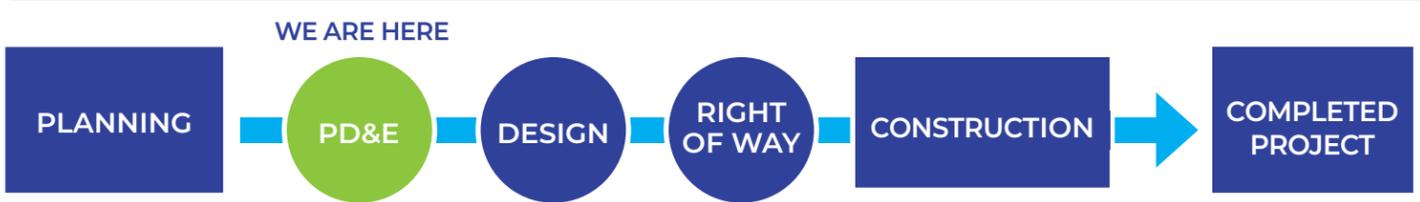


DESOTO BRIDGE PROJECT SCHEDULE



TRANSPORTATION DEVELOPMENT PROCESS



HOW TO COMMENT

You may share your comments about the project in several ways

1. Complete a speaker card available at the sign-in table and make an oral comment at the microphone, or by using the GoToWebinar during the formal comment portion of the hearing.
2. Make an oral statement to the court reporter during the informal portion of the hearing.
3. Complete a comment form and place it in the comment box at the hearing or mail it to Richard (Dick) Combs, Project Manager, 801 N. Broadway Avenue, Bartow, FL 33830
4. Email Comments to the FDOT Project Manager, Richard (Dick) Combs Richard.Combs@dot.state.fl.us

Comments submitted by May 10, 2024, will become part of the official public meeting record.



CONTACT INFORMATION

Richard (Dick) Combs
 Project Manager
 Florida Department of Transportation
 801 North Broadway Avenue
 Bartow, FL 33830
 Phone: (863) 698-3770
 Email: Richard.Combs@dot.state.fl.us

TECHNICAL DOCUMENTS

Project documents will be available for public viewing on the project website or at the following locations from April 9, 2024 to May 10, 2024.

Manatee County Library 1112 Manatee Avenue West Bradenton, FL 34205	Palmetto Branch Library 923 6th Street West Palmetto, FL 34221
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The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study to evaluate alternatives to address an in-kind replacement of the DeSoto bridge.

This hearing is being conducted to present the preferred alternative and all analysis to date, as well as to give interested persons an opportunity to express their views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed improvements.

Maps, drawings and other information depicting the proposed improvements are available for public review. Representatives from FDOT are available to discuss proposed improvements, answer questions, and receive comments.

ABOUT THE PROJECT

FDOT, District One, began a PD&E study in late 2022 to evaluate two alternatives along a 1.3 mile segment of US 41 from SR 64 (Manatee Avenue East) to Haben Boulevard in Manatee County, including the DeSoto Bridge. The existing bridge was constructed in 1957 and is experiencing corrosive deterioration and does not accommodate multi-modal travel. The existing bridge provides 40 feet of vertical clearance over the river and has four lanes, with two in each direction. The new bridge will be similar in length and profile to the existing one. It will include wide inside and outside shoulders and a 12-foot barrier separated shared use path on both sides of the bridge to accommodate bicyclists and pedestrians.

WHAT IS A PD&E STUDY?

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

AGENDA

- 5 p.m. - 6 p.m. Open House**
View project boards
View project video
Ask team questions
- 5:45 p.m. Virtual Meeting**
- 6 p.m. Formal Presentation**
10-minute intermission
Provide Comments/Testimony
- Date: Tuesday, April 30, 2024**
- Location: Manatee County Fairgrounds Veterans Hall
1402 14th Avenue West
Palmetto, FL 34221**

PROJECT GOALS

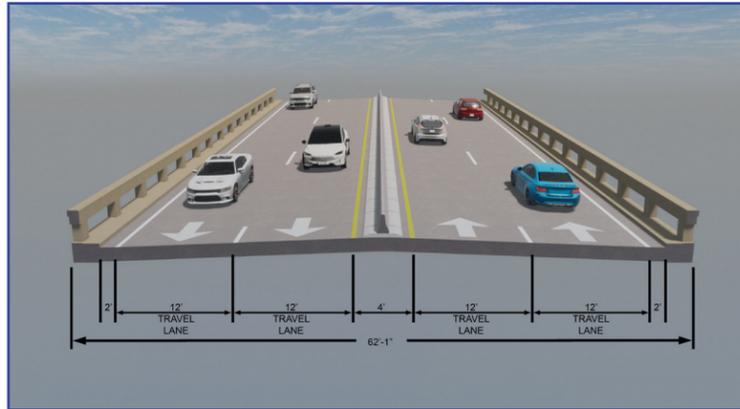
- Address continued structural degradation
- Maintain connectivity for regional travel and the movement of goods
- Retain emergency evacuation route
- Accommodate multimodal travel

FDOT is sending notices to property owners, business owners, interested persons and organizations within 300 feet of the project to provide the opportunity to give comments to FDOT regarding these projects. FDOT solicits public participation without regard to race, color, national origin, age, sex, religion, disability, or family status. People who require special accommodations under the Americans with Disabilities Act or who require translation services (free of charge) should contact Cynthia Sykes, District One Title VI Coordinator, at (863) 519-2287, or email at Cynthia.Sykes@dot.state.fl.us at least seven days prior to the meeting.

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.

Nos importa mucho la opinión del público sobre el proyecto. Si usted tiene preguntas o comentarios, o si simplemente desea más información, por favor comuníquese con nuestro representante, Karina Della Sera, (863) 519-2750, karina.dellasera@dot.state.fl.us, Departamento de Transportación de la Florida, 801 N. Broadway Avenue, Bartow, FL 33830.

BRIDGE TYPICAL SECTIONS



EXISTING BRIDGE

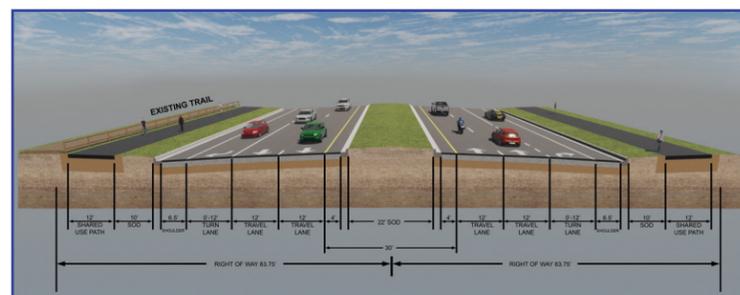
Within the project limits, the DeSoto Bridge has four 12-foot travel lanes (two in each direction) with a concrete barrier separating traffic. It does not have inside or outside shoulders.



PROPOSED BRIDGE

The proposed in-kind bridge is similar in length and profile to the existing bridge. It includes four 12-foot travel lanes (two in each direction) with a concrete barrier separating traffic, 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.

PREFERRED ROADWAY TYPICAL SECTIONS



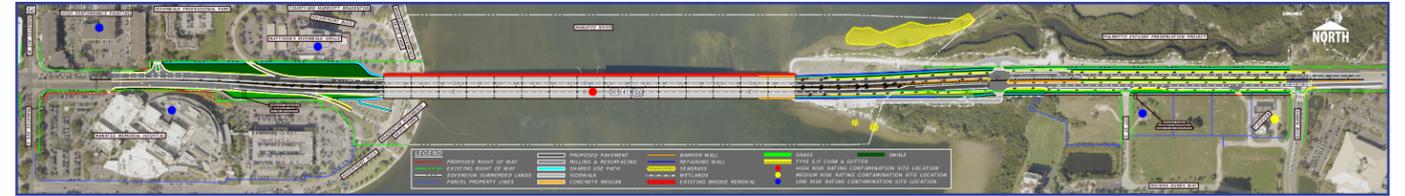
NORTH OF THE BRIDGE

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.



SOUTH OF THE BRIDGE

South of the bridge the typical section includes two 12-foot travel lanes in each direction, a shared use path on the west side of the road and a 6-to-8-foot sidewalk on the east 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.



PREFERRED ALTERNATIVE

The east alternative includes constructing the first phase of the replacement bridge to the east of the existing bridge. Approximately 0.8 acres of total right of way is needed along the roadway on the south and north side of the river.

ALTERNATIVES EVALUATION MATRIX

DeSoto Bridge PD&E Study			
Evaluation Factors	ALTERNATIVE	No Build	Preferred Alternative - East
	Roadway	No Improvements	Right Replacement
	Bridge	No Replacement	Replace bridge with mid-level fixed
Ability to meet Purpose and Need			
Address structural degradation and substandard design		✗	✔
Maintain critical link for regional travel		✗	
Accommodate multimodal activity		✗	
Potential Right of Way Impacts			
Parcels (#Business #Residential #Other*)		0	7 0 2*
Area of Impact (ac)		0	0.8
Residential Relocations		0	0
Business Relocations		0	0
Utilities		No	Yes
Environmental Impacts			
Protected Species		None	Low
Contamination Sites (#Medium #High)		None	2 1
Wetland (ac)		0	0.31
Seagrass (ac)		0	0
Surface Water		0	Minimal
Public Parks 4(f)		No	None
Archaeological & Historic Resources (#)		No	1
Noise Sensitive Receptors (#)**		0	33
Estimated Project Costs (2024 \$)			
Right of Way		0	\$800,000
Reimbursable Utility Relocation		0	\$2,000,000
Non-Reimbursable Utility Relocation		0	\$6,100,000
Wetland Mitigation		0	\$102,920
Final Design & Roadway Construction		0	\$146,262,172
Construction Engineering & Inspection		0	\$17,551,461
Preliminary Estimate of Total Project Cost		0	\$172,816,552

PRELIMINARY, SUBJECT TO CHANGE

* Manatee Memorial Hospital sign & Riviera Dunes sign

** Includes 32 residences within Aria Bradenton Apartments, and 1 recreation use (Palmetto Estuary Preserve)

*** Source: FDOT Long-Range Estimating System. Preliminary Estimate of Total Project Cost does not include maintenance costs; No-Build would result in higher maintenance costs.