



**DeSoto Bridge Replacement**  
**from State Road (SR) 64**  
**(Manatee Avenue East) to**  
**Haben Boulevard**

**Project Development and Environment Study**

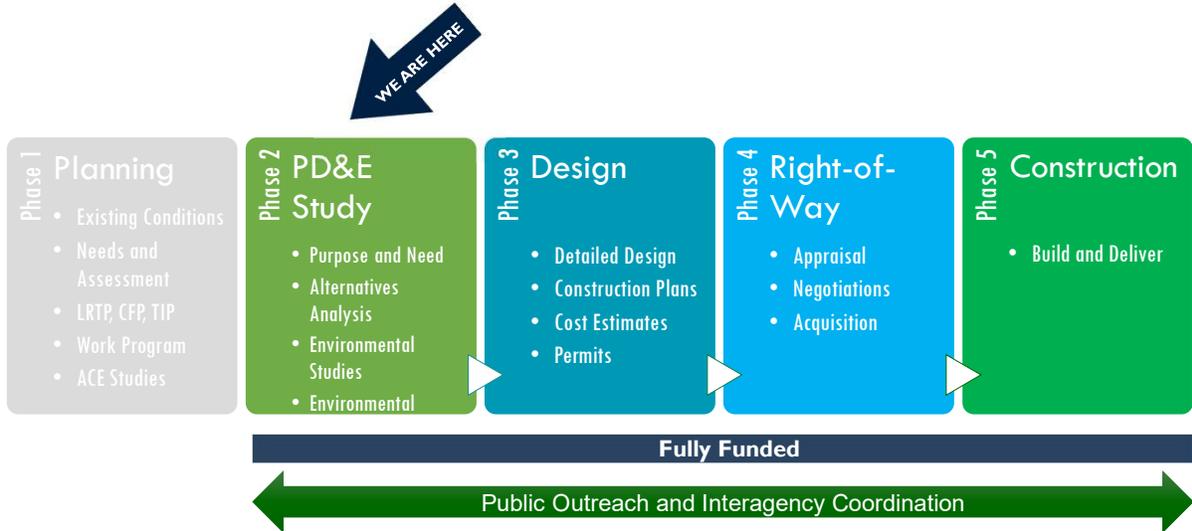
**Alternatives Public Meeting**

In-person Meeting: October 17, 2023  
Online Meeting: October 19, 2023

FPID: 442630-1-22-01 

The Florida Department of Transportation, or FDOT, welcomes you to the Alternatives Public Meeting for the DeSoto Bridge Replacement Project Development and Environment, or PD and E, study. We appreciate your attendance and participation.

# TRANSPORTATION DEVELOPMENT PROCESS



DeSoto Bridge Replacement PD&E Study  
FPID #442630-1-22-01



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The purpose of this P D and E study is to evaluate engineering and environmental data and document information that will aid FDOT District One and the F D O T Office of Environmental Management in determining the type, preliminary design, and location of the proposed improvements.

## PROJECT LOCATION

### Study limits:

- DeSoto Bridge
- State Road (SR) 64 (Manatee Avenue East) to Haben Boulevard
- Approximately 1.3 miles



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The DeSoto Bridge study is in Manatee County. The study begins at State Road 64 (Manatee Avenue East) and extends approximately 1.3 miles north to Haben Boulevard. The bridge provides an important north-south connection over the Manatee River between the Cities of Palmetto and Bradenton.

## PROJECT PURPOSE AND NEED

- Address the continued structural degradation
- Address substandard design elements
- Bring the bridge up to a current design standards with an in-kind bridge replacement
- Maintain a critical link for regional travel
- Accommodate multimodal activity
- Provide inside and outside shoulders to allow vehicles to pull out of travel lanes if necessary

The need for the proposed improvements for the DeSoto Bridge is to

- Address the continued structural degradation
- Address substandard design elements of the DeSoto Bridge
- Bring the bridge up to current design standards with an in-kind bridge replacement
- Maintain a critical link for regional travel
- Accommodate multimodal activity
- Provide inside and outside shoulders to allow vehicles to pull out of travel lanes if necessary

## SUBSTANDARD BRIDGE ELEMENTS

### Age of the bridge

- Built in 1957

### Substandard bridge elements

- Deterioration under bridge supports



### Substandard design

- Insufficient pedestrian/bicycle accommodations
- No shoulders to pull out of the travel lanes if necessary



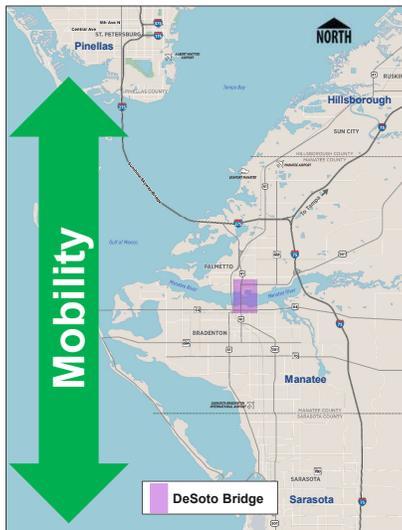
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Within the project limits, the DeSoto Bridge is a four-lane bridge, two **12-foot** lanes in each direction, with a concrete barrier separating traffic. The bridge was originally constructed in 1957, has a posted speed of 50 miles per hour, and provides 40 feet of vertical clearance over the Manatee River. It is one of four bridges in Manatee County that needs to be replaced. This bridge is experiencing corrosion issues; therefore, rehabilitation is no longer cost effective. The bridge also has substandard design elements including insufficient pedestrian/bicycle accommodations and no inside or outside shoulders which would allow vehicles to pull out of the travel lanes if necessary.

## REGIONAL MOBILITY



- Major North / South Connections in Manatee County between Pinellas and Sarasota Counties
- Critical link to business centers, recreational facilities, residential communities and visitor destinations

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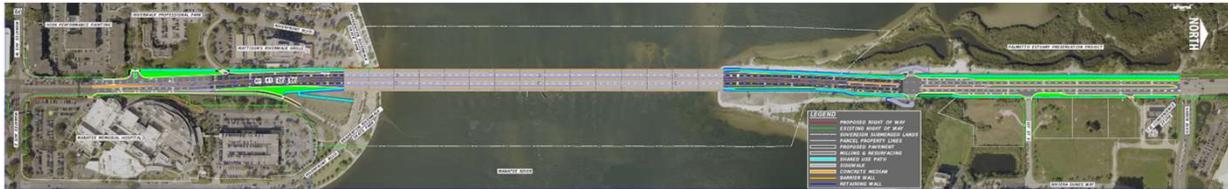
The DeSoto Bridge is a major north/south corridor in Manatee county between Pinellas and Sarasota Counties. The bridge is a critical link to business centers, recreational facilities, residential communities and visitor destinations.

# Alternatives

The study is evaluating two alignment alternatives, or build alternatives, including building the bridge to the west or to the east of the existing bridge,, and a no build alternative for this project.

# WEST ALTERNATIVES

## PROPOSED



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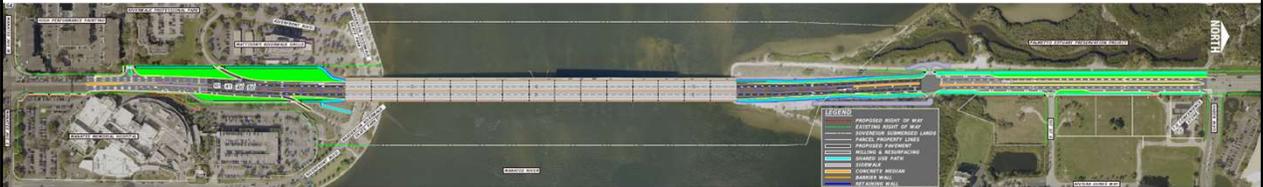


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The west alternative includes constructing the first phase of the replacement bridge to the west of the existing bridge and slightly west of the current roadway connection. Approximately 0.4 acres of total right of way is needed along the roadway on the south and north side of the river.

# EAST ALTERNATIVES

## PROPOSED



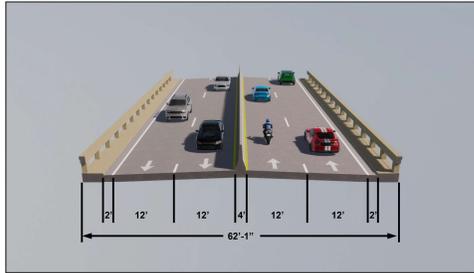
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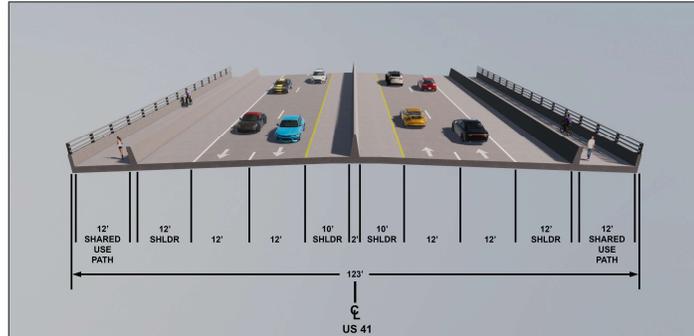
The east alternative includes constructing the first phase of the replacement bridge to the east of the existing bridge and slightly east of the current roadway connection. Approximately 0.6 acres of total right of way is needed along the roadway on the south and north side of the river.

## BRIDGE TYPICAL SECTION



**EXISTING**

## PROPOSED



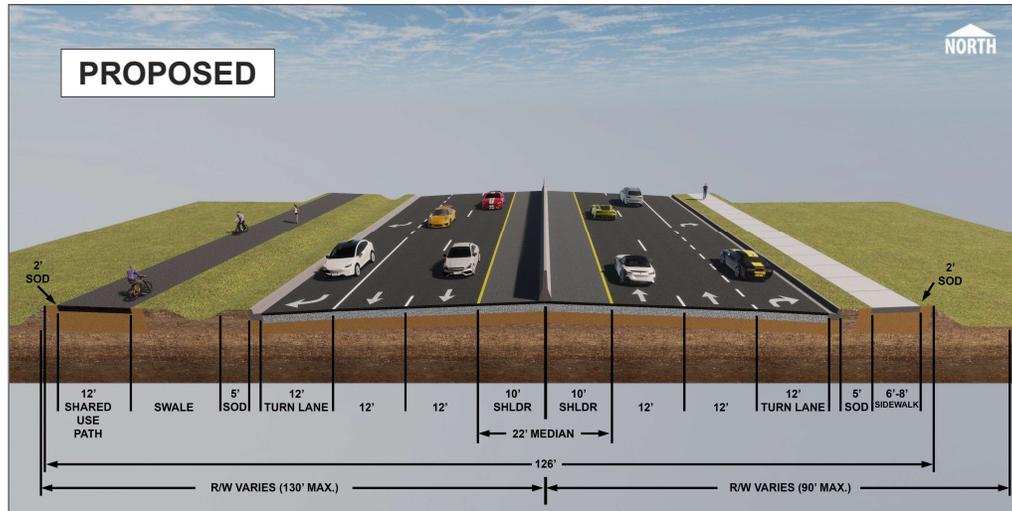
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The proposed in-kind bridge replacement of the DeSoto Bridge is similar in length and profile to the existing bridge. The proposed bridge includes four 12-foot travel lanes (two in each direction) with a concrete barrier separating traffic. And, as shown in the typical section also includes 10-foot inside shoulders and 12-foot outside shoulders for vehicles to pull out of the travel lanes if necessary, and a 12-foot barrier separated shared use path on both sides of the bridge to accommodate bicyclists and pedestrians.

## SOUTH OF THE BRIDGE TYPICAL SECTION



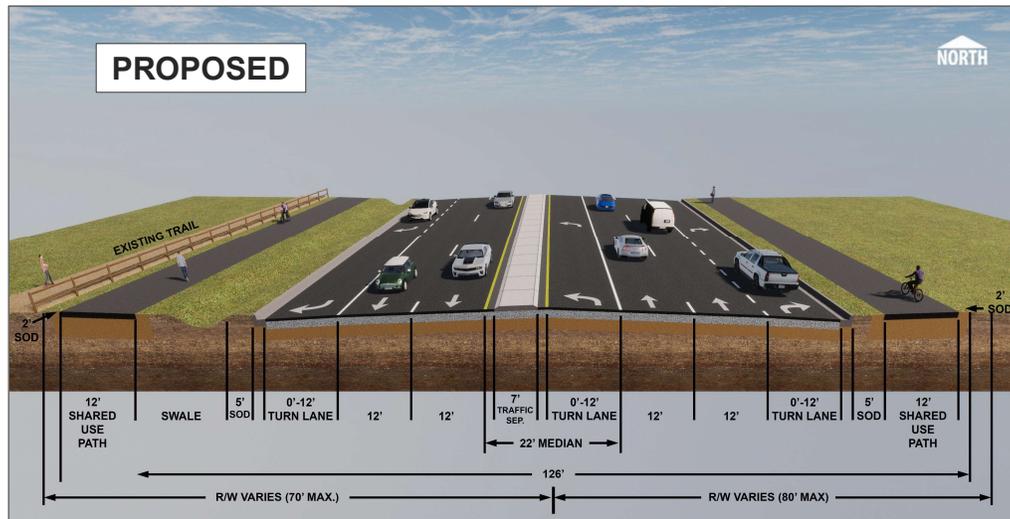
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South of the Bridge the typical section includes two 12-foot travel lanes and two 12-foot turn lanes in each direction, a shared use path on the east side of the road and a 6-to-8-foot sidewalk on the west side of the roadway. The typical section also includes 10-foot inside shoulders and a swale on the west side of the road for drainage.

# NORTH OF THE BRIDGE TYPICAL SECTION



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North of the bridge the typical section includes two 12-foot travel lanes in each direction and a 12-foot shared use path on both sides of the road. In the southbound direction there is one westbound turn lane. The northbound direction includes one eastbound and one westbound turn lane. The typical section also includes a seven-foot concrete traffic separator and a swale on the west side of the road for drainage.

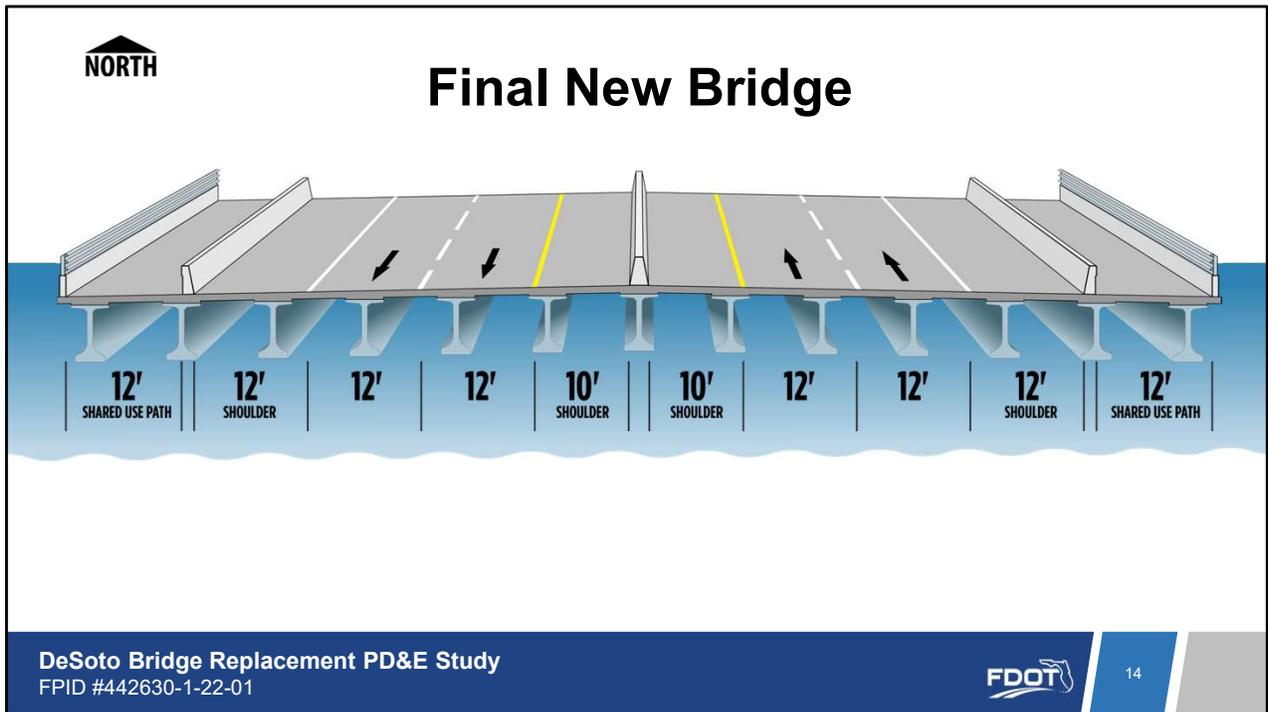
# Alternatives Construction Sequence

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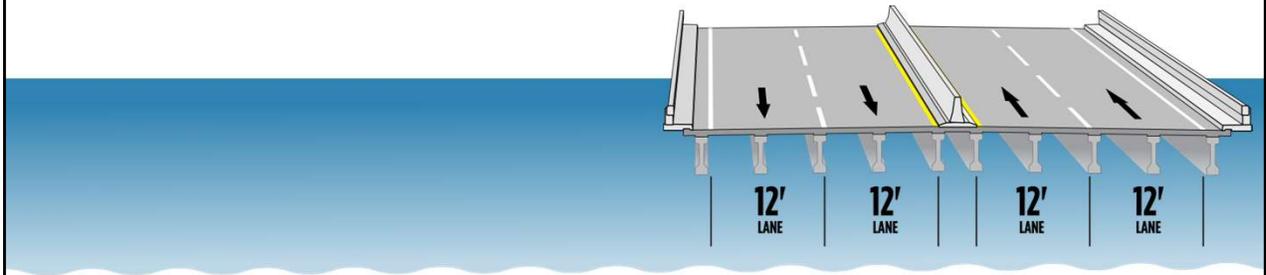
Alternatives Construction Sequence



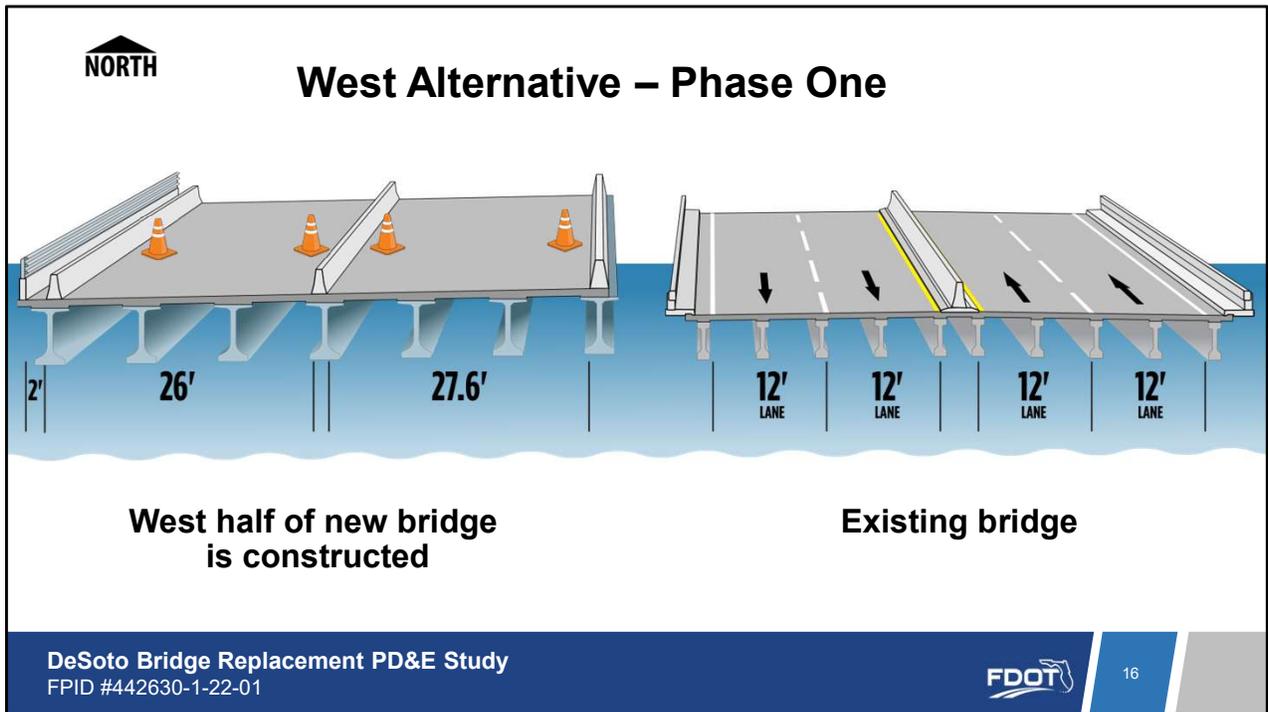
During construction of the new bridge, the existing bridge will remain in operation and all lanes will be open to traffic during the peak traffic hours. The new bridge will be built on either the west or east side of the existing bridge.



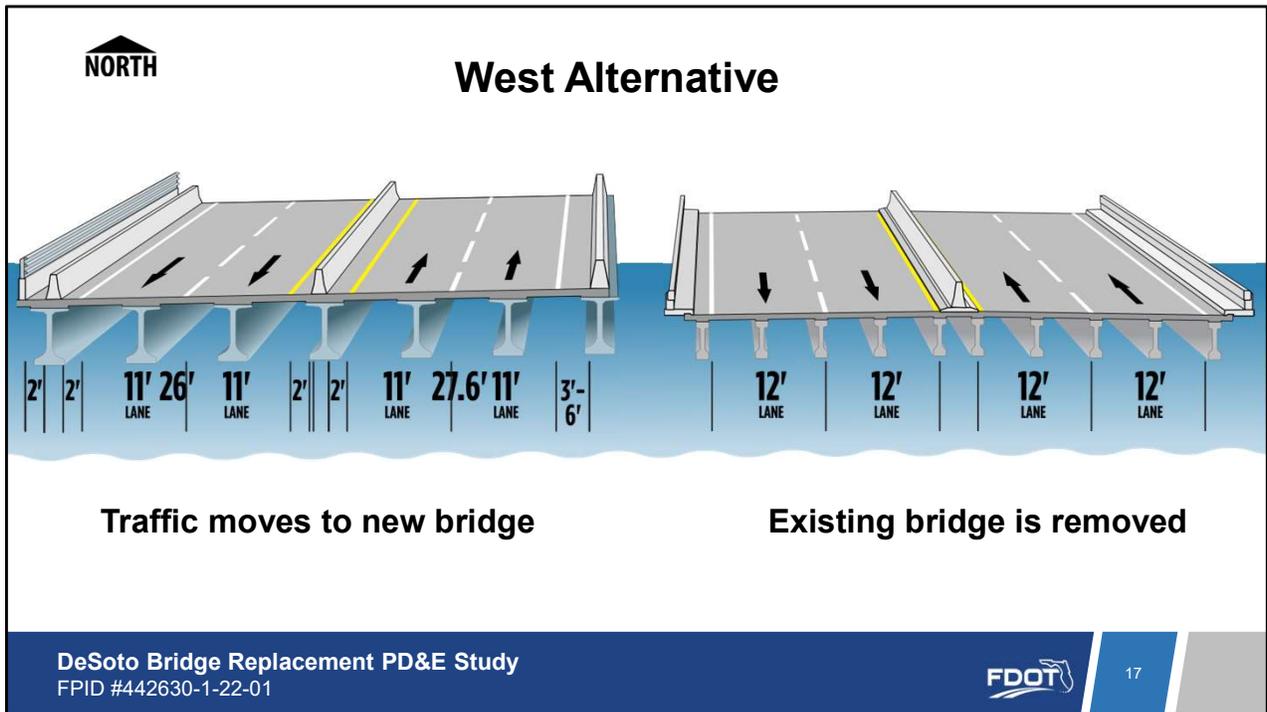
## Existing Bridge



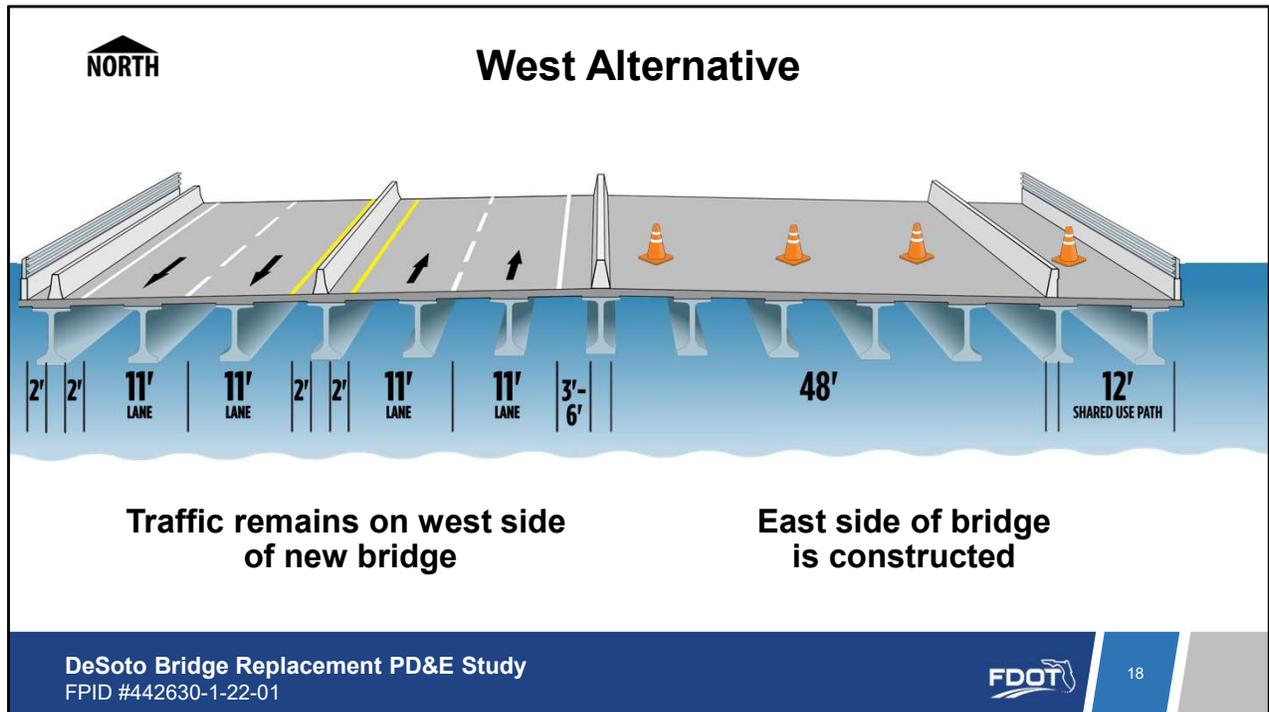
The existing bridge has two travel lanes in each direction. The new bridge will be built on either the WEST or EAST side of the existing bridge.



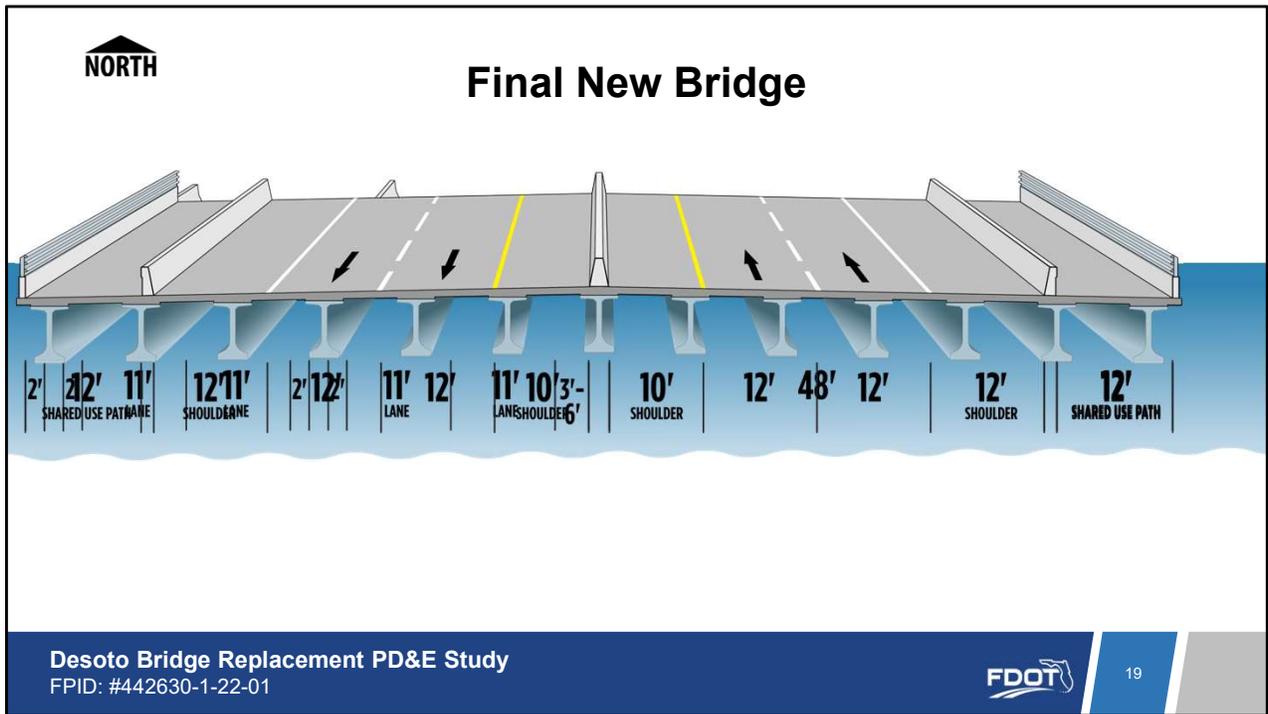
The first phase of construction for the west alternative includes building half of the bridge and one side of the shared use path to the WEST of the existing bridge.



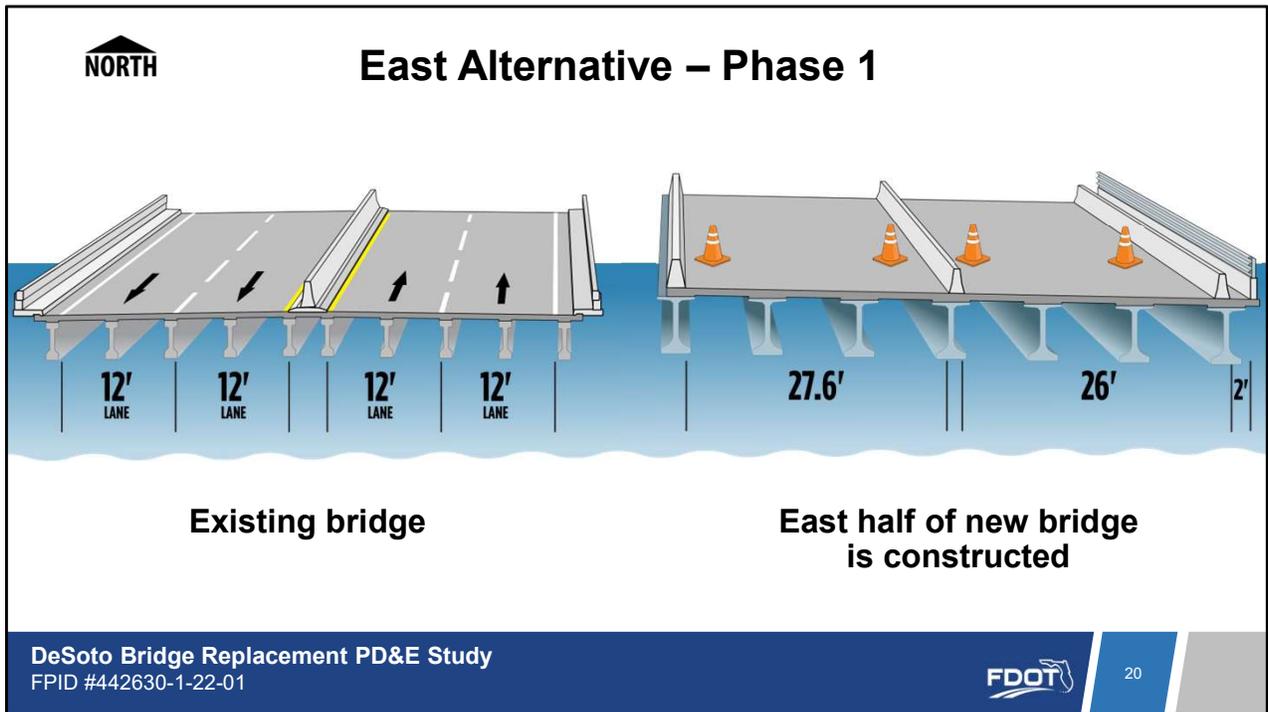
Once this is complete, traffic will be switched to the new bridge which will accommodate two travel lanes each direction and a shared use path but will not have shoulders. After traffic is shifted onto the new bridge, the demolition of the old bridge will occur.



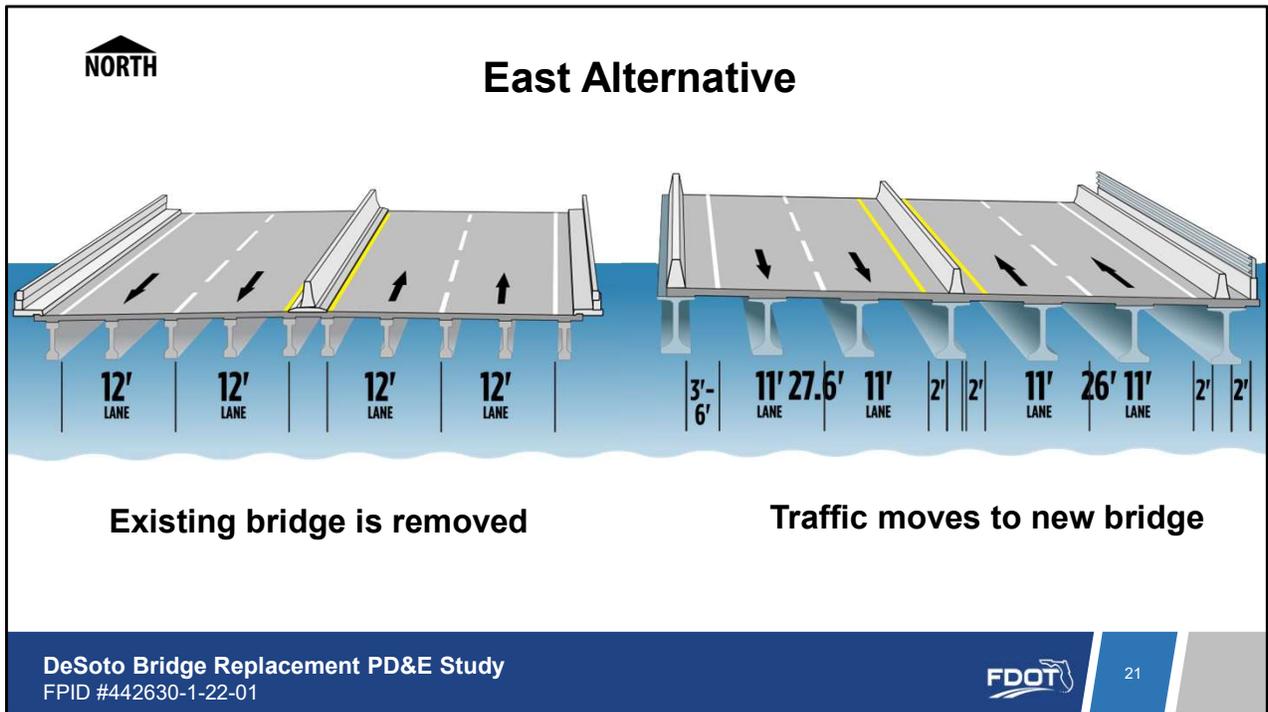
Once the old bridge is removed, the second half of the new bridge will be constructed and joined with the new bridge built in Phase 1 to complete the new structure.



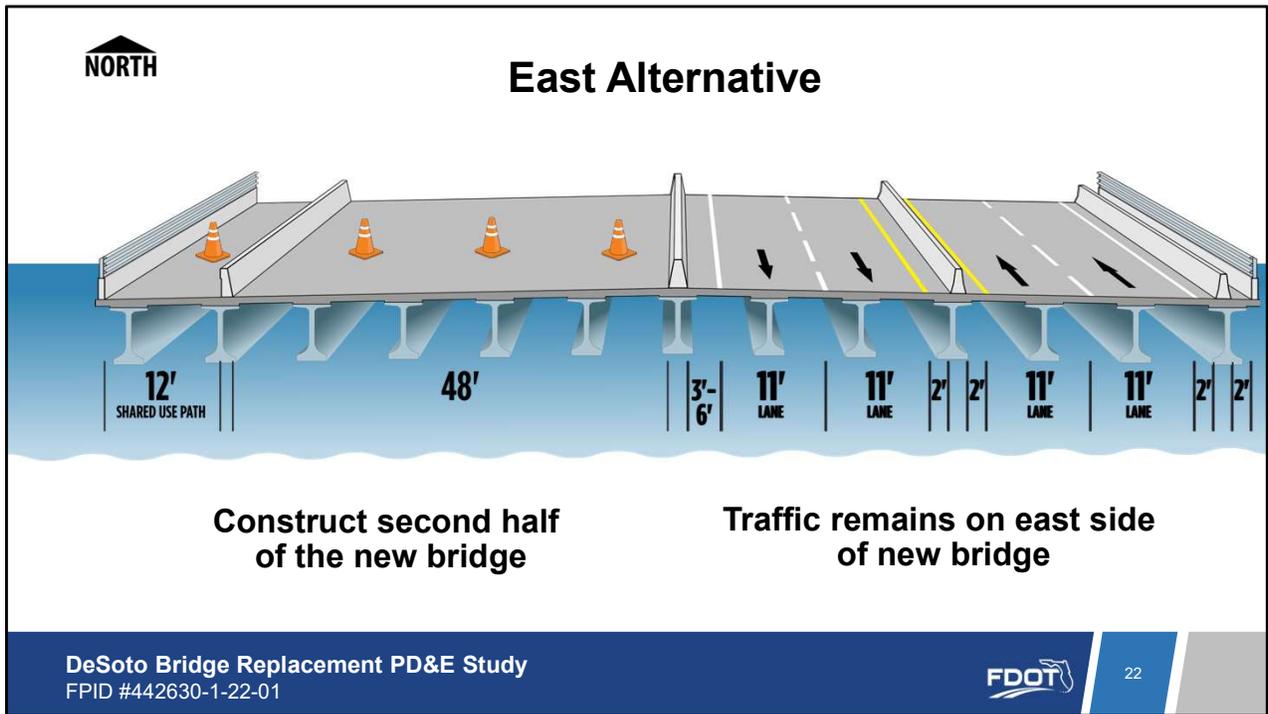
New striping will be placed on the entire bridge structure and traffic will be switched to the new bridge.



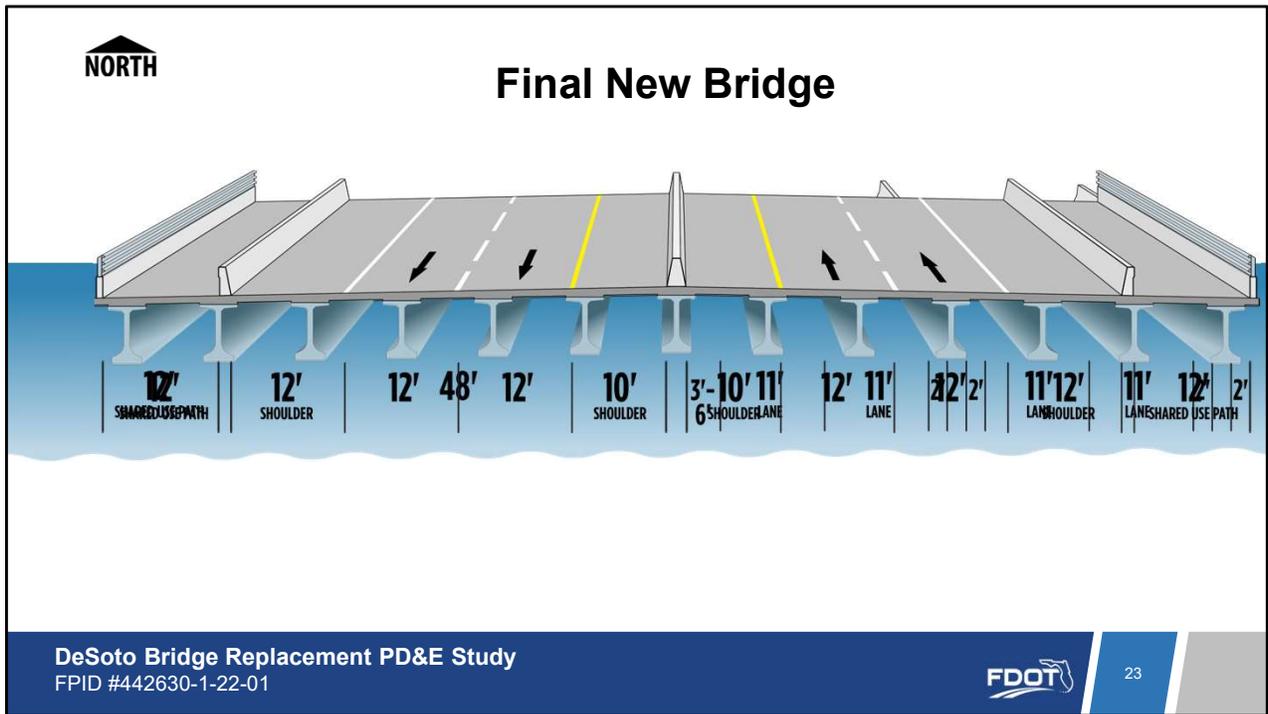
The first phase of construction for the EAST alternative includes building half of the bridge and one side of the shared use path to the east of the existing bridge.



Once this is complete, traffic will be switched to the new bridge which will accommodate two travel lanes each direction and a shared use path but will not have shoulders. After traffic is shifted onto the new bridge, the demolition of the old bridge will occur.



Once the old bridge is removed, the second half of the new bridge will be constructed and joined with the new bridge built in Phase 1 to complete the new structure.



New striping will be placed on the entire bridge structure and traffic will be switched to the new bridge.

## ALTERNATIVES EVALUATION

- Includes evaluation of No-Build
- PD&E Study ongoing
- Minimize environmental impacts
- Minimize property impacts



- Wetlands
- Protected species
- Water quality
- Contamination sites
- Recreational sites
- Noise
- Air quality
- Historical structures
- Archaeological sites

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This P D and E study is ongoing. Project team members will continue to develop, refine, and evaluate alignment alternatives for DeSoto Bridge throughout the remainder of the study. Potential environmental effects associated with the proposed build alternatives are under careful evaluation and include detailed studies of

- Wetlands
- Protected species
- Water quality
- Contamination sites
- Recreational sites
- Noise
- Air quality
- Historic structures and
- Archaeological sites.

Based on data already collected, we do not anticipate significant effects associated with these proposed build alternatives.

# EVALUATION MATRIX

DeSoto Bridge PD&E Study				
Evaluation Factors	ALTERNATIVE	No Build	Alternative - West	Alternative - East
	Roadway	No Improvements	Left Replacement with Curb & Gutter north of bridge	Right Replacement Curb & Gutter south of bridge
	Bridge	No Replacement	Replace bridge with mid-level Road	Replace bridge with mid-level Road
<b>Ability to meet Purpose and Need</b>				
Address structural degradation and substandard design		☒	☑	☑
Maintain critical link for regional travel		☒		
Accommodate multimodal activity		☒		
<b>Potential Right of Way Impacts</b>				
Parcels (# Business   # Residential   # Other*)		0	8   0   1	7   0   1
Area of Impact (ac)		0	0.4	0.6
Residential Relocations		0	0	0
Business Relocations		0	0	0
Utilities		No	Yes	Yes
<b>Environmental Impacts</b>				
Protected Species		None	Low	Low
Contamination Sites		None	1	1
Wetland (ac)		0	0.1	0.2
Seagrass (ac)		0	0.00	0.00
Surface Water		0	Minimal	Minimal
Public Parks 4(f)		No	Minimal	None
Archaeological & Historic Resources (#)		No	1	1
Noise Sensitive Receptors (#)**		0	22	22
<b>Estimated Project Costs (2024 \$)</b>				
Right of Way	\$	-	400,000	400,000
Reimbursable Utility Relocation	\$	-	16,600,000	16,600,000
Non-Reimbursable Utility Relocation	\$	-	5,000,000	5,000,000
Wetland Mitigation	\$	-	33,200	66,400
Final Design & Roadway Construction	\$	-	152,000,000	152,000,000
Construction Engineering & Inspection	\$	-	21,600,000	21,600,000
<b>Preliminary Estimate of Total Project Cost</b>	<b>\$</b>	<b>-</b>	<b>195,633,200</b>	<b>195,666,400</b>

\* Same National Forests  
\*\* Includes 22 residences within Arts, Recreation Apartments, and portions of 2 recreation uses (Buckhorn Nantuxuk Riverbank and Palmetto Entry Preserve)

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The evaluation matrix shown on this slide is included in your handout and on the boards presented today.

## ALTERNATIVES PUBLIC MEETING PURPOSE

- Share project information and alternatives being considered
- Speak with project representatives
- Provide feedback



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The purpose of this Alternatives Public Meeting is to provide you the opportunity to ask questions and express your views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed alternatives under consideration. F D O T is also asking local governments and regulatory agencies to provide comments about the project.

Please view the display boards and ask questions and provide feedback.

## HOW TO PROVIDE COMMENTS

### During the meeting

- Complete and submit a comment form



All comments submitted or postmarked by October 29, 2023, will become part of the official record of this meeting.

### Following the meeting



Richard.Combs@dot.state.fl.us



(863) 698-3770



Richard Combs  
FDOT Project Manager  
801 N. Broadway Avenue  
Bartow, FL 33830



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

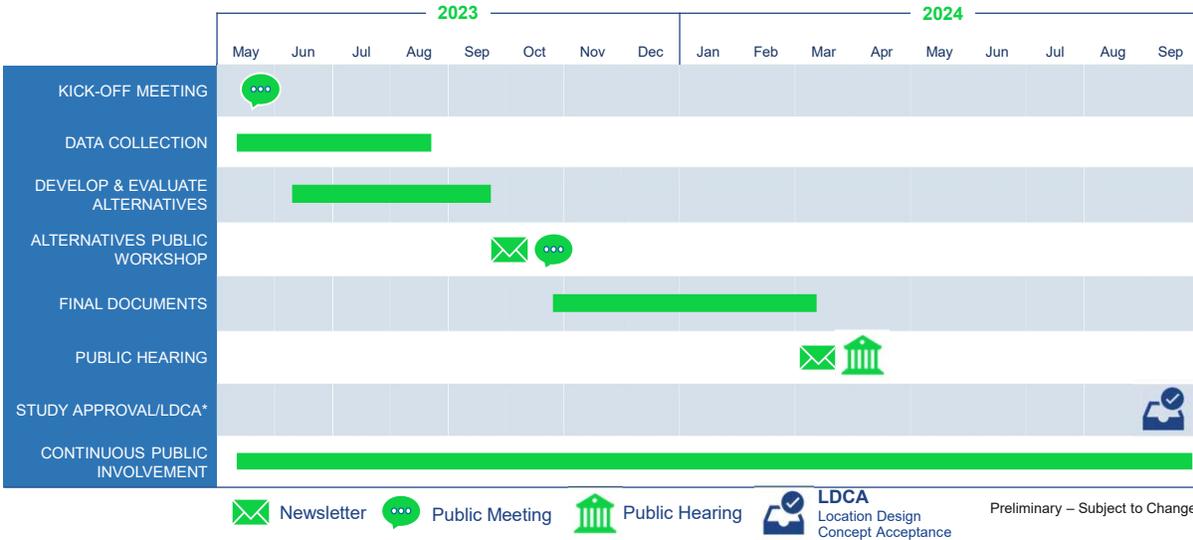
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Your comments will help the Department to make its selection of the preferred alternative. We encourage you to submit your comments: at the in-person meeting, through the project webpage or by email or mail to the project team. Though comments are accepted at any time, they must be received or postmarked by October 29, 2023, to be included in the formal meeting record. The project team will consider all comments and, where feasible, will incorporate them into the development of the preferred alternative.

## DeSoto Bridge PD&E Study Schedule



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F D O T will present the preferred alternative at an upcoming formal public hearing for this project, tentatively scheduled for spring 2024. At the end of this study, and after the formal public hearing, will finalize the preferred alternative for US 41, DeSoto Bridge. We will mail project newsletters to keep you informed about the study’s progress. If you would like to receive future newsletters and you are not on our mailing list, please fill out the workshop comment form or request to added on the project webpage.

The Department anticipates completion of this P D and E study by **fall 2024**, when location and design concept of the preferred alternative will be submitted to the F D O T Office of Environmental Management for approval. At this time, the F D O T ’s Adopted Five-Year Work Program includes funding for right-of-way, design and construction.

## ENVIRONMENTAL 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 FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated May 26, 2022 and executed by FHWA and FDOT.

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

## TITLE VI

This alternatives public meeting is being conducted in accordance with the Civil Rights Act of 1964. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

To express concern(s) relative to the Department's compliance with Title VI, please contact:

**Cynthia Sykes**

District One Title VI Coordinator  
801 N. Broadway Avenue  
Bartow, FL 33830  
(863) 519-2287  
[Cynthia.Sykes@dot.state.fl.us](mailto:Cynthia.Sykes@dot.state.fl.us)

**Stefan Kulakowski**

State Title VI Coordinator  
605 Suwannee Street, Mail Station 65  
Tallahassee, Florida 32399  
(850) 414-4742  
[Stefan.Kulakowski@dot.state.fl.us](mailto:Stefan.Kulakowski@dot.state.fl.us)

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To express concern(s) relative to the Department's compliance with Title VI, please contact the Florida Department of Transportations District One or State Title VI coordinator at the contact information listed on this slide. The information is also available on a display board at this meeting.

# THANK YOU

## Questions and Comments

**Richard Combs**  
**FDOT Project Manager**

[Richard.Combs@dot.state.fl.us](mailto:Richard.Combs@dot.state.fl.us)

(863) 698-3770

Florida Department of Transportation  
801 N. Broadway Avenue  
Bartow, FL 33830

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Thank you for your interest in the proposed DeSoto Bridge improvements and for taking time to participate in this Alternatives Public Meeting. We look forward to your comments and your continued involvement in this important P D and E study.

# Safety Moment



And finally: an FDOT safety moment. “Stop speeding before it stops you” - FDOT thanks you for making safety a continued priority!