their names and affixed the Seal of the Department of Agriculture of the State of Florida, at the Capitol, in the City of Tallahassee, the day and year last above written.

LeRoy Collins  
GOVERNOR

Ray E. Green  
COMPTROLLER

J. Edwin Larson  
STATE TREASURER

Richard W. Ervin  
ATTORNEY GENERAL

Nathan Mayo  
COMMISSIONER OF AGRICULTURE

AS AND CONSTITUTING THE TRUSTEES OF THE INTERNAL IMPROVEMENT FUND OF THE STATE OF FLORIDA

Sent to  
M. N. Yancey  
Engineer of R/W  
State Road Dept.  
Tallahassee, Florida  
November 21st, 1955

(SEAL)



### Legend

<span style="color: red;">—</span> Proposed ROW	Playground
<span style="color: green;">—</span> Existing ROW	Primitive Boat Ramp
<span style="border: 2px solid purple; display: inline-block; width: 15px; height: 10px;"></span> Palmetto Estuary Preserve	Restrooms
<span style="border: 1px solid blue; display: inline-block; width: 15px; height: 10px;"></span> Natural Area/TIIF Land Within FDOT ROW - Section 4(f) Does Not Apply	Trash Can
Adopt a Shore Sign	<span style="background-color: yellow; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Curb & Gutter
Boardwalk	<span style="background-color: orange; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Concrete Median & Wall Barrier
Parking W Solar Roof	<span style="background-color: cyan; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Shared Use Path
Pavillion	<span style="background-color: lightgray; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Sidewalk
Picnic Table	<span style="background-color: gray; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Pavement
	<span style="background-color: green; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Grass
	<span style="background-color: darkgreen; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Swale
	<span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; position: relative;"><span style="position: absolute; top: 50%; left: 50%; transform: translate(-50%, -50%); font-size: 8px;">X</span></span> Existing Bridge Removal

**Figure 2 - Palmetto Estuary Preserve**

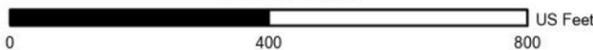
Sheet 1 of 3  
FPID #: 442630-1

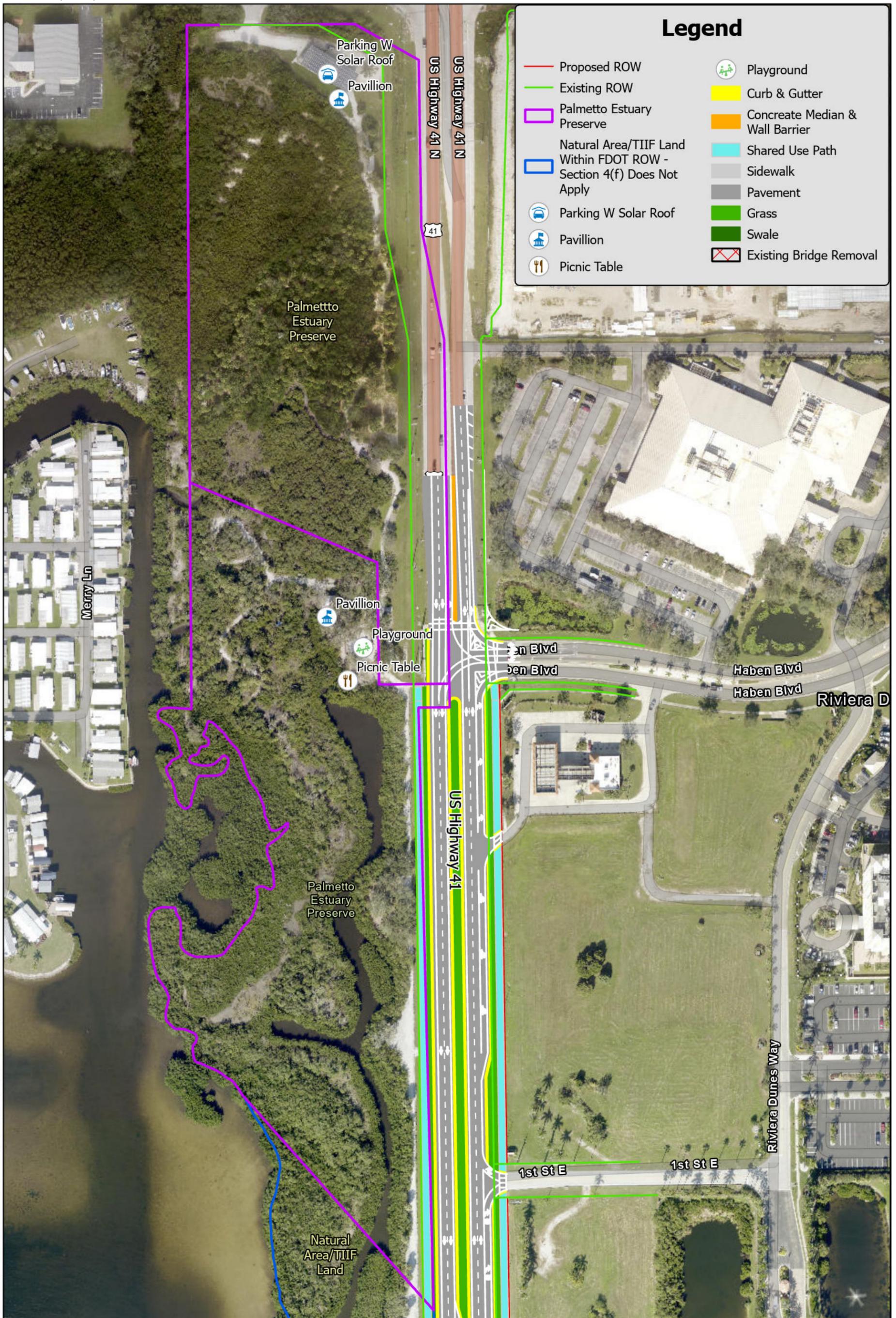
DeSoto Bridge Replacement PD&E Study  
from Manatee Avenue East (SR 64) to Haben Blvd.  
Manatee County

Data Source: ESA, TransSystems, ESRI, Manatee County



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**Figure 2 - Palmetto Estuary Preserve**

Sheet 2 of 3

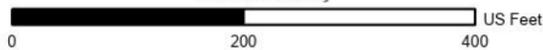
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Manatee County

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### Legend

<span style="color: red;">—</span> Proposed ROW	Restrooms
<span style="color: green;">—</span> Existing ROW	Trash Can
<span style="border: 1px solid magenta; display: inline-block; width: 10px; height: 10px;"></span> Palmetto Estuary Preserve	<span style="background-color: yellow; border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span> Curb & Gutter
<span style="border: 1px solid blue; display: inline-block; width: 10px; height: 10px;"></span> Natural Area/TIIF Land Within FDOT ROW - Section 4(f) Does Not Apply	<span style="background-color: orange; border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span> Concrete Median & Wall Barrier
Adopt a Shore Sign	<span style="background-color: cyan; border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span> Shared Use Path
Boardwalk	<span style="background-color: lightgray; border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span> Sidewalk
Picnic Table	<span style="background-color: gray; border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span> Pavement
Primitive Boat Ramp	<span style="background-color: green; border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span> Grass
	<span style="background-color: darkgreen; border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span> Swale
	<span style="border: 1px solid red; border-style: dashed; display: inline-block; width: 10px; height: 10px;"></span> Existing Bridge Removal

**Figure 2 - Palmetto Estuary Preserve**

Sheet 3 of 3

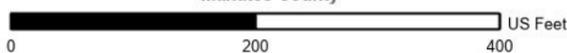
FPID #: 442630-1

DeSoto Bridge Replacement PD&E Study  
from Manatee Avenue East (SR 64) to Haben Blvd.  
Manatee County

Data Source: ESA, TransSystems, ESRI, Manatee County



All data within this map are supplied as is, without warranty. This product has not been prepared for legal, engineering, or survey purposes. Users of this information should review or contact the primary data sources to ascertain the usability of the information.



*See attached  
 Disclaimers  
 "Part Reconveyed"  
 2nd part reconveyed  
 3rd part reconveyed  
 SRD No. 6-23-76  
 Section 1313-181  
 State Road 55  
 Manatee County*

No. 21080

**TRUSTEES OF THE INTERNAL IMPROVEMENT FUND  
 PERPETUAL EASEMENT FOR STATE ROAD RIGHT OF WAY  
 TEMPORARY EASEMENT FOR DREDGING**

WHEREAS, pursuant to application by the State Road Department dated the 8th, day of November, 1955, for perpetual easement for State Road, and temporary easement for dredging, upon lands held by the Trustees of the Internal Improvement Fund, and pursuant to approval of said application by the said Trustees at a meeting held on the 15th, day of November, A. D. 1955; Now, Therefore,

THIS INSTRUMENT, made this 16th day of November, A. D. 1955, between the TRUSTEES OF THE INTERNAL IMPROVEMENT FUND OF THE STATE OF FLORIDA, as grantors, and the STATE ROAD DEPARTMENT OF FLORIDA, a State Agency, as the grantee;

WITNESSETH: That the said Trustees of the Internal Improvement Fund, for and in consideration of the sum of one dollar and other valuable considerations, paid, receipt of which is hereby acknowledged, do hereby remise, release and grant unto said State Road Department of Florida a perpetual easement for public State Road right of way purposes, subject to the conditions hereinafter set forth, in and to the following described land, in Manatee County, Florida, to-wit:

That part of the Manatee River submerged lands, islands, sand bars and shallow banks, in Sections 25, 26 and 24, Township 34 South, Range 17 East, and which lie each side of and within the distances tabulated below, as measured at right angles from the centerline of State Road 55, Section 1313, said centerline being described with reference to Sections 26 and 24 aforesaid, as follows: Beginning, for purposes of reference at a point 1269.65 feet North and 14.91 feet West from Southeast corner of said Section 26, said point being intersection of centerlines of State Roads 64 and 55; thence run North 0°13'04" West 599.32 feet, more or less, to the South bank of Manatee River for point of beginning of centerline on submerged land, being centerline Station 168 + 70 (approx.); thence continue North 0°13'04" West 430 feet (approx.), to centerline Station 173 + 00; thence continue North 0°13'04" West 200 feet to centerline Station 175 + 00; thence continue North 0°13'04" West 100 feet to centerline Station 176 + 00; thence continue North 0°13'04" West 3100 feet to centerline Station 207 + 00; thence continue North 0°13'04" West 1400 feet to centerline Station 221 + 00; thence continue North 0°13'04" West 50 feet (approx.) to the North bank of Manatee River

at centerline Station 221 + 50 (approx.), said centerline continues North 0°13'04" West 891.28 feet (approx.) to the North boundary of said Section 24 at a point 533.02 feet East from the Northwest corner of said Section 24, the right of way widths being as follows:

RIGHT OF WAY ON SUBMERGED LANDS MEASURED AT RIGHT ANGLES EACH SIDE FROM ABOVE DESCRIBED CENTERLINE:

<u>From Station</u>	<u>To Station</u>	<u>Left (Westerly)</u>	<u>Right (Easterly)</u>
South bank 168+70 (approx.)	173+00	300 feet	300 feet
173+00	175+00	Uniform transition to 325 feet	325 feet
175+00	176+00	Uniform transition to 350 feet	350 feet
176+00	207+00	350 feet	350 feet
207+00	221+00	Uniform transition to 300 feet	300 feet
221+00	North bank 221+50 (approx.)	300 feet	300 feet

all as shown on map attached hereto and made a part hereof,

together with the perpetual right to construct a public State Road upon and/or over said land, and to do all things necessary and incident thereto, including the placing of fill material thereon, and removal of earth, stone or other material from said right of way, and to maintain, police and protect said right of way and said road thereon, all in pursuance of such authority as may be vested in the State Road Department therefor.

AND FOR THE CONSIDERATION AFORESAID the said Trustees of the Internal Improvement Fund hereby grant unto said State Road Department a temporary easement and license to dredge, pump, excavate and remove sand, stone and other material, subject to the conditions hereinafter set forth, from the following described land in Manatee County, Florida, to-wit:

That part of submerged lands in Manatee River, North of Section 25, Township 34 South, Range 17 East, as shown on map attached hereto,

and to use such dredged, pumped and excavated material in construction of a public State Road.

STATE ROAD DEPARTMENT OF FLORIDA  
DIVISION OF RIGHTS OF WAY  
DESCRIPTION APPROVED  
NOV 8 1955 BY L.C.L.

The perpetual easement and temporary easement are each granted subject to the following:

- (1) Any and all prior rights of the United States of America;
- (2) Any and all prior grants by the Trustees of the Internal Improvement Fund;
- (3) The rights herein granted unto said State Road Department shall extend to its officers, engineers, representatives and contractors, and to the Federal government as its interest in said road may appear.

In the event the land herein described and granted by perpetual easement for public State Road right of way purposes shall cease to be used for said State Road right of way and shall be abandoned by the State Road Department, then the easement herein granted shall terminate and all rights of the State Road Department hereunder shall automatically revert to the Trustees of the Internal Improvement Fund.

The temporary easement herein granted for dredging shall terminate on the 8th, day of November, A. D. 1957.

IN TESTIMONY WHEREOF the Trustees of the Internal Improvement Fund of the State of Florida have hereunto subscribed their names and affixed the Seal of the Department of Agriculture of the State of Florida, at the Capitol, in the City of Tallahassee, the day and year last above written.

LeRoy Collins

GOVERNOR

Ray E. Green

COMPTROLLER

J. Edwin Larson

STATE TREASURER

Richard W. Ervin

ATTORNEY GENERAL

Nathan Mayo

COMMISSIONER OF AGRICULTURE

AS AND CONSTITUTING THE TRUSTEES OF THE INTERNAL IMPROVEMENT FUND OF THE STATE OF FLORIDA

Sent to  
M. N. Yancey  
Engineer of R/W  
State Road Dept.  
Tallahassee, Florida  
November 21st, 1955

(SEAL)

## **Manatee River Blueway**

### **Contents:**

Fig 3 - Manatee River Blueway\_20241018

Re\_ FPID 442630-1 DeSoto Bridge Replacement - Manatee River Blueway Official with Jurisdiction Letter

**Legend**

- Proposed ROW
- Existing ROW
- Manatee County Blueway Paddling Trail
-  Picnic Table
-  Restrooms
-  Trash Can
-  Water Fountain
- Curb & Gutter
- Concrete Median & Wall Barrier
- Shared Use Path
- Sidewalk
- Pavement
- Grass
- Swale
-  Existing Bridge Removal



**Figure 3 - Manatee River Blueway**  
 FPID #: 442630-1  
 DeSoto Bridge Replacement PD&E Study  
 from Manatee Avenue East (SR 64) to Haben Blvd.  
 Manatee County

Data Source: ESA, TransSystems  
 ESRI, Manatee County, FDEP



**FPID 442630-1**  
**DeSoto Bridge Replacement -**  
**Manatee River Blueway Official with Jurisdiction Letter and Concurrence**

**From:** [Gilmer, Nikki](#)  
**To:** [Aiah Yassin](#)  
**Cc:** [Combs, Richard \(Dick\)](#)  
**Subject:** Re: FPID 442630-1 DeSoto Bridge Replacement - Manatee River Blueway Official with Jurisdiction Letter  
**Date:** Monday, October 21, 2024 12:49:27 PM  
**Attachments:** [image001.png](#)  
[Outlook-xi0jynsm.png](#)

---

Aiah,

From what OEM has said, OWJ concurrence can be in the form of a email. Please upload this email into the SWEPT project file.

Thanks,  
[Nikki Gilmer](#)  
ETDM Coordinator & Environmental Project Manager  
Florida Department of Transportation | District One  
801 North Broadway Ave | Bartow, FL 33830  
Phone: (863) 519-2375 Email: [nikki.gilmer@dot.state.fl.us](mailto:nikki.gilmer@dot.state.fl.us)



---

**From:** Charlie Hunsicker <[charlie.hunsicker@mymanatee.org](mailto:charlie.hunsicker@mymanatee.org)>  
**Sent:** Monday, October 21, 2024 11:19 AM  
**To:** Gilmer, Nikki <[Nikki.Gilmer@dot.state.fl.us](mailto:Nikki.Gilmer@dot.state.fl.us)>  
**Cc:** Aiah Yassin <[aayassin@transystems.com](mailto:aayassin@transystems.com)>; Combs, Richard (Dick) <[Richard.Combs@dot.state.fl.us](mailto:Richard.Combs@dot.state.fl.us)>  
**Subject:** RE: FPID 442630-1 DeSoto Bridge Replacement - Manatee River Blueway Official with Jurisdiction Letter

**EXTERNAL SENDER: Use caution with links and attachments.**

I have reviewed the FDOT Desoto Bridge replacement PD&E study letter which determines that the Manatee County, Manatee River Blueway, an important recreation feature, will not be significantly affected by the proposed temporary construction of the preferred alternative replacement bridge. The subject line of the letter refers to Manatee County, Florida Financial ID No 4426030-1-22-01: Section 4(f) Resources.

The Natural Resources Department concurs with the determination that the proposed alternative meets the criteria of an exception to the requirements for Section 4 (f) approval of the involvement with the resource for the Manatee River Blueway.

**From:** Gilmer, Nikki <Nikki.Gilmer@dot.state.fl.us>  
**Sent:** Monday, October 21, 2024 10:24 AM  
**To:** Charlie Hunsicker <charlie.hunsicker@mymanatee.org>  
**Cc:** Aiah Yassin <aayassin@transystems.com>; Combs, Richard (Dick) <Richard.Combs@dot.state.fl.us>  
**Subject:** FPID 442630-1 DeSoto Bridge Replacement - Manatee River Blueway Official with Jurisdiction Letter

You don't often get email from [nikki.gilmer@dot.state.fl.us](mailto:nikki.gilmer@dot.state.fl.us). [Learn why this is important](#)

**CAUTION: This email originated from an external source.**  
**Be suspicious of Attachments, Links and Request for Login Information and utilize the REPORT MESSAGE Button in Outlook if you feel this is a Phishing email.**

Good morning Mr. Hunsicker,

The Florida Department of Transportation (FDOT) District One is conducting a Project Development and Environment (PD&E) study for the replacement of DeSoto bridge. I am contacting you in regards to the Manatee River Blueway paddleboard trail that goes directly under the bridge. This trail has been identified as a section 4(f) resource which requires further coordination with the Official with Jurisdiction for this resource, in this case, Manatee County.

Please see the attached letter which details FDOTs 'temporary occupancy' determination of this resource during construction. We are seeking your approval of this determination and ask that you please provide it by **COB 11/1/2024**.

If you have any questions regarding this letter or project, please do not hesitate to reach out.

Thanks,  
**Nikki Gilmer**  
ETDM Coordinator & Environmental Project Manager  
Florida Department of Transportation | District One  
801 North Broadway Ave | Bartow, FL 33830  
Phone: (863) 519-2375 Email: [nikki.gilmer@dot.state.fl.us](mailto:nikki.gilmer@dot.state.fl.us)





*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

801 North Broadway Avenue  
Bartow, FL 33830

JARED W. PERDUE, P.E.  
SECRETARY

Mr. Charlie Hunsicker, Director  
Manatee County Department of Natural  
Resources  
1112 Manatee Avenue West  
Bradenton, FL 34205

**Re: SR 55/US 301/US 41, DeSoto Bridge Replacement PD&E Study  
From State Road (SR) 64 (Manatee Avenue East) To Haben  
Boulevard -Bridge #130053 ; Manatee County, Florida  
Financial ID No. 442630-1-22-01; Section 4(f) Resources**

Dear Mr. Hunsicker:

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study to evaluate the potential in-kind replacement of the Hernando DeSoto Bridge (DeSoto Bridge), which carries US 301/US 41/SR 55 across the Manatee River between the Cities of Bradenton and Palmetto within Manatee County.

We find that the Manatee County Blueway is an important public recreation feature and has been identified as a potential Section 4(f) resource according to the US Department of Transportation Act of 1966 (49 USC 303). As part of this PD&E study, the FDOT requires a statement of significance from an official who has jurisdiction over publicly held lands. The Manatee County Department of Natural Resources has been identified as having jurisdiction over this resource.

Significance means that in comparing the availability and function of the Manatee County Blueway with the recreational objectives of the community, the land in question plays an important role in meeting those objectives.

The Preferred Alternative for the project is the "East" Alternative that will replace the bridge to the east of the existing bridge alignment. During construction of the proposed improvements, there is the potential for construction equipment (barges, cranes, etc.) to be placed in the Manatee River in the vicinity of the trail denoted on the attached figure.

We believe that the involvement with the resource meets the criteria of an exception to the requirements for Section 4(f) approval, as listed below in accordance with Section 7.3.4.2 of the FDOT PD&E Manual and 23 CFR 774.13(d):

d. Temporary occupancies of land that are so minimal as to not constitute a use within the meaning of Section 4(f). The following conditions must be satisfied:

*1. Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;*

**Construction activities will have a temporary impact on the resource but will not result in a change in ownership of the land.**

2. *Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal;*

**The scope of the project involves the reconstruction and replacement of the DeSoto Bridge. During construction, resource users will need to avoid construction equipment (barges, cranes, etc.) that may be placed in the Manatee River. No permanent changes to the resource are anticipated as a result of the proposed project.**

3. *There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;*

**There are no anticipated adverse physical impacts, either temporary or permanent. Additionally, the activities, features, and attributes of the resource can still be utilized during project construction.**

4. *The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project; and*

**The Manatee River will not be altered as a result of the proposed project.**

5. *There must be documented agreement of the OWJ over the Section 4(f) resource regarding the above conditions.*

**With this letter, FDOT is seeking concurrence from the Manatee County Department of Natural Resources that the Manatee River Blueway is a valuable resource to Manatee County and plays an important role in meeting the environmental and recreational needs of the region in general. In addition, FDOT is requesting concurrence from the Manatee County Department of Natural Resources that involvement with the Manatee County Blueway meets the criteria of temporary occupancy, as described in the conditions above.**

If you have any questions or concerns regarding the findings of this letter, please contact me at (863) 519-2375 or [Nikki.gilmer@dot.state.fl.us](mailto:Nikki.gilmer@dot.state.fl.us).

Sincerely,

Nikki Gilmer  
ETDM Coordinator & Environmental Project Manager  
Florida Department of Transportation, District One  
801 N Broadway Ave  
Bartow, Florida 33830

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated May 26, 2002, and executed by the Federal Highway Administration and FDOT.



**Legend**

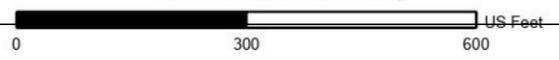
- Proposed Right of Way
- Existing Right of Way
- Manatee County Blueway Paddling Trail
- Park Features
  - Picnic Table
  - Restrooms
  - Trash Can
- Water Fountain
- Curb & Gutter
- Shared Use Path
- Sidewalk
- Pavement
- Grass
- Swale
- Concrete Median & Wall Barrier
- Existing Bridge Removal

**Figure 3 - Manatee River Blueway**

FPID #: 442630-1  
 DeSoto Bridge Replacement PD&E Study  
 from Manatee Avenue East (SR 64) to  
 Haben Blvd., Manatee County



All data within this map are supplied as is, without warranty. The project has not been subjected to a final engineering review. For more information, contact the project engineer.

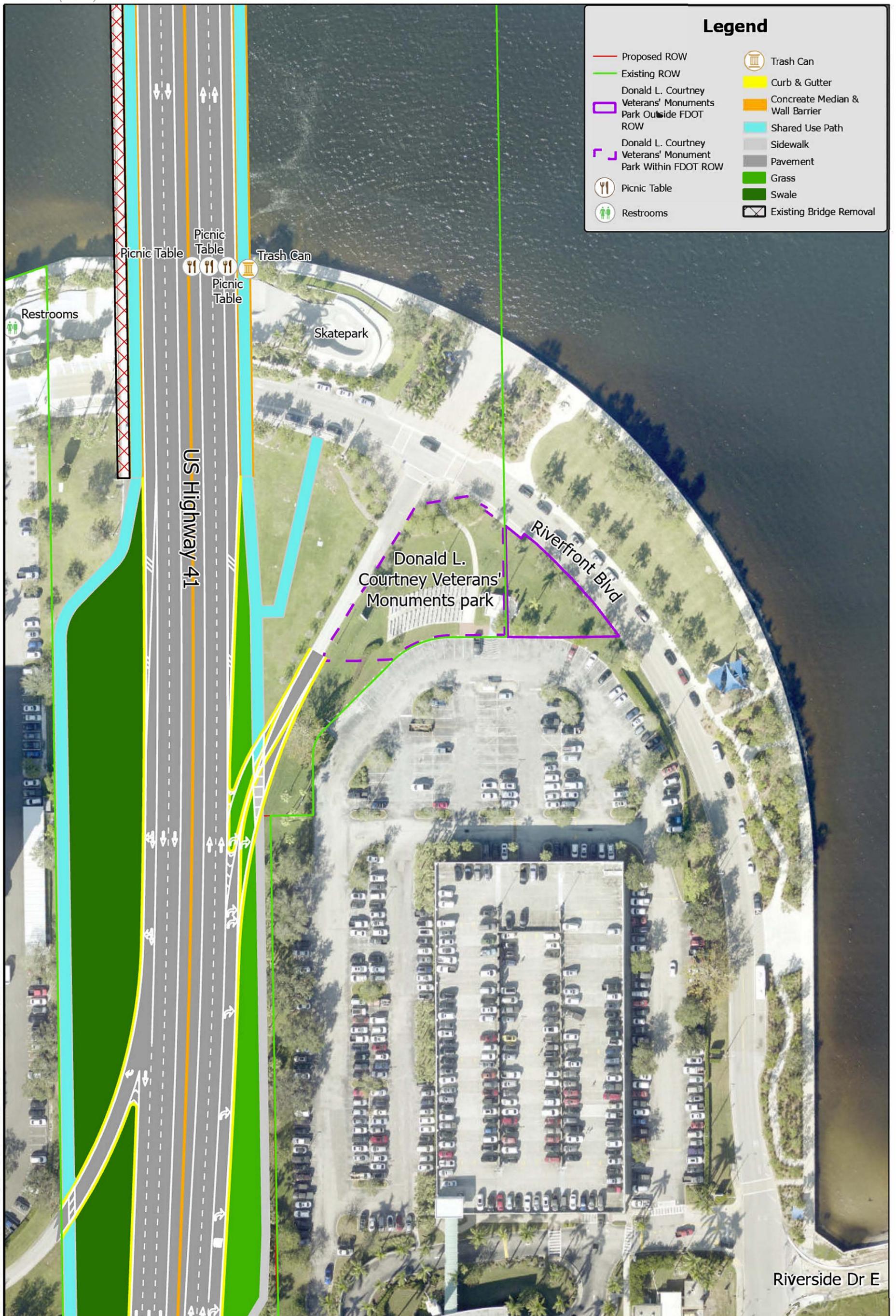


Data Source: ESA, ESRI  
 Manatee County, FDEP

## **Donald L. Courtney Veterans Monuments Park**

Contents:

Fig 4 - Veterans Monuments Park\_20241021



### Legend

<span style="color: red;">—</span> Proposed ROW	Trash Can
<span style="color: green;">—</span> Existing ROW	Curb & Gutter
Donald L. Courtney Veterans' Monuments Park Outside FDOT ROW	Concrete Median & Wall Barrier
Donald L. Courtney Veterans' Monument Park Within FDOT ROW	Shared Use Path
Picnic Table	Sidewalk
Restrooms	Pavement
	Grass
	Swale
	Existing Bridge Removal

**Figure 4 - Veterans' Monuments Park**

FPID #: 442630-1

DeSoto Bridge Replacement PD&E Study  
from Manatee Avenue East (SR 64) to Haben Blvd.  
Manatee County

Data Source: ESA, TransSystems  
ESRI, Manatee County



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## **Natural Resources Appendix**

### **Contents:**

NMFS Concurrence Letter

FWC Concurrence Letter

FWS Concurrence Letter

Archived: Wednesday, August 14, 2024 2:17:26 PM

From: "[Gilmer, Nikki](#)"

Mail received time: Fri, 24 May 2024 11:53:21 +0000

Subject: Re: Document Review Confirmation for 442630-1 DeSoto Bridge Replacement NRE

---

Good morning Mr. Rydene,

The Department appreciates your feed back and will work to make changes to the document per your recommendations. I just wanted to verify if NMFS would like to review a revised copy once it becomes available.

As for your additional comment regarding the Bradenton Palmetto Connector Study, I have forwarded this comment to the project team for a response.

Thanks,

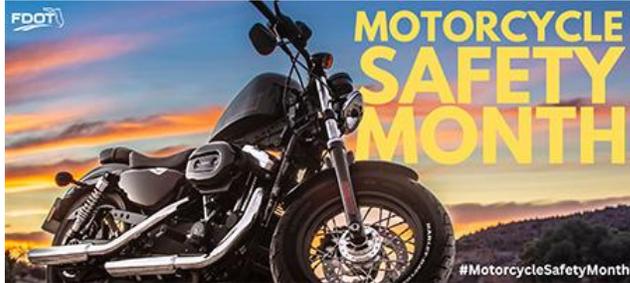
[Nikki Gilmer](#)

Environmental Project Manager

Florida Department of Transportation | District One

801 North Broadway Ave | Bartow, FL 33830

Phone: (863) 519-2375 Email: [nikki.gilmer@dot.state.fl.us](mailto:nikki.gilmer@dot.state.fl.us)



---

From: [admin@fla-etat.org](mailto:admin@fla-etat.org) <[admin@fla-etat.org](mailto:admin@fla-etat.org)>

Sent: Wednesday, May 22, 2024 3:19 PM

To: [David.Rydene@noaa.gov](mailto:David.Rydene@noaa.gov) <[David.Rydene@noaa.gov](mailto:David.Rydene@noaa.gov)>

Cc: [Gilmer, Nikki](mailto:Nikki.Gilmer@dot.state.fl.us) <[Nikki.Gilmer@dot.state.fl.us](mailto:Nikki.Gilmer@dot.state.fl.us)>; [dave.rydene@verizon.net](mailto:dave.rydene@verizon.net) <[dave.rydene@verizon.net](mailto:dave.rydene@verizon.net)>

Subject: Document Review Confirmation for 442630-1 DeSoto Bridge Replacement NRE

**EXTERNAL SENDER: Use caution with links and attachments.**

A review was received for the following:

**Event:** FPID# 442630-1 DeSoto Bridge Replacement from SR64 East to Haben Blvd, Natural Resource Evaluation

**Document:** 442630-1 DeSoto Bridge Replacement NRE

**Submitted By:** David Rydene

**Global:** Yes

**Comments:**

NMFS staff has reviewed the Natural Resource Evaluation (NRE) Report for the DeSoto Bridge (Bridge #130053) replacement (Financial Management No. 442630-1-22-01; ETDM 14510) in Manatee County, Florida, as part of the project's Project Development and Environment (PD&E) Study. NMFS offers the following comments. NMFS recommends changing the Endangered Species Act (ESA) Section 7 determinations for leatherback and hawksbill sea turtles from "May Affect, Not Likely To Adversely Affect" to "No Effect", as these species' life history strategies make it highly unlikely that either species would occur at the project location. Leatherback sea turtles have a pelagic, deepwater life history, where they forage primarily on jellyfish. Hawksbill sea turtles typically inhabit inshore reef and hard bottom areas where they forage primarily on encrusting sponges.

NMFS agrees with FDOT's decision to defer conducting the Endangered Species Act Section 7 consultation until the project's Design Phase when specific details are known regarding the bridge's construction/demolition methodologies and materials (e.g., pile types, sizes, and installation methods). NMFS recommends that an Essential Fish Habitat consultation be conducted for this project due to direct and indirect (i.e., "secondary") impacts to mangroves. NMFS believes that the use of the Mangrove Point Mitigation Bank to provide compensatory mitigation credits to offset the loss of ecological services due to mangrove impacts is acceptable. NMFS recommends that seagrass beds adjacent to the existing bridge in the project's northwest and northeast quadrants be delineated with buoys to prevent adverse impacts from barges and small work boats during new bridge construction and existing bridge demolition. NMFS supports the commitment to resurvey for seagrasses during the project's Design Phase and before construction begins.

One additional comment relates to the description in the NRE that indicates that the existing 4-lane bridge will be replaced with a new 4-lane bridge. As a higher capacity version (i.e., more than 4 lanes) of the DeSoto Bridge is under consideration as one of the alternatives in the Bradenton-Palmetto Connector Study (ETDM 14507), shouldn't that study's Preferred Alternative be determined before moving forward with the DeSoto Bridge replacement as proposed in this NRE. Thank you for the opportunity to provide comments on this project's NRE.



**Florida Fish and Wildlife Conservation Commission**

Commissioners  
**Rodney Barreto**  
Chairman  
Coral Gables

**Steven Hudson**  
Vice Chairman  
Fort Lauderdale

**Preston Farris**  
Tampa

**Gary Lester**  
Oxford

**Albert Maury**  
Coral Gables

**Gary Nicklaus**  
Jupiter

**Sonya Rood**  
St. Augustine

Office of the  
Executive Director  
**Roger A. Young**  
Executive Director

**Charles "Rett" Boyd**  
Assistant Executive Director

**George Warthen**  
Chief Conservation Officer

**Jessica Crawford**  
Chief of Staff

850-487-3796  
850-921-5786 FAX

*Managing fish and wildlife resources for their long-term well-being and the benefit of people.*

620 South Meridian Street  
Tallahassee, Florida  
32399-1600  
Voice: 850-488-4676

Hearing/speech-impaired:  
800-955-8771 (T)  
800-955-8770 (V)

MyFWC.com

May 23, 2024

Nikki Gilmer  
Florida Department of Transportation District 1  
801 North Broadway Avenue  
Bartow, Florida 33830  
[nikki.gilmer@dot.state.fl.us](mailto:nikki.gilmer@dot.state.fl.us)

Re: DeSoto Bridge Replacement, Natural Resource Evaluation, Manatee County

Dear Ms. Gilmer:

Florida Fish and Wildlife Conservation Commission (FWC) staff reviewed the above-referenced Natural Resources Evaluation (NRE) report in accordance with FWC's authorities under Chapter 379, Florida Statutes, and Chapter 68A-27, Florida Administrative Code.

The Florida Department of Transportation (FDOT) District 1 is conducting a Project Development and Environment (PD&E) Study for the DeSoto Bridge (Bridge #130053) Replacement from SR 64 (Manatee Avenue East) to Haben Boulevard in Manatee County. The project involves the in-kind replacement of the DeSoto Bridge, which carries US 301/US 41/SR 55 across the Manatee River for a project length of approximately 1.3 miles. To bring the bridge up to current FDOT design standards, the inclusion of paved shoulders as well as bicycle and pedestrian facilities will be considered as part of the project.

The NRE report was prepared as part of the PD&E study to document wetlands, surface waters, protected species, critical habitat, and essential fish habitat within the project's corridor; evaluate potential impacts associated with the proposed project; provide effect determinations for protected species; identify mitigation needs, and coordinate with federal and state regulatory and resource agencies. FWC staff agrees with the effect determinations and supports the project implementation measures and commitments for protected species. Further coordination could be required during future species-specific surveys and project permitting.

For specific technical questions regarding the content of this letter, please contact Kristee Booth at (850) 363-6298 or [KristeeBooth@MyFWC.com](mailto:KristeeBooth@MyFWC.com). All other inquiries may be directed to [ConservationPlanningServices@MyFWC.com](mailto:ConservationPlanningServices@MyFWC.com).

Sincerely,

Laura DiGruttolo  
Land Use Planning Supervisor  
Office of Conservation Planning Services

ld/kb

16<sup>th</sup> Street NE Bridge from Golden Gate Boulevard to Randall Boulevard NRE\_58740\_04252024



Florida Department of Transportation

RON DESANTIS  
GOVERNOR

801 N  
Bartow,

April 21, 2025

Ms. Zakia Williams  
U.S. Fish and Wildlife Service  
[zakia\\_williams@fws.gov](mailto:zakia_williams@fws.gov)

	<b>Florida Ecological Services Field Office</b>
	Service Project Code No. <b>25-TA-0107317</b>
<p>The U.S. Fish and Wildlife Service has reviewed the information provided and finds that the proposed action is not likely to adversely affect any federally listed species or designated critical habitat protected by the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 et. seq.). A record of this consultation is on file at the Florida Ecological Services Field Office.</p> <p>This fulfills the requirements of section 7 of the Act and further action is not required. If modifications are made to the project, if additional information involving potential effects to listed species becomes available, or if a new species is listed, reinitiation of consultation may be necessary.</p>	
<p><b>JOSE RIVERA</b> Digitally signed by JOSE RIVERA Date: 2025.04.29 09:38:07 -04'00'</p>	
Supervisor	

RE: ESA Informal Section 7 Consultation Request  
DeSoto Bridge (Bridge #130053) Replacement PD&E Study  
From SR 64 East to Haben Boulevard  
Manatee, Florida  
Financial Project ID No. 442630-1  
ETDM No. 14510

Dear Ms. Williams,

The Florida Department of Transportation (FDOT), District One, is conducting a Project Development and Environment (PD&E) Study to evaluate replacement alternatives for the DeSoto Bridge (US 301/US 41/SR 55) from SR 64 East to Haben Boulevard in Manatee County, Florida. The study evaluates replacing the four-lane 2,225-foot long bridge in kind, with a four-lane bridge that also includes inside and outside shoulders, and a shared use path. A copy of the Natural Resources Evaluation (NRE) report has been provided for your review.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the FDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding (MOU) dated May 26, 2022 and executed by the Federal Highway Administration and FDOT. This review is also being coordinated with other agencies.

The NRE has been prepared to document and summarize the potential impacts to natural resources, including federal and state protected species, wetlands, and protected lands. This report also documents measures considered to avoid, minimize, and mitigate potential impacts. Details on the study methodologies and results are provided in the NRE.

A total of 24 federally listed species and 30 state listed species were identified as potentially occurring within the project study area. Additionally, two other species were included in the analysis due to the regulatory protections associated with those species.

As a result of the data collection, species surveys, field reviews and agency coordination, the FDOT has determined that the project will have the following effect determination for federal and state listed species:

[www.fdot.gov](http://www.fdot.gov)

Ms. Zakia Williams, USFWS

April 21, 2025

Page 2 of 5

## **FEDERAL SPECIES**

*Candidate Species – Effect determination has not been assigned*

- Tricolored bat (*Perimyotis subflavus*)

*No Effect*

- Florida scrub-jay (*Aphelocoma coerulescens*)
- Red-cockaded woodpecker (*Picoides borealis*)
- Audubon's crested caracara (*Caracara plancus audubonii*)
- Florida bonneted bat (*Eumops floridanus*)
- Florida bonamia (*Bonamia grandiflora*)
- Pygmy fringe tree (*Chionanthus pygmaeus*)
- Florida goldenaster (*Chrysopsis floridana*)
- Perforate reindeer lichen (*Cladonia perforata*)
- Britton's beagrass (*Nolina brittoniana*)
- Chaffseed (*Schwalbea americana*)

*May Affect, Not Likely to Adversely Affect*

- Gulf sturgeon (*Acipenser oxyrinchus desotoi*)
- Smalltooth sawfish (*Pristis pectinata*)
- Loggerhead sea turtles (*Caretta caretta*)
- Green sea turtle (*Chelonia mydas*)
- American crocodile (*Crocodylus arcutus*)
- Leatherback sea turtle (*Dermochelys coriacea*)
- Eastern indigo snake (*Drymarchon couperi*)
- Hawksbill sea turtle (*Eretmochelys imbricata*)
- Kemp's Ridley sea turtle (*Lepidochelys kempii*)
- Red knot (*Calidris canutus rufa*)
- Piping plover (*Charadrius melodus*)
- Eastern black rail (*Laterallus jamaicensis spp. jamaicensis*)
- Wood stork (*Mycteria americana*)
- Aboriginal prickly apple (*Harrisia aboriginum*)

The project study area was also evaluated for the presentence of federally designated Critical Habitat (CH) as defined by the Endangered Species Act (ESA) of 1973, as amended, and 50 Code of Federal Regulations (CFR) 17. The project lies within CH for the West Indian manatee (*Trichechus manatus latirostris*), but will not result in the destruction or adverse modification of CH. Appropriate compensatory mitigation will be provided to offset impacts to wetlands and surface waters within the CH.

Ms. Zakia Williams, USFWS

April 21, 2025

Page 3 of 5

## **WETLANDS**

Wetlands and other surface waters with the potential to be impacted by the proposed project were identified within the study area. Based on the evaluation, impacts are anticipated for 1 wetland and 1 surface water identified and both are under the regulatory authority and jurisdiction of the Southwest Florida Water Management District (SWFWMD) and the U.S. Army Corps of Engineers (USACE). Potential impact to jurisdictional wetlands and other surface waters resulting from the proposed Preferred Alternative include:

- 0.31 acres of direct wetland impacts to mangroves;
- 0.71 acres of indirect (secondary) wetland impacts to mangroves; and
- Less than 0.10 acre of direct surface water impacts to unvegetated bottom within the Manatee River.

Mitigation to compensate for unavoidable adverse impacts to wetlands will be provided in accordance with 373.4137, Florida Statutes (F.S.) to satisfy all mitigation requirements of Part IV Chapter 373 F.S., and 22 U.S. Code (U.S.C.) Section 1344. A wetland assessment was performed for wetlands and other surface waters in accordance with the Uniform Mitigation Assessment Method (UMAM), pursuant to Chapter 62-345 Florida Administrative Code (F.A.C.) to determine the functional value provided by the wetlands and other surface waters and determine the amount of mitigation required to offset adverse impacts. The total project impacts result in functional loss of 0.27 units for state and federal jurisdictional wetlands. Currently, portions of the proposed project are located within the service area of three mitigation banks: Mangrove Point Mitigation Bank, Braden River Mitigation Bank, and Nature Coast Mitigation Bank. Mangrove Point Mitigation Bank is within the USACE and SWFWMD service area for the project study area and has federal and state estuarine credits available. Braden River Mitigation Bank and Nature Coast Mitigation Bank are within the SWFWMD basin and have state only credits available. Therefore, Mangrove Point Mitigation Bank is the most feasible option.

As this project is using federal funds and in accordance with the MOU previously discussed, the FDOT requests initiation of informal consultation pursuant to Section 7 of the ESA, as amended. The FDOT appreciates your involvement with this project and respectfully requests your written letter of concurrence with the findings presented in the NRE. If you have any questions or require additional information, please contact me at (863) 519-2375 or [Nikki.Gilmer@dot.state.fl.us](mailto:Nikki.Gilmer@dot.state.fl.us). Thank you for your assistance with this project.

Sincerely,

*Nikki Gilmer*

Nikki Gilmer

Environmental Project Manager

FDOT, District One

cc: Jeffrey James, Environmental Manager, FDOT District One  
Steven Andrews, P.E., Project Manager, FDOT District One

### **Attachment:**

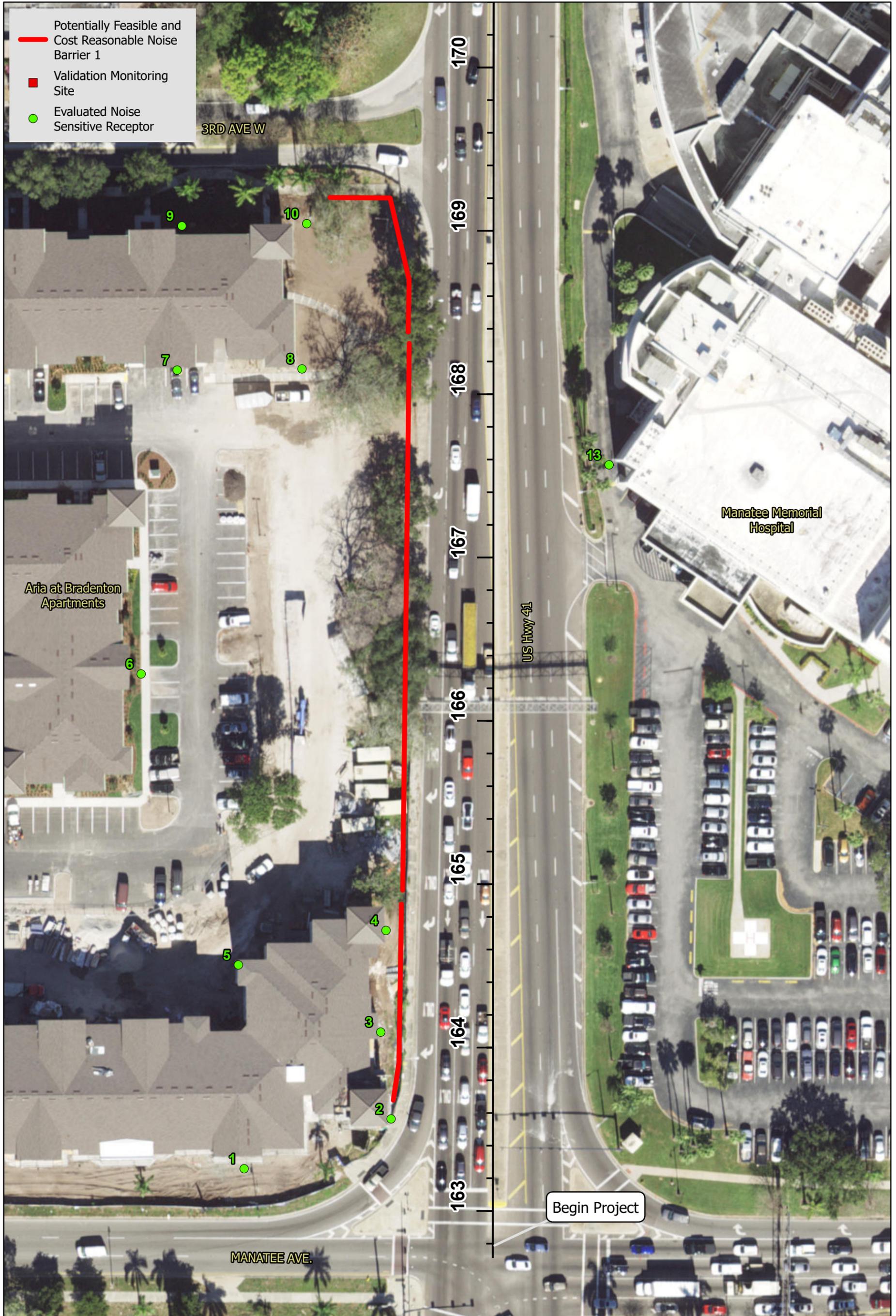
Natural Resources Evaluation – DeSoto Bridge Replacement

## **Physical Resources Appendix**

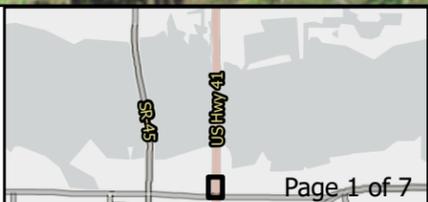
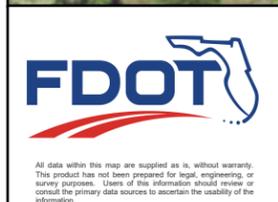
### Contents:

Noise Receptors Map

Potential Contamination Sites Map



- Potentially Feasible and Cost Reasonable Noise Barrier 1
- Validation Monitoring Site
- Evaluated Noise Sensitive Receptor



**Appendix B - Project Aerials**

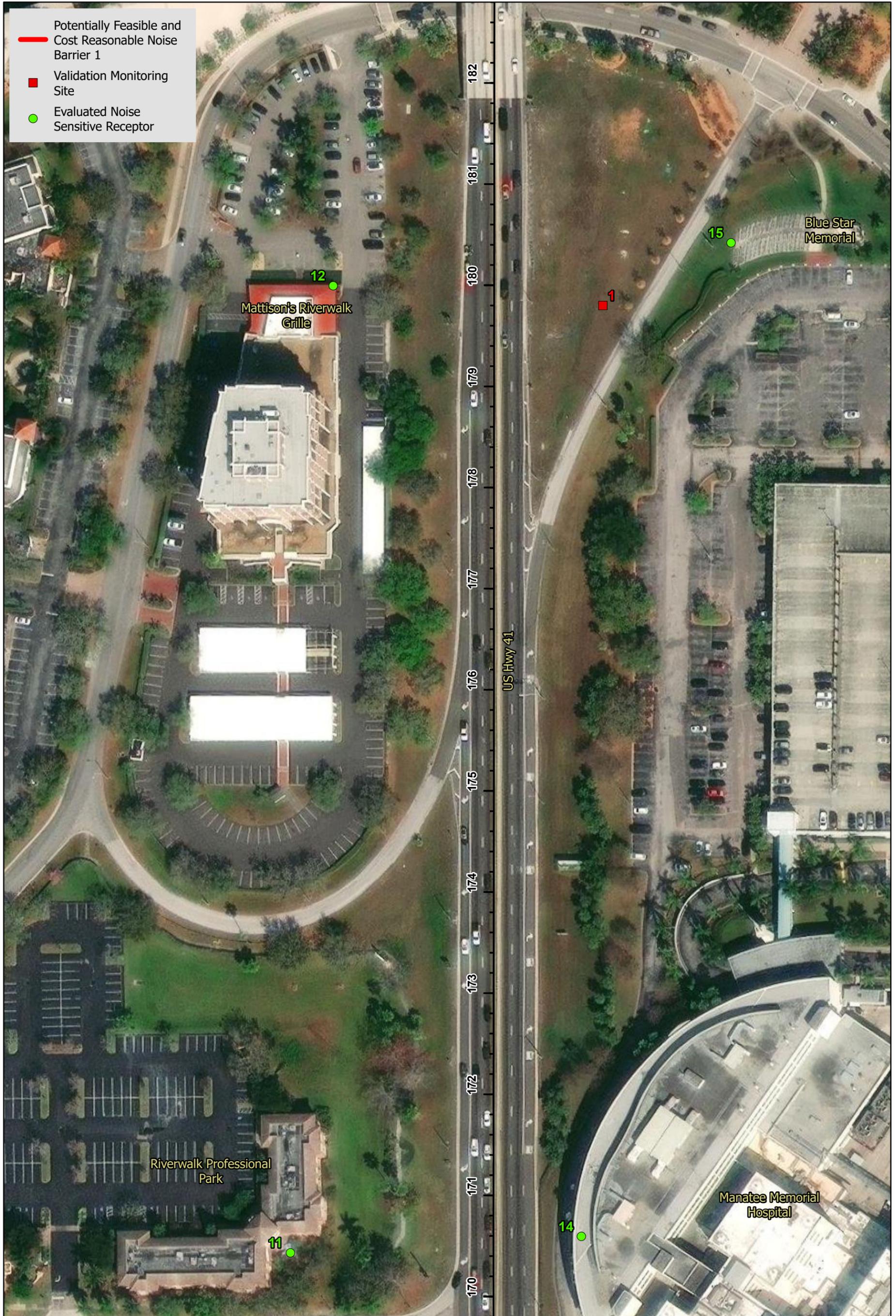
FPID #: 442630-1-22-01  
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US Feet

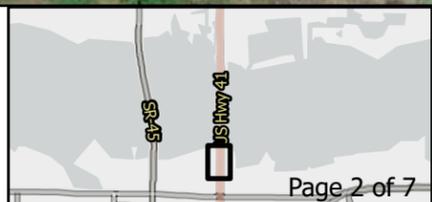
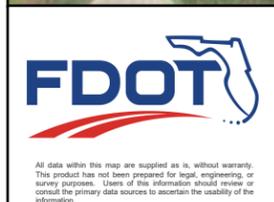
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**NORTH**

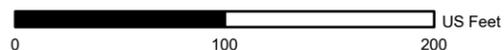


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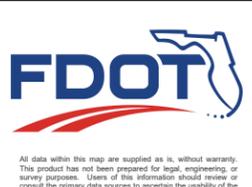
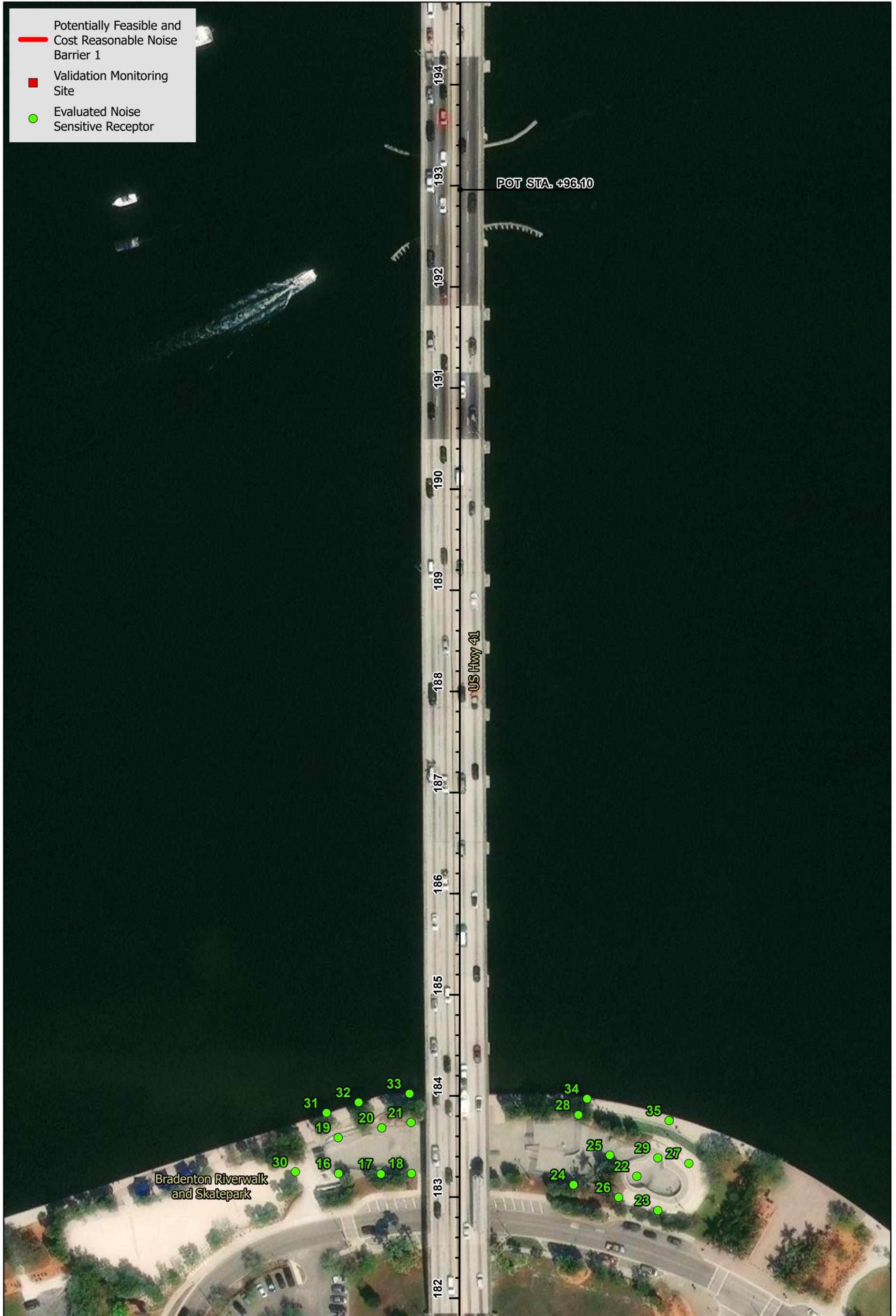
**Appendix B - Project Aerials**

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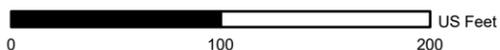
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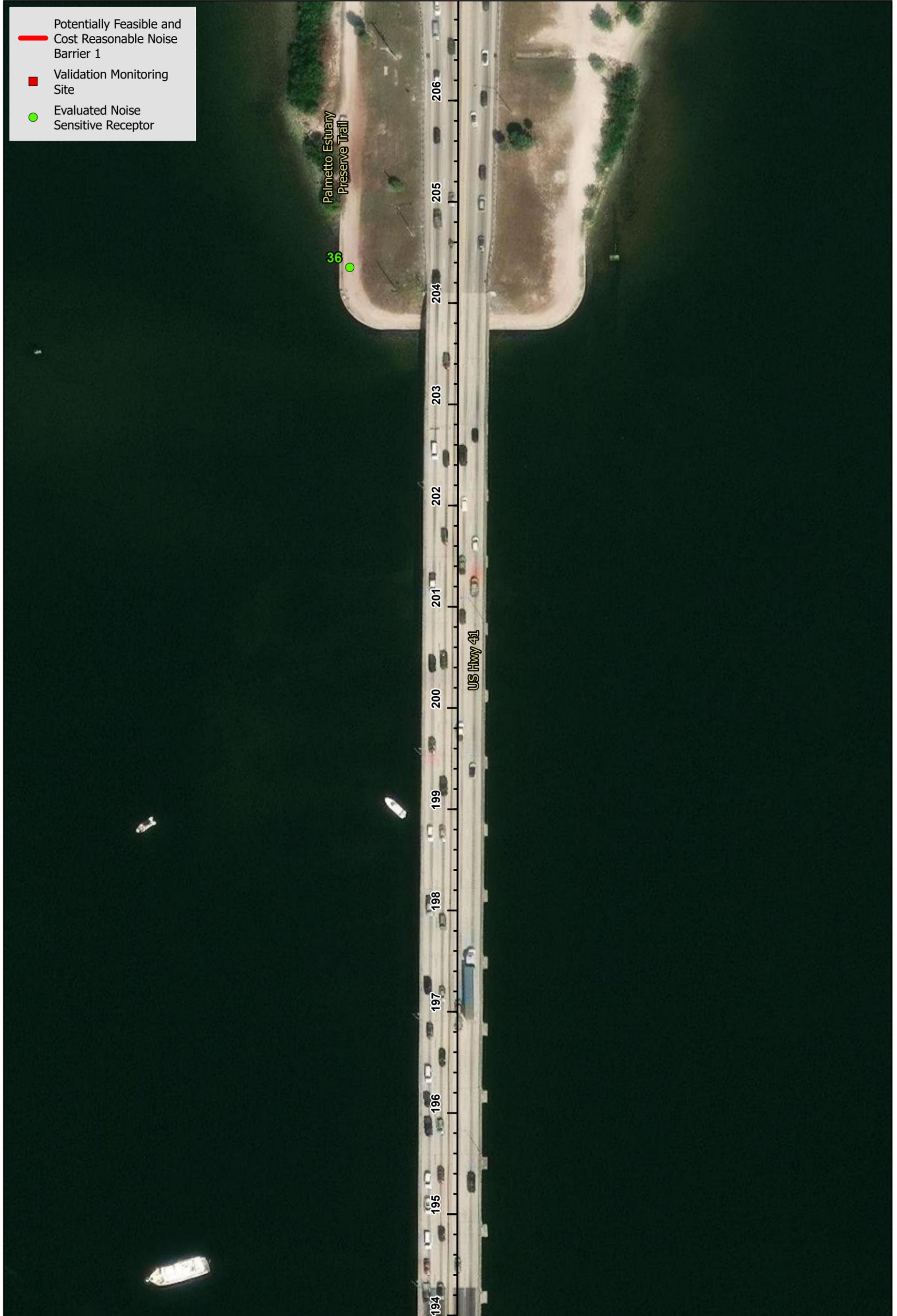
**Appendix B - Project Aerials**

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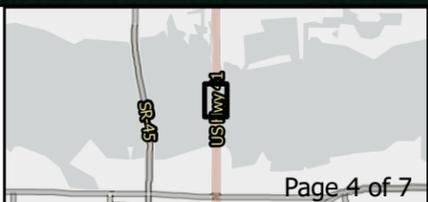




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**FDOT**

All data within this map are supplied as is, without warranty. This product has not been prepared for legal, engineering, or survey purposes. Users of this information should review or consult the primary data sources to ascertain the usability of the information.



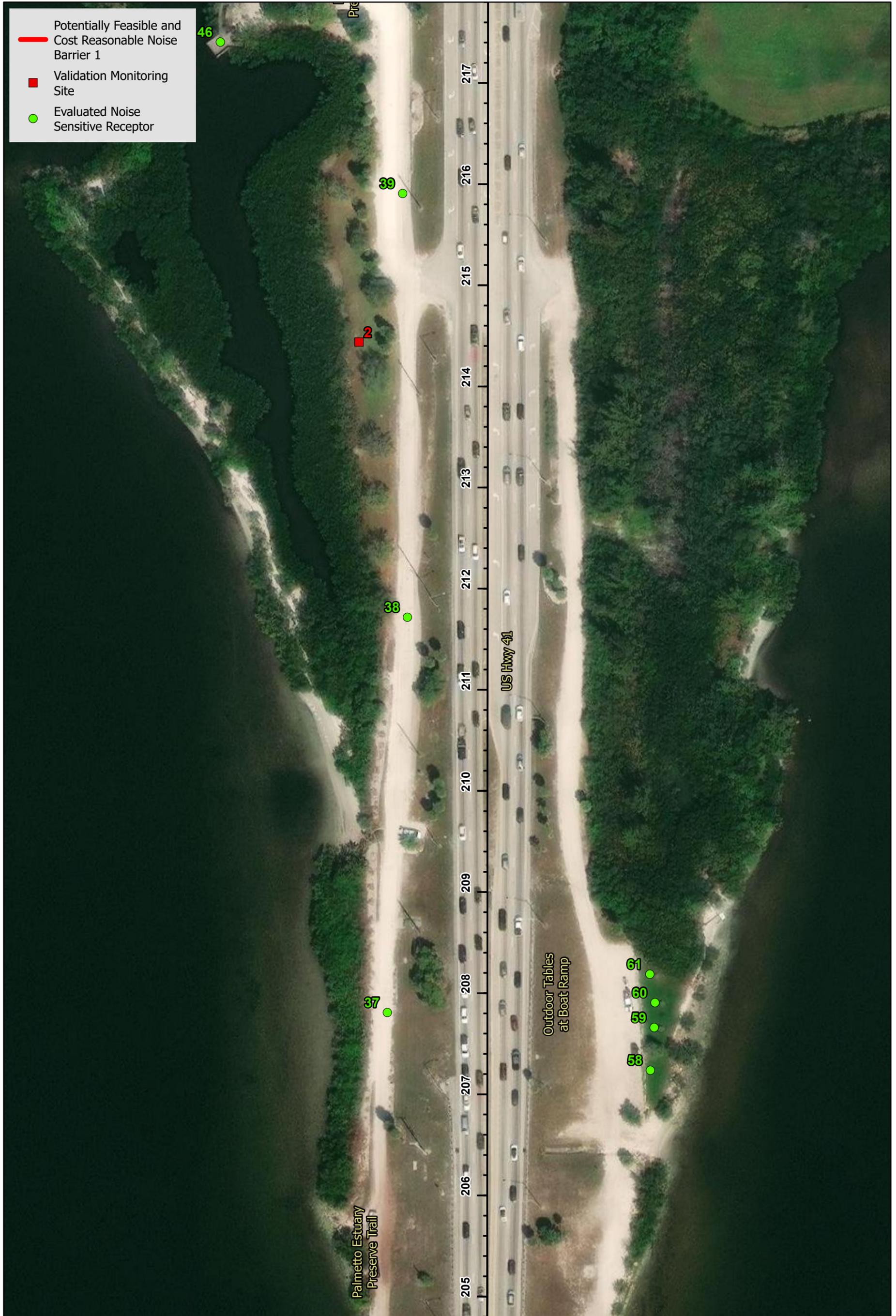
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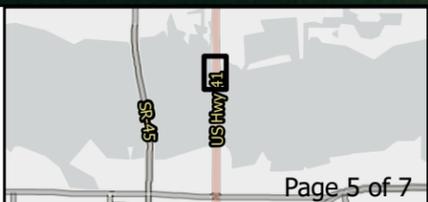
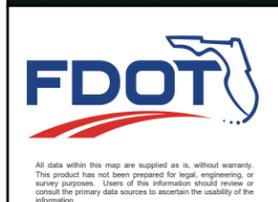
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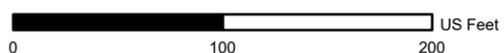


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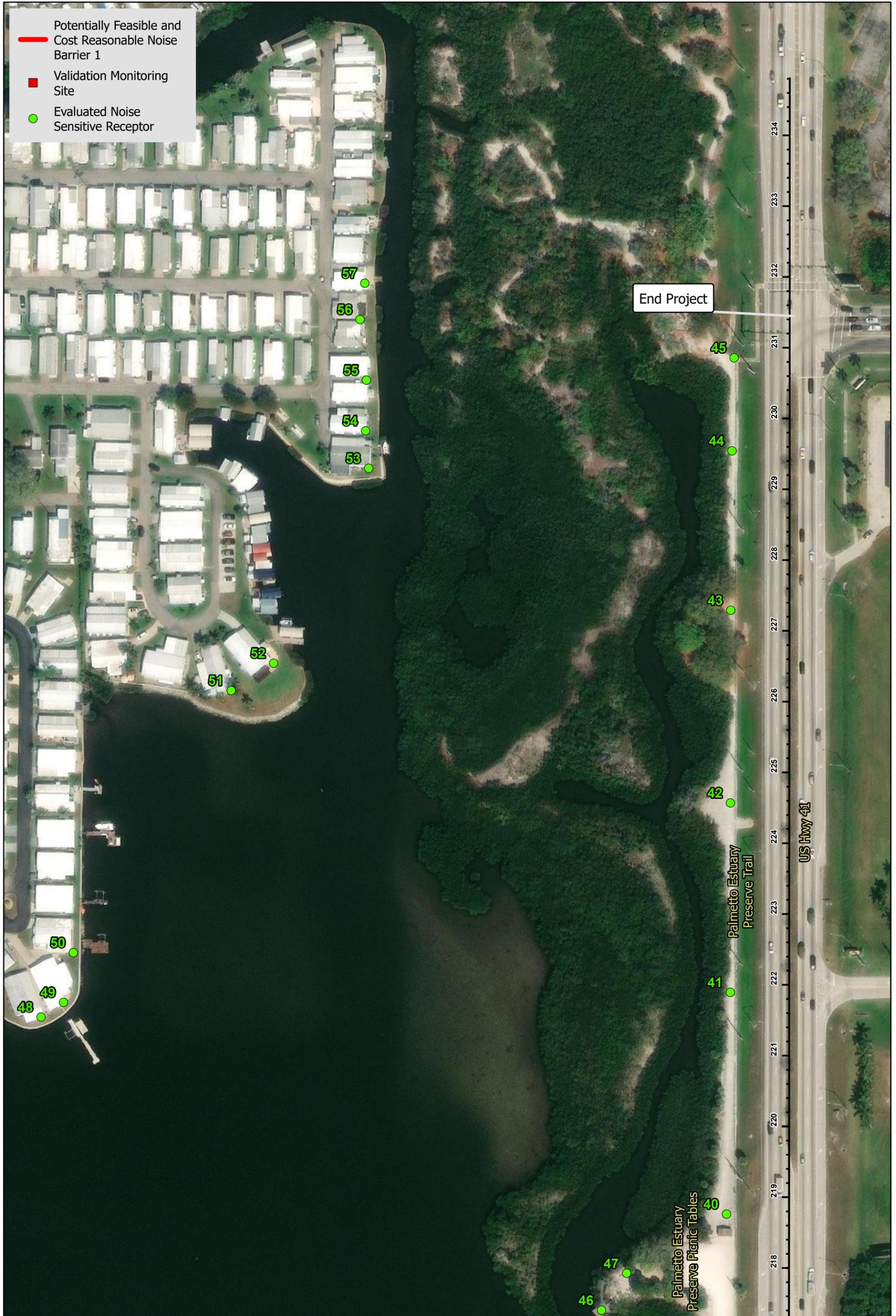
**Appendix B - Project Aerials**

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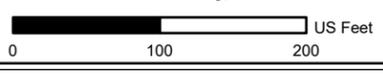


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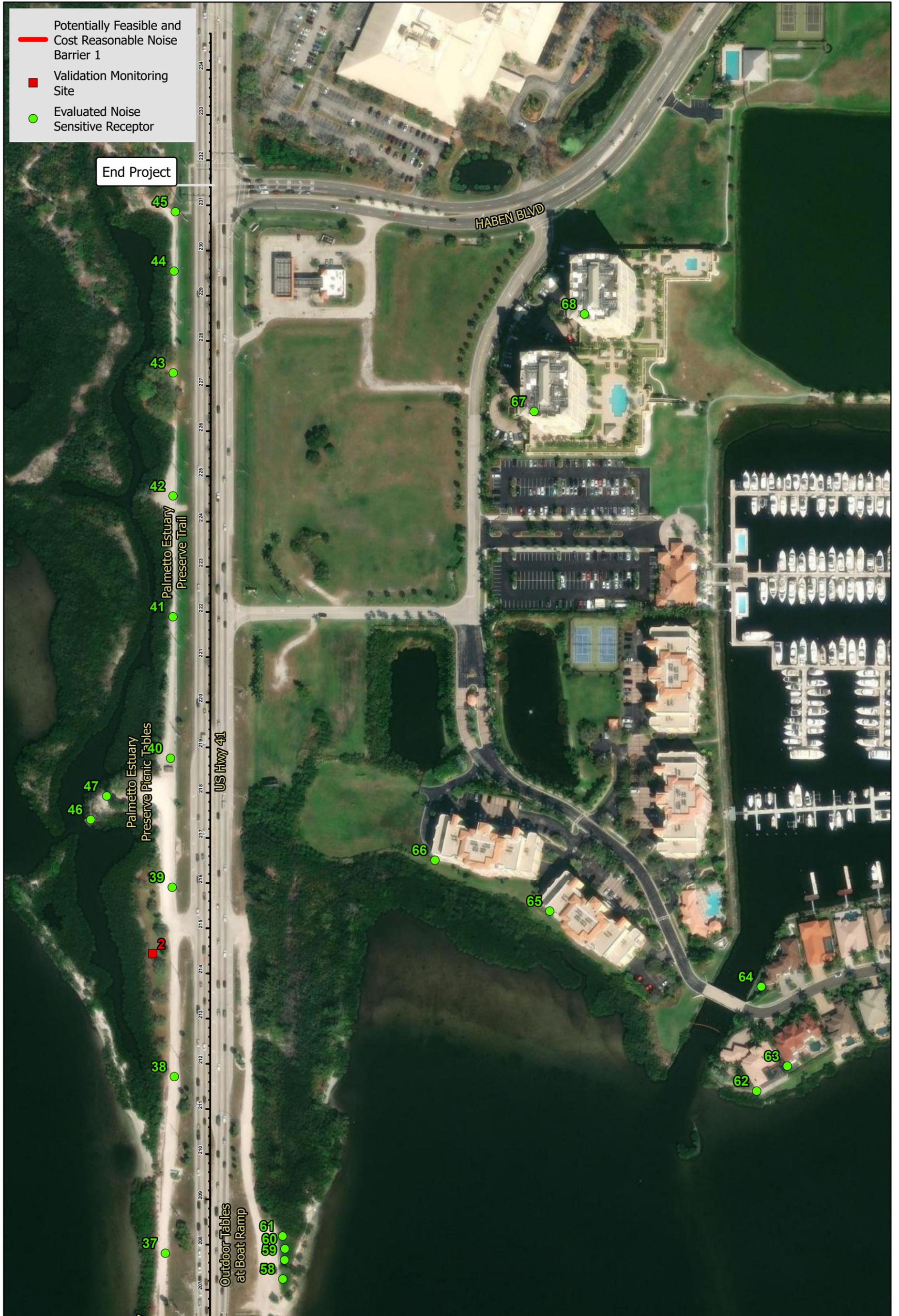
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Data Source: ESA, ESRI





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**Appendix B - Project Aerials**

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Data Source: ESA, ESRI





**LEGEND**

- 500' STUDY AREA
- - - 1000' STUDY AREA
- · - · - 1/2 MILE STUDY AREA
- HIGH RISK RATING SITE LOCATION
- MEDIUM RISK RATING SITE LOCATION
- LOW RISK RATING SITE LOCATION
- PALMETTO ECONOMIC DISTRICT - SITE NO. 7 (LOW RISK RATING)

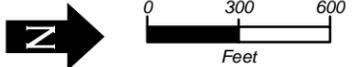
FIGURE 4

	RICHARD P. McCORMICK, P.G. P.G. LICENSE NUMBER 2096 GEOTECHNICAL AND ENVIRONMENTAL CONSULTANTS, INC. 919 LAKE BALDWIN LANE ORLANDO, FL. 32814			STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION	<b>POTENTIAL CONTAMINATION SITE                  LOCATION MAP</b>	SHEET NO.
	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	US-41      MANATEE      442630-1-32-01		Page 136 of 165



**MANTEE COUNTY SOILS INDEX**  
 5 - Bradenton fine sand, limestone substratum  
 9 - Canaveral sand, filled  
 12 - Cassia fine sand, moderately well drained  
 14 - Chobee variant sandy clay loam  
 21 - Estero muck, tidal, 0 to 1 percent slopes  
 100 - Waters of the Gulf of Mexico

**LEGEND**  
 — 500' STUDY AREA



RICHARD P. McCORMICK, P.G.  
 P.G. LICENSE NUMBER 2096  
 GEOTECHNICAL AND ENVIRONMENTAL  
 CONSULTANTS, INC.  
 919 LAKE BALDWIN LANE  
 ORLANDO, FL. 32814

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
US-41	MANATEE	442630-1-32-01

**NRCS SOIL SURVEY MAP**

SHEET NO.

## **Public Involvement Appendix**

### **Contents:**

Public Hearing Transcript

Public Hearing Certification

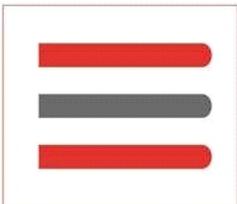
407.423.9900

Fax 407.841.2779

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TOMORROW'S TECHNOLOGY TODAY



1 DESOTO BRIDGE REPLACEMENT PD&E STUDY

2 FPID NO. 44263-1-22-01

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4

5 PUBLIC HEARING

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8 DATE: APRIL 30, 2024

9 REPORTER: LILIANNA CAVANAUGH

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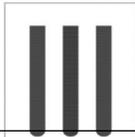
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APPEARANCES

Also Present: Jimmy Vilce, Moderator; Emmett Dykes,  
Public Speaker



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TAMPA, FL 33602

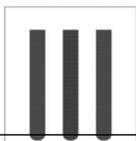
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PROCEEDINGS

5



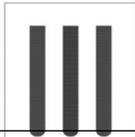
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STIPULATION

The DESOTO BRIDGE REPLACEMENT PD&E STUDY PUBLIC HEARING was taken at MANATEE COUNTY FAIRGROUNDS, VETERANS HALL 1402 14th AVENUE WEST, PALMETTO, FLORIDA 34221, on TUESDAY the 30th day of APRIL 2024 at 6:00 p.m. (ET); said PUBLIC HEARING was taken pursuant to the AGREED UPON RULES OF THE PRESENT PARTIES.



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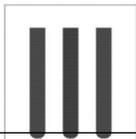
CORPORATE ORLANDO, FL 32801  
JACKSONVILLE, FL 32256  
TAMPA, FL 33602

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PROCEEDINGS

MR. VILCE: The Florida Department of Transportation welcomes you to the public hearing for the project development and environment for PD&E study for the DeSoto Bridge in Manatee County. My name is Jimmy Vilce. I am the moderator for tonight's public hearing. Thank you for attending this event in person or online. Here with me tonight are the FDOT representatives and the members of the consultant project team who have been available to answer questions during the open house. We would like to thank any elected officials for your attendance and participation in this hearing. We encourage you to sign in with your name and the office you represent for the project record.

Tonight we will show a project video which will explain the project in details. Following the video will be a ten minute intermission. Finally, we will open the formal comment period where you will have the opportunity to provide statements at the microphone, or you may provide your comments directly to the court reporter, or in writing. Thank you for attending either in person or online. With spoken statements, we will start with in-person statements then hear any comments from online



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1 attendees.

2 The purpose of tonight's hearing is to present  
3 the proposed improvements and share all analyses  
4 conducted to date. It also serves as an official  
5 forum for the public to express their opinions  
6 regarding the proposed improvements. We hold a  
7 public hearing so that we can hear your views and  
8 comments. It is important that you express your  
9 views at this stage of the project when the  
10 flexibility still exists to incorporate those views  
11 into the study documents. Final decisions are made  
12 using these documents.

13 Now I will read the following information for  
14 the record. This is the public hearing for the  
15 DeSoto Bridge replacement from SR64, Manatee Avenue  
16 East, to Haben Boulevard in Manatee County, Florida.  
17 Financial Project ID number 442630-1-22-01. This  
18 project is described as a PD&E decision to replace  
19 the existing bridge with a new bridge and  
20 accommodate for multimodal travel.

21 This public hearing is being conducted by the  
22 Florida Department of Transportation with  
23 Tallahassee as the approving authority. It is being  
24 held at the Manatee County Fairgrounds Veterans  
25 Hall, 1402 14th Avenue West, Palmetto, Florida 34221



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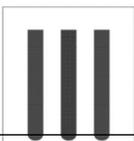
CORPORATE ORLANDO, FL 32801  
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1 on Tuesday, April 30, 2024, at 6:00 p.m. The  
2 hearing is being conducted in accordance with all  
3 state and federal laws, as well as the Americans  
4 with Disabilities Act of 1990 and Title VI of the  
5 Civil Rights Act of 1964, and related statutes. It  
6 is also being conducted to meet all applicable  
7 executive orders. For a listing of these  
8 regulations, please see the hearing display boards  
9 here tonight or on the project's web page.

10 If anyone here feels they have been  
11 discriminated against, they may complete one of the  
12 forms located at the signing table and mail the  
13 completed form to the address listed on the display  
14 board. This information is also available online.  
15 At this time, we will play the project video.

16 (VIDEO RECORDING PLAYED)

17 UNIDENTIFIED SPEAKER: Welcome to the Florida  
18 Department of Transportation's Public Hearing for  
19 the DeSoto Bridge Replacement Project Development  
20 and Environment, or PD&E study. We appreciate your  
21 attendance and participation. This public hearing  
22 is being conducted to give the public the  
23 opportunity to review and provide comments on the  
24 proposed preferred alternative and associated  
25 effects on the social, economic, cultural, natural,



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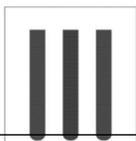
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1 and physical environment. The purpose of this PD&E  
2 study is to evaluate engineering and environmental  
3 data and document information that will aid FDOT  
4 District One and the FDOT office of Environmental  
5 Management, or OEM, in determining -- of the  
6 proposed improvements.

7 The study begins on US 41 from State Road 64,  
8 Manatee Avenue East, and extends approximately 1.3  
9 miles to Haben Boulevard in Manatee County. The  
10 bridge provides an important north-south connection  
11 over the Manatee River between the Cities of  
12 Bradenton and Palmetto. The department proposes to  
13 replace the bridge with an in-kind replacement. The  
14 proposed new bridge includes two travel lanes in  
15 each direction, inside and outside shoulders, and  
16 multimodal improvements such as a 12-foot barrier-  
17 separated shared-use path on both sides of the  
18 bridge to accommodate bicyclists and pedestrians and  
19 improve safety.

20 The need for the proposed improvements for the  
21 DeSoto Bridge is to address the continued structural  
22 degradation and substandard design elements and to  
23 maintain a critical link between the cities of  
24 Bradenton and Palmetto and regional travel. The  
25 DeSoto Bridge is an emergency evacuation route and



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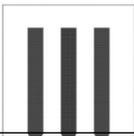
TOMORROW'S TECHNOLOGY TODAY

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1 is part of the Strategic Intermodal Systems or SIS  
2 network. Maintaining access to this bridge is  
3 critical for safety, connecting communities,  
4 emergency response, and the movement of goods. It  
5 is important to the transportation network and  
6 regional connectivity.

7 Within the project limits, the DeSoto Bridge is  
8 a four-lane bridge, with two 12-foot lanes in each  
9 direction, with a concrete barrier separating  
10 traffic. The bridge was originally constructed in  
11 1957, has a posted speed of 50 miles per hour, and  
12 provides 40 feet of vertical clearance over the  
13 Manatee River. This bridge is experiencing  
14 corrosion issues; therefore, rehabilitation is no  
15 longer cost-effective. The bridge also has  
16 substandard design elements including insufficient  
17 pedestrian-bicycle accommodations and no inside or  
18 outside shoulders which would allow vehicles to pull  
19 out of the travel lanes if necessary.

20 Throughout this PD&E study process, FDOT has  
21 looked at different concepts to replace the bridge  
22 with an in-kind replacement. After environmental  
23 and engineering analyses and public and agency  
24 comments, alternatives were eliminated. The last  
25 public meetings were Alternatives Public Meetings



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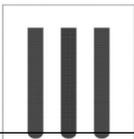
TOMORROW'S TECHNOLOGY TODAY

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TAMPA, FL 33602

1 held in-person on October 17, 2023, and virtually on  
2 October 19, 2023. At the meetings, we asked for  
3 your input on proposed improvements. Based on your  
4 comments and additional environmental and  
5 engineering analyses, a preferred alternative was  
6 selected for the DeSoto Bridge. The preferred  
7 alternative for the DeSoto Bridge results in  
8 constructing the bridge on the east side of the  
9 existing bridge. Approximately 0.8 acres of total  
10 right-of-way is needed along the roadway on the  
11 south and north sides of the river. The new bridge  
12 will connect to the roadway at similar points as it  
13 does today.

14 The preferred alternative for the DeSoto Bridge  
15 is similar in length and profile to the existing  
16 bridge. The preferred bridge includes four 12-foot  
17 travel lanes, two in each direction, with a concrete  
18 barrier separating traffic. And, as shown, the  
19 typical section also includes 10-foot inside  
20 shoulders and 12-foot outside shoulders for vehicles  
21 to pull out of the travel lanes if necessary, and a  
22 12-foot barrier separated shared-use path on both  
23 sides of the bridge to accommodate bicyclists and  
24 pedestrians providing improved safety.

25 South of the Bridge, the typical section



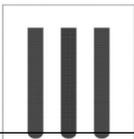
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1 includes two 12-foot travel lanes and one 12-foot  
2 turn lane in each direction, a shared use path on  
3 the west side of the road, and a 6-to-8-foot  
4 sidewalk on the east side of the roadway. The  
5 typical section also includes 10-foot inside  
6 shoulders and a swale on the west side of the road  
7 for drainage. North of the bridge the typical  
8 section includes two 12-foot travel lanes in each  
9 direction and a 12-foot shared use path on both  
10 sides of the road. In the southbound direction  
11 there is one westbound turn lane. The northbound  
12 direction includes one eastbound and one westbound  
13 turn lane. The typical section also includes a  
14 seven-foot concrete traffic separator and a swale on  
15 the west side of the road for drainage.

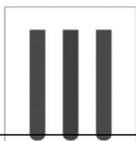
16 Throughout this study, the no-build alternative  
17 is considered. The no-build alternative assumes  
18 that no improvements are made to DeSoto bridge  
19 except routine maintenance. Due to the condition of  
20 the bridge, the no-build alternative would require  
21 increasingly costly and disruptive maintenance and  
22 major rehabilitation projects to keep it functional.  
23 The no-build Alternative does not meet the project's  
24 purpose and need and is therefore not recommended as  
25 the preferred alternative. However, it will remain



1 under consideration throughout the duration of the  
2 PD&E study.

3 During construction of the new bridge, the  
4 existing bridge will remain in operation and all  
5 lanes will be open to traffic during the peak  
6 traffic hours. The existing bridge has two travel  
7 lanes in each direction. The new bridge will be  
8 built on the east side of the existing bridge. The  
9 first phase of construction includes building half  
10 of the bridge and one side of the shared-use path to  
11 the east of the existing bridge. Once this is  
12 complete, traffic will be switched to the new bridge  
13 which will accommodate two travel lanes in each  
14 direction and a shared-use path but will not have  
15 shoulders.

16 During construction, the bridge will be closed  
17 to pedestrians and bicyclists. After traffic is  
18 shifted onto the new bridge, the demolition of the  
19 old bridge will occur. Once the old bridge is  
20 removed, the second half of the new bridge will be  
21 constructed and joined with the new bridge built in  
22 Phase 1 to complete the new structure. New striping  
23 will be placed on the entire bridge structure and  
24 traffic will be switched to the new bridge. At this  
25 time, the bridge will reopen to pedestrians and



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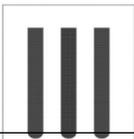
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1 bicyclists.

2 FDOT evaluated environmental and socioeconomic  
3 factors relating to the proposed bridge replacement  
4 in accordance with the National Environmental Policy  
5 Act of 1969, as amended, and other federal  
6 requirements. The evaluation considered the effects  
7 of the bridge replacement for the DeSoto Bridge on  
8 wetlands, protected species, water quality,  
9 contamination sites, recreational sites, noise, air  
10 quality, historic structures, and archeological  
11 sites. Based on the analysis, there are no  
12 significant effects associated with the preferred  
13 build alternatives.

14 Protected species and habitats are allowed  
15 special protection under the Endangered Species Act  
16 of 1973, as amended, and Florida statutes. FDOT  
17 assessed species within the project limits and has  
18 determined that the proposed project may affect, but  
19 is not likely to adversely affect the existence of  
20 certain federally- listed threatened or endangered  
21 species shown on the screen. The proposed project  
22 will have no effect on the existence of the  
23 federally listed threatened or endangered species  
24 shown on the screen. In addition, it was determined  
25 that the project will have no adverse effect



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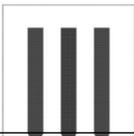
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1 anticipated on the state-listed threatened or  
2 endangered species shown on the screen. It was  
3 determined that the project will have no effect  
4 anticipated on the state-listed threatened or  
5 endangered species shown on the screen.

6 Coordination with US Fish and Wildlife Service  
7 and Florida Fish and Wildlife Conservation  
8 Commission regarding the final status of these  
9 species is ongoing. If the preferred alternative is  
10 approved by the Office of Environmental Management,  
11 FDOT District One will continue to work closely with  
12 environmental agencies in future phases, such as  
13 design and construction, to meet all environmental  
14 permitting requirements.

15 FDOT evaluated wetlands within the project  
16 limits in accordance with Executive Order 11-9-90,  
17 Protection of Wetlands. The proposed improvements  
18 will affect approximately 0.31 acres of wetlands and  
19 less than 0.10 acres of surface waters. A total of  
20 1.02 acres of mangroves swamps, 0.31 acres permanent  
21 impact and 0.71 acres of secondary impact, will be  
22 impacted by the project. The total functional loss  
23 for wetlands total 0.27 units. The Department will  
24 mitigate wetland impacts that will result from the  
25 construction of this project pursuant to Florida



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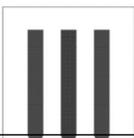
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1 Statute Section 373.4137, to satisfy all mitigation  
2 requirements of the Florida Statute Part IV of  
3 Chapter 373 and 33 U.S. Code 1344.

4 Impacts to mangrove swamps will be mitigated by  
5 the purchase of wetland credits through a mitigation  
6 bank within the US Fish and Wildlife Service area  
7 and Southwest Florida Water Management District  
8 basin of the project. Construction of bridge  
9 pilings will result in less than 0.10 acre of  
10 permanent surface water impacts which are considered  
11 de minimis, as they result in less than 0.01  
12 functional unit loss. Therefore, impacts to surface  
13 waters do not require mitigation. Shade impacts are  
14 not considered since this area for surface waters  
15 consists of non-vegetated bottom. No other surface  
16 waters were identified within the project study  
17 area.

18 A traffic noise study was conducted for the  
19 preferred alternative. Traffic noise impacts were  
20 predicted during the design year at residential and  
21 recreational land uses. A noise barrier has been  
22 identified as a potentially feasible and cost  
23 reasonable noise abatement measure for residences  
24 located in the Aria at Bradenton Apartments and will  
25 be evaluated in greater detail during the project's



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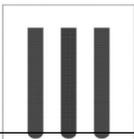
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1 design phase. This project will not cause any  
2 relocation of families or businesses. All right-of-  
3 way acquisition will be conducted in accordance with  
4 Florida Statute 339.09 and the federal Uniform  
5 Relocation Assistance and Real Property Acquisition  
6 Act of 1970, commonly known as the Uniform Act. The  
7 right-of-way specialists who are supervising this  
8 program are here tonight and will be happy to answer  
9 your questions.

10 An evaluation matrix showing a detailed  
11 comparison of the preferred alternative and the no-  
12 build alternative is provided in the project handout  
13 and is also on display here this evening. The  
14 matrix shows potential effects to the social,  
15 cultural, natural, and physical environments, and  
16 identifies preliminary costs.

17 The estimated cost for the DeSoto Bridge in-  
18 kind replacement includes 6.55 million for final  
19 design and is funded through 2024; 800,000 for  
20 right-of-way acquisition and is funded in 2025; 140  
21 million for construction and is funded in 2027. The  
22 cost of construction engineering and inspection is  
23 estimated at 17.5 million and is funded in 2027.  
24 The department's preliminary estimated total project  
25 cost is 172.8 million.



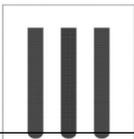
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1           At this time, the FDOT's Adopted Five-Year Work  
2 Program includes funding for right-of-way, design  
3 and construction. The Department anticipates  
4 completion of this PD&E study by fall 2024, when  
5 location and design concept of the preferred  
6 alternative will be submitted to the FDOT Office of  
7 Environmental Management for approval. The study  
8 schedule is on display this evening. We encourage  
9 you to review project information tonight and  
10 provide us your feedback. All comments should be  
11 submitted or postmarked by May 10, 2024 to become a  
12 part of the formal hearing record.

13           All hearing materials presented tonight are  
14 available to the public on the project webpage and  
15 will remain posted for your review. The technical  
16 documents are also available for review in person at  
17 the Manatee County Library, 1112 Manatee Avenue  
18 West, Bradenton, Florida 34205, and at The Palmetto  
19 Library, 923 6th Street West, Palmetto, Florida  
20 34221. If you would like to review these materials  
21 at the FDOT District One Office, please make an  
22 appointment by contacting FDOT's project manager,  
23 Richard Dick Combs (phonetic), using the contact  
24 information included in your handout. You may also  
25 visit the project website at the project webpage



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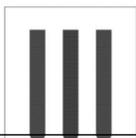
1 swflroads.com/project/442630-1 for the latest study  
2 information, schedule, and upcoming events.

3 This PD&E study is being conducted and  
4 completed according to the requirements of the  
5 National Environmental Policy Act and other related  
6 federal and state laws, rules and regulations, which  
7 will qualify future cases of this project for  
8 federal funding. And this hearing was advertised  
9 consistent with those requirements. Please see the  
10 statute display board for all other applicable  
11 requirements. This hearing is also conducted in  
12 accordance with the Americans with Disabilities Act  
13 of 1990, And with Title VI of the Civil Rights Act  
14 of 1964 in related statutes.

15 Anyone who feels he or she has been  
16 discriminated against with regards to race and  
17 color, national origin, age, sex, religion,  
18 disability or family status may complete one of the  
19 forms located at the signing table and mail the  
20 completed form to the address listed on the poster  
21 board.

22 And finally, an FDOT safety moment. Stop  
23 speeding before it stops you. FDOT thanks you for  
24 making safety a continued priority.

25 Thank you for your interest and participation



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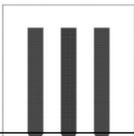
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1 in the DeSoto Bridge Replacement Project Development  
2 and Environment study public hearing and for taking  
3 the time to join us this evening.

4 (VIDEO RECORDING ENDS)

5 MR. VILCE: Thank you for the interesting  
6 participation on the DeSoto Bridge Replacement  
7 Project development and environment study public  
8 hearing and for taking the time to join us this  
9 evening. In a moment, we will have a 10- minute  
10 intermission so you can review the displays, speak  
11 with members of the project team, and ask any  
12 questions that you may have before we begin the  
13 comment or testimony portion of the hearing. If you  
14 would like to make a verbal comment here tonight,  
15 fill out a speaker card and please give it to anyone  
16 with a name tag during the intermission.

17 If you do not wish to speak at the microphone,  
18 you may provide your comments in writing or directly  
19 to the court reporter at the comment table. Anyone  
20 wishing to submit written statements or other  
21 exhibits in place of or in addition to comments to  
22 become a part of the -- in addition to verbal  
23 statements, may do. You have until May 10, 2024, to  
24 postmark or submit comments to become a part of the  
25 official hearing transcript. Please see your



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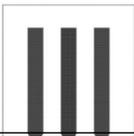
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1 handout, the display boards or the project webpage  
2 for contact and mailing information. We welcome  
3 your spoken or written comments that will help us  
4 make this important decision, and all comments are  
5 weighted equally.

6 (OFF THE RECORD)

7 MR. VILCE: We will now begin the public  
8 testimony portion of the hearing. We welcome your  
9 spoken or written comments that will help us make  
10 this important decision. Anyone wishing to submit  
11 written statements or other exhibits in place of or  
12 in addition to verbal statements may do so. You  
13 have until May 10, 2024, to postmark or submit -- or  
14 submit your comment to become a part of the official  
15 hearing record. Again, every comment carries equal  
16 weight. Please see your handout, the display boards  
17 or the project webpage for contact and mailing  
18 information.

19 We will not be responding to questions or  
20 comments at this time. Our focus tonight is  
21 recording your verbal comments. However, we will  
22 post a summary of the comments received on the  
23 project webpage approximately 30 days following the  
24 close of the comment period. If you would like to  
25 have additional discussion regarding the project,



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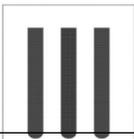
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1 you may contact the FDOT project manager, Richard  
2 Dick Combs, at the information listed on your  
3 handout and on the web page.

4 In-person speakers, please direct all comments  
5 clearly into the microphone and toward the hearing  
6 moderator at all times. This will ensure that your  
7 comments are captured accurately for the project  
8 record. Please limit your comments to three minutes.  
9 A project staff member will signal when you have a  
10 minute left, and they will signal a second time when  
11 the three-minute response time has expired. Once  
12 again, we are not responding to questions or  
13 comments during testimony.

14 We will now call on those who have registered  
15 to speak in person. We will start with Emmett  
16 Dykes. Please come forward, state your name and  
17 address, and if you represent an organization,  
18 municipality or other public body.

19 MR. DYKES: Good evening. My name's Emmett  
20 Dykes. I've been a resident here in this county  
21 since 1956 before this road was even built. And one  
22 of my main concerns is we've had tremendous growth  
23 in the area, and a lot of it -- I believe we do need  
24 the bridge, but we need to do something about the  
25 infrastructure on each side, the Palmetto and the



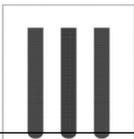
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1 Bradenton side, and also work that in with the  
2 bridge. Doing a four-lane bridge, I don't think  
3 would solve our big problem. It's nice having to be  
4 able to take bikes across the bridge and so forth,  
5 but we need the extra -- at least one more lane and  
6 maybe do something like Tampa has done with the --  
7 during the flyover because we need to move the  
8 traffic. A new bridge does not move traffic. Our  
9 traffic problems on the Palmetto side, the Bradenton  
10 side, are existing. We have bottlenecks every day.  
11 People that go back and forth between these cities  
12 have a lot of problems.

13 We need to work with the bridge and maybe do a  
14 flyover, make it a six-lane bridge, flyover from  
15 1941 in Palmetto across the DeSoto bridge, take it  
16 past the Red Barn to where 301 and 41 branches off,  
17 because we need to save our people that live in the  
18 community. They can't even cross the street.  
19 People every night go across -- down First Street  
20 but then bicycles are going across the street all  
21 the time. And we need to do something to bring our  
22 communities back there and put local traffic on the  
23 bottom. People that are going through the area --  
24 flyover and now would be the time to make the bridge  
25 a six-lane bridge and be able to do these flyovers.



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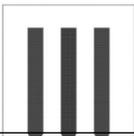
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1 And it's kind of like Andy. We did have some of our  
2 right-of-way taken on the Bradenton side back when  
3 the Bradenton Herald built that property back years  
4 ago. They could not build out towards First Street.  
5 They couldn't tear down some trees. Then when they  
6 moved out, then they got the -- things changed to  
7 build some apartments so they could build straight  
8 off the road, which kind of hampers a lot of things  
9 now.

10 But on the comment side, we used to have a  
11 dolomite plants and all that stuff and putting a  
12 flyover, I think, would help a lot. We got other  
13 things in our community as far as getting traffic  
14 like 53rd Avenue Overpass dissolving into an  
15 interstate, and because there's right-of-ways. Also  
16 75, when they built downtown North of Port  
17 Charlotte, they could have taken that straight north  
18 of -- that section off and go all the way straight  
19 north to Lakeland by the Peace River and take a lot  
20 of traffic off Bradenton and Sarasota, Tampa. A lot  
21 of people are going to Orlando through the Fort  
22 Myers area.

23 But, yes, we do need a new bridge, but I think  
24 we need to also look at maybe putting something that  
25 is maybe six lanes so we can do a flyover on both



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1 ends, get traffic moving through the town because  
2 it's ridiculous. Thank you.

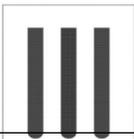
3 MR. VILCE: Thank you for your comments. As a  
4 reminder, anyone who wishes to speak has to face the  
5 moderator at all times. Is there anyone else  
6 attending in person who has not spoken but would  
7 like to speak?

8 Seeing none, we will move to our speakers  
9 joining us online.

10 UNIDENTIFIED SPEAKER: Why is the music still  
11 playing --

12 UNIDENTIFIED SPEAKER: Thank you to those  
13 attending online. Seeing no requests to speak, we  
14 will return to our in-person moderator. Jimmy  
15 Vilce.

16 MR. VILCE: Is there anyone who has not spoken  
17 who would like to speak? Once again, written  
18 statements and exhibits in place of or in addition  
19 to verbal statements will be accepted and recorded  
20 as part of this hearing if postmarked or sent by May  
21 10, 2024. After the comment period closes the  
22 project team will combine all comments and together  
23 with the engineering and environmental work that has  
24 been done, make a final recommendation that will be  
25 submitted to the FDOT office of environmental



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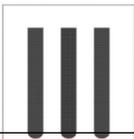
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1 management for approval.

2 We will publish the approval of the Preferred  
3 Alternative in the Bradenton Herald and post the  
4 approval on the project webpage. The verbatim  
5 transcript of these hearings proceedings together  
6 with all written statements or exhibits received,  
7 and all studies, displays, and informational  
8 material presented with this hearing will be made  
9 part of the project decision-making process and will  
10 be available for public review upon request at the  
11 FDOT District Headquarters located at 801 North  
12 Broadway Avenue in Bartow, Florida 33830. Thank you  
13 for attending this public hearing and for providing  
14 your input for this project.

15 It is now 40 minutes after 6:00. I hereby  
16 officially close the public hearing for the DeSoto  
17 Bridge Replacement PD&E hearing in Manatee County.  
18 Thank you again and have a good evening.

19 (HEARING CONCLUDED AT 6:41 P.M. ET)  
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C E R T I F I C A T E

STATE OF FLORIDA)  
COUNTY OF ORANGE)

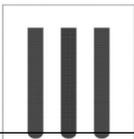
I, Lilianna Cavanaugh, Court Reporter and Notary Public for the State of Florida at Large, do hereby certify that I was authorized to and did report the foregoing proceeding, and that said transcript is a true record of the said proceeding.

I FURTHER CERTIFY that I am not of counsel for, related to, or employed by any of the parties or attorneys involved herein, nor am I financially interested in said action.

Submitted on: May 15, 2024.



\_\_\_\_\_  
Lilianna Cavanaugh  
Court Reporter, Notary Public



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# PUBLIC HEARING CERTIFICATION

## DESOTO (US 41) BRIDGE FROM 21ST AVE W TO US 19 BRIDGE #130053

### Project Development and Environment (PD&E) Study

### Manatee County, Florida

Financial Management No.: 442630-1-21-01

I certify that a public hearing was conducted on 04/30/2024, beginning at 06:00 PM for the above project. A transcript was made and the document attached is a full, true, and complete transcript of what was said at the hearing.

Jeffrey James

(Name)

August 8, 2024

Date

PD&E Project Manager

(Title of FDOT Representative)



Electronically signed within SWEPT  
on August 8, 2024 4:20:43 PM EDT  
(electronic signature on file)

### Link to Public Hearing Transcript

1 - [44263012101-CE2-D1-314851\\_Public\\_Hearing\\_04-30-2024\\_-\\_Original-2024-0730.pdf](#)