## **TECHNICAL REPORT COVERSHEET**

### ALTERNATIVE CORRIDOR EVALUATION REPORT

Florida Department of Transportation

District 1

Bradenton-Palmetto Connector - Alternative Corridor Evaluation

Limits of Project: NA

Manatee County, Florida

Financial Management Number: 444843-1-22-01

ETDM Number: 14507

Date: May 1, 2025

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 planning product may be adopted into the environmental review process, pursuant to Title 23 U.S.C. § 168, or the state project development process.

# **EXECUTIVE SUMMARY**

## **Background**

The Florida Department of Transportation (FDOT) District 1 is conducting an Alternative Corridor Evaluation (ACE) study to identify, evaluate, eliminate, and recommend project alternatives for further analysis in the Bradenton Palmetto Connector Project Development and Environment (PD&E) Study.

This ACE Study was initiated in 2021 and an ETDM Planning Screen (ETDM No. 14507 - Bradenton-Palmetto Connector) was initiated on April 21, 2023, and ended on June 20, 2023. Ten alternatives were developed and screened in the Environmental Screening Tool (EST). The ETDM Planning Screen Summary Report was published on October 7, 2023.

The Alternative Corridor Evaluation Report (ACER) was developed based on the Methodology Memorandum (MM) approved on August 16, 2024, by the FDOT Office of Environmental Management (OEM). The MM documents the methodology for the analysis and evaluation of the alternatives and is included in **Appendix A**.

### **Corridors Evaluated**

**Corridor A:** This Corridor begins at the State Road (SR) 70 (53rd Avenue East)/US 301 intersection, travels along US 41, and ends between 33rd Street West and the US 19/US 41 split. Corridor A is approximately 8.0 miles long and travels across the DeSoto Bridge.

**Modified Corridor B:** Corridor B was modified based on the community input from the public outreach effort to reduce impacts to residential properties. Modified Corridor B begins at the SR 70 (53rd Avenue East)/US 301 intersection, travels along US 301 and 9th Street East with a new bridge crossing over the Manatee River, then traverses along 16th Avenue East, and ends at the intersection of US 41 and 16th Avenue East. The corridor is approximately 9.0 miles long.

**Corridor AB:** This corridor begins at the SR 70 (53rd Avenue East)/US 301 intersection, travels along US 301 and 9th Street East with a new crossing over the Manatee River, ties into US 41 north of the river, and ends at the US 19/US 41 split. Corridor AB is approximately 7.7 miles long.

**Corridor C:** This corridor begins at the SR 70 (53rd Avenue East)/15th Street East intersection, travels along 15th Street East with a new bridge crossing over the Manatee River, then ties into Corridor B north of the river and traverses along 16th Avenue East, turns onto 29th Street East, and ends at the US 19/US 41 split. Corridor C is approximately 7.8 miles long.

**Modified Corridor D:** Corridor D was the only corridor that connected to US 41 north of I-275 and as a result became the longest corridor, approximately 11.5 miles long. During the initial review of the corridors, modifications to Corridor D were proposed that would allow it to connect to US 41 near the US 19/US 41 split, resulting in a corridor with similar length to the other nine corridors. Modified Corridor D begins at the SR 70 (53rd Avenue East)/US 301 intersection and

follows US 301, connects to 27th Street East via 38th Avenue East heading north. The corridor proposes a new connection from 27th Street East in Bradenton to Leffingwell Avenue in Palmetto with a new bridge crossing the Manatee River. Modified Corridor D continues along Leffingwell Avenue/36th Avenue East and then turns onto 41st Street East, providing a new roadway connection to 39th Street East, and ends at the US 19/US 41 split. The corridor is approximately 9.4 miles long.

Corridor E: This corridor begins at the SR 70 (53rd Avenue East)/US 301 intersection, follows US 301 and connects to 27th Street East via 38th Avenue East heading north. The corridor proposes a new connection from 27th Street East in Bradenton to Leffingwell Avenue in Palmetto with a new bridge crossing over the Manatee River - the corridor cuts through River Run Golf Links-Bradenton Recreational Park, with a new bridge over the Braden River and SR 64, and ties into Corridor D north of the Manatee River. Corridor E continues along Leffingwell Avenue/36th Avenue East up to Palm View Road/61st Street East. At this point, Corridor E creates a new connection to 69th Street East and follows 69th Street East to US 41. The proposed corridor is approximately 10.2 miles in length.

**Corridor F:** This corridor begins at the 53rd Avenue East/26th Street West intersection, follows 26th Street West and proposes a new connection from 26th Street West in Bradenton to 14th Avenue West in Palmetto with a new bridge crossing the Manatee River. Corridor F continues along 14th Avenue West north of the river, then follows 21st Street West, and creates a new connection between 21st Street West and US 41. At this point, the corridor follows US 41 to the north and ends at the US 19/US 41 split. Corridor F is approximately 7.6 miles long.

**Corridor G:** This corridor begins at the 53rd Avenue East/43rd Street West intersection, follows 43rd Street West and proposes a new connection from 43rd Street West in Bradenton to 28th Avenue West in Palmetto with a new bridge crossing the Manatee River. Corridor G continues along 28th Avenue West north of the river and creates a new connection between 28th Avenue West and 21st Street West. The corridor then follows 21st Street West and creates a new connection between 21st Street West and US 41. At this point, the corridor follows US 41 to the north and ends at the US 19/US 41 split. The corridor is approximately 8.6 miles long.

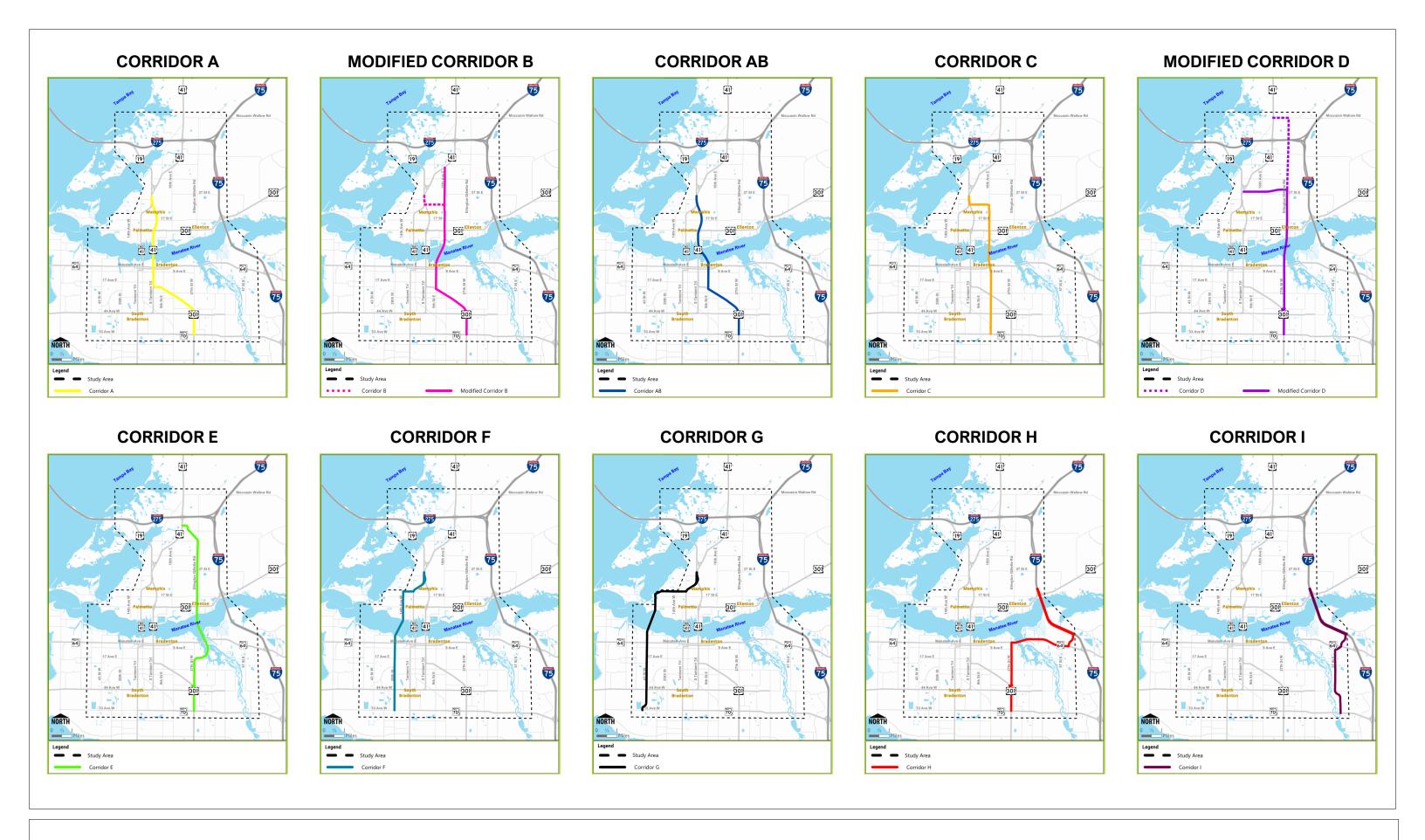
**Corridor H:** This corridor begins at the SR 70 (53rd Avenue East)/US 301 intersection, follows US 301 and connects to 27th Street East via 38th Avenue East heading north. The corridor follows 27th Street East, SR 64 (Manatee Avenue East) to the east, Cypress Creek Boulevard to the north, Kay Road to the north, and I-75 (via a new connection with Kay Road) to the west and north. Corridor H is approximately 10.1 miles long and includes a new bridge over the Manatee River parallel to the I-75 Bridge.

**Corridor I:** This corridor begins at the SR 70 (53rd Avenue East)/Caruso Road intersection, follows Caruso Road connecting to 57th Street East via a new connection, runs along 57th Street East connecting to Cypress Creek Boulevard via a new connection, follows Cypress Creek

### **EXECUTIVE SUMMARY**

Boulevard to the north, Kay Road to the north, flies over I-75 (via a new connection with Kay Road) to create a collector - distributor system with new bridges over the Manatee River parallel to I-75 to the west and north, and ends at the I-75/US 301 interchange located north of the Manatee River. Corridor I is approximately 7.3 miles long.

The ten corridors evaluated in the ACER are shown in Figure ES-1.



**ES-1. All Evaluated Corridors** 

### **Evaluation Matrix**

To avoid comparison of impacts across different resources with varying importance and uniqueness, each impact was converted to a numerical score from 1.00 to 10.00. For each criterion, a score of 1.00 represents the corridor with least impact or highest benefit and a score of 10.00 represents the corridor with highest impact or least benefit.

A high score for social and environmental resources means that the corridor has high impacts on the community, cultural, natural, and physical features. For capacity, safety, and modal interrelationships, a high score means that the corridor did not carry sufficient traffic volumes, did not reduce the number of crashes, or did not serve the different modes of travel.

The Purpose and Need Evaluation was performed for all ten corridors to assess how well each corridor satisfies the project's purpose and need. For a corridor to meet the project's primary purpose and need, it needed to operate better when compared with the No Build Alternative. Corridor E failed to meet the need for safety during the Secondary Purpose and Need Evaluation. The analysis showed an increase in crashes per year for Corridor E. Therefore, Corridor E was eliminated.

The numerical scores from the Purpose and Need Evaluation for ten corridors are presented in **Table ES-1**.

Table ES-1. Scores from Purpose and Need Evaluation											
Catamami	Fuglication Onitaria					Corr	idor				
Category	Evaluation Criteria	Α	Modified B	AB	С	Modified D	E	F	G	Н	I
Primary Need Evaluation											
	Volume/Capacity for Green Bridge	5.10	1.00	4.94	2.65	4.05	3.95	2.23	3.24	10.00	7.78
	Volume/Capacity for DeSoto Bridge	10.00	1.17	1.00	3.08	3.89	6.21	6.84	5.46	5.88	7.59
Capacity	Volume/Capacity for New Bridge	-	10.00	6.41	8.17	8.66	5.17	3.08	4.35	1.00	1.18
	Volume/Capacity for I-75 Bridge with Managed Lanes		7.43	8.71	7.43	5.50	6.79	9.36	9.36	3.57	1.00
	Average Score for Capacity	8.37	4.90	5.27	5.33	5.52	5.53	5.38	5.60	5.11	4.39
	Vehicles Miles Traveled	8.21	7.30	6.50	5.89	1.00	9.46	7.64	10.00	7.52	2.86
Travel Demand	Vehicles Hours Traveled	3.42	8.49	1.70	1.00	6.94	9.20	7.60	7.63	10.00	7.52
	Average Score for Travel Demand	5.82	7.90	4.10	3.44	3.97	9.33	7.62	8.81	8.76	5.19
Secondary Need Evaluation											
Safety	Reduction in Crashes	3.55	3.24	1.50	2.77	3.19	10.00	2.79	2.73	1.00	1.05
	% of Corridor with Sidewalks	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	7.48	10.00
Model Interrelationships	% of Corridor with Bicycle Lanes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	7.48	10.00
Modal Interrelationships	% of Corridor with Transit Routes	8.88	8.75	9.19	6.46	8.43	8.75	1.00	5.31	7.26	10.00
	Average Score for Modal Interrelationships	3.63	3.58	3.73	2.82	3.48	3.58	1.00	2.44	7.40	10.00

The remaining nine corridors were evaluated based on potential impacts to environmental resources. The numerical scores from the Social and Environmental Evaluation for the nine corridors are presented in Table ES-2.

	Tab	le ES-2. Score	s for Social and	d Environme	ental Evalua	tion					
0.1	F .1 .4: . 0 .44.					Corr	idor				
Category Evaluation Criteria		Α	Modified B	AB	С	Modified D	E <sup>1</sup>	F	G	Н	I
Social & Economic		<u>.</u>								•	
	Minority Population	9.47	9.47	9.47	10.00	8.15		3.91	1.00	5.50	2.06
Minority & Low-Income	Population below poverty level	10.00	7.30	9.10	7.30	5.50		5.50	1.90	3.70	1.00
Population	Households with Zero Vehicles	8.20	2.80	6.40	6.40	4.60		10.00	4.60	2.80	1.00
	Average	9.22	6.52	8.32	7.90	6.08		6.47	2.50	4.00	1.35
Community Facilities	Educational Facilities + Religious Facilities + Healthcare Facilities + Emergency Management Facilities + Evacuation Shelters	2.50	1.50	1.00	7.50	3.00		10.00	5.00	1.50	4.00
Residential	Residential Parcels	1.00	2.52	1.97	3.59	5.17		9.17	10.00	2.49	2.19
Commercial	Commercial / Business / Office	3.17	1.98	3.06	6.75	1.98		10.00	1.43	3.17	1.00
Cultural		•								•	
Historic/Archaeological	Cemeteries + Historic Sites + Archaeological Sites	1.00	1.00	1.00	7.00	7.00		10.00	7.00	1.00	1.00
	Parks/ Recreation Areas	5.50	1.00	3.25	3.25	5.50		10.00	5.50	5.50	3.25
Parks/Recreation/Conservation	Conservation Lands	10.00	1.00	7.93	1.00	1.00		1.00	1.00	1.00	1.00
	Average	7.75	1.00	5.59	2.13	3.25		5.50	3.25	3.25	2.13

	Table ES-2. Scores for Social and Environmental Evaluation										
Ontonom	Fundamentary Outtonia	Corridor									
Category	Evaluation Criteria	Α	Modified B	AB	С	Modified D	E¹	F	G	Н	I
Natural											
Floodplains	odplains Floodplains		1.00	2.02	2.27	1.76		1.07	3.24	10.00	7.53
Wetlands	Seagrass + Mangrove + Forested Wetlands + Non- forested Wetlands + Rivers/Lakes/Waterbodies		4.69	2.90	4.10	5.14		2.40	4.66	10.00	8.94
Protected Species Habitat	Federal/State Threatened or Endangered Species Habitat	2.76	2.89	3.01	1.33	4.14		1.00	1.56	10.00	6.40
	Essential Fish Habitat	1.00	3.67	3.04	2.64	3.70		2.91	4.18	10.00	7.92
Physical											
Contamination	Landfill Sites + Non-Landfill + Solid Waste Facilities + Superfund Sites + Petroleum Tank Contamination Sites	7.75	6.06	6.63	10.00	2.69		6.06	1.00	3.81	2.13
	Railroad Crossings	8.20	8.20	10.00	6.40	4.60		1.00	1.00	1.00	1.00
Physical Conflicts	Utility Conflicts	4.00	7.00	7.00	7.00	4.00		1.00	1.00	10.00	4.00
	Average	6.10	7.60	8.50	6.70	4.30		1.00	1.00	5.50	2.50
Bridges	Bridges	5.09	2.64	5.09	1.82	1.00		2.64	2.64	10.00	9.18

<sup>1 –</sup> Eliminated during the Purpose and Need Evaluation due to an increase in the number of crashes

The numerical scores from the Project Cost Evaluation for the nine corridors are presented in **Table ES-3**.

Table ES-3. Scores from Project Cost Evaluation											
Cotomorni		Corridor									
Category	Category Evaluation Criteria		Modified B	AB	С	Modified D	E¹	F	G	Н	l l
Project Cost	Total Project Cost	1.00	6.01	7.53	6.56	6.72		10.00	8.26	3.71	3.54

<sup>1 –</sup> Eliminated during the Purpose and Need Evaluation due to an increase in the number of crashes

The total of the numerical scores for the nine corridors are presented in **Table ES-4**.

Table ES-4. Total Scores for Alternative Corridor Evaluation											
2.4					Corridor						
Category	Α	Modified B	AB	С	Modified D	E <sup>1</sup>	F	G	Н	I	
Total Score	71.88	68.70	74.25	84.64	72.09		95.01	75.30	100.72	80.43	

<sup>1 –</sup> Eliminated during the Purpose and Need Evaluation due to an increase in the number of crashes

### Recommendation

#### Alternatives Eliminated

The total numerical score of all corridors is listed in **Table ES-4**. A high score means potential for substantial impacts to evaluated resources and inability to meet transportation demand and enhance safety.

**Corridor AB**'s unique alignment results in the combination of travel lanes from DeSoto Bridge and Corridor AB Bridge merging north of the Manatee River. This merger requires a 12-lane typical section, creating weaving and operations issues, and impacting the recently constructed commercial properties in Palmetto. Therefore, Corridor AB was eliminated from further consideration.

**Corridor C** is located in an area with the highest minority population. Given the minimum number of lanes needed to accommodate the projected traffic and the community characteristics, Corridor C could have substantial adverse effects on minority populations. Additionally, it had the highest impact to contaminated sites. Therefore, Corridor C was eliminated from further evaluation.

**Corridor E** did not meet the need for safety during the Secondary Purpose and Need Evaluation. The analysis showed an increase in crashes per year for Corridor E. Therefore, Corridor E was eliminated.

**Corridor F** was located on a residential local roadway with approximately 40 feet of right-of-way. Corridor F impacted 701 residential parcels and 101 commercial parcels. The magnitude of impacts to residential and commercial parcels, community cohesion, and economic development was considered a fatal flaw. Therefore, Corridor F was eliminated from further consideration.

**Corridor G** was located on a residential local roadway with approximately 60 feet of right-of-way. Corridor G impacted 769 residential parcels. The magnitude of impacts to residential parcels and community cohesion was considered a fatal flaw and the corridor was eliminated from further consideration.

**Corridor H and I** had the highest impacts on floodplains, Federal/State Threatened or Endangered Species Habitat, and Essential Fish Habitat. During the ETDM review, resource agencies stated that Corridor H and Corridor I will have substantial adverse impacts on the environmental resources and will have permitting challenges. Therefore, Corridor H and I were eliminated from further consideration.

### Alternatives Recommended for PD&E Study

The total numerical score of the three corridors is listed in **Table ES-4**. A low score indicates minimal impacts on evaluated resources and a strong ability to meet transportation demand and enhance safety.

- Corridor A: Corridor A had the second lowest numerical score and, therefore, was the
  second best overall performing corridor in terms of minimizing impacts to social, cultural,
  natural, and physical environment and addressing the need for the project. Corridor A
  completely follows the existing alignment, avoiding impacts to new communities or
  community cohesion issues. Corridor A had the lowest construction costs, lowest impact
  to residential parcels and lowest wetland impacts.
- Modified Corridor B: Modified Corridor B had the lowest numerical score and, therefore, was the best overall performing corridor in terms of minimizing impacts to social, cultural, natural, and physical environment and addressing the need for the project. Modified Corridor B had the least impact on parks and recreational areas, and floodplains. Additionally, Modified Corridor B carried the highest traffic volume on the new bridge.
- Modified Corridor D: Modified Corridor D had the third lowest numerical score. Modified
  Corridor D carried the second-highest traffic volume on the new bridge and had the
  second-best score for addressing travel demand.

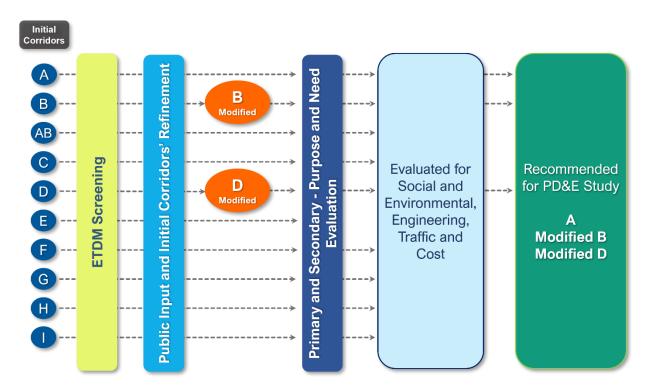


Figure ES-2. Evaluation Process of the ACER

# **TABLE OF CONTENTS**

1.0	INTRO	DDUCTION	1-1						
1.1	Purpo	OSE OF ALTERNATIVE CORRIDOR EVALUATION REPORT (ACER)	1-1						
1.2	PROJE	CT BACKGROUND	1-1						
	1.2.1	ETDM Screening	1-2						
1.3	Proje	CT DESCRIPTION	1-2						
1.4	OTHER	R RELATED STUDIES AND PROJECTS	1-5						
1.5	Purpo	OSE AND NEED	1-7						
	1.5.1	Project Purpose	1-7						
	1.5.2	Project Need	1-7						
		1.5.2.1 Capacity	1-7						
		1.5.2.2 Transportation Demand	1-8						
		1.5.2.3 Safety	1-9						
		1.5.2.4 Modal Interrelationships	1-10						
		1.5.2.5 Project Status	1-10						
2.0	EXIST	ING AND FUTURE CONDITIONS	2-1						
2.1	Roady	NAY CHARACTERISTICS	2-1						
2.2	TRAFF	IC CHARACTERISTICS	2-3						
2.3	CRASH	1 DATA	2-5						
2.4	Enviro	ENVIRONMENTAL SETTINGS							
	2.4.1	Natural Resources	2-8						
	2.4.2	Wetlands and Surface Waters	2-8						
	2.4.3	Protected Species and Habitat	2-10						
	2.4.4	Drainage	2-16						
	2.4.5	Sociocultural	2-22						
		2.4.5.1 Land Uses Composition in the Study Area	2-23						
3.0	ALTE	RNATIVES EVALUATION METHODOLOGY	3-1						
3.1	МЕТНО	DDOLOGY MEMORANDUM	3-1						
3.2	Data (	COLLECTION	3-1						
	3.2.1	Traffic Data	3-1						
	3.2.2	Safety Data	3-1						
	3.2.3	Socio-economic and Environmental Data	3-1						
	3.2.4	Construction Cost Data	3-3						
4.0	CORR	RIDORS ANALYZED	4-1						

4.1	Corri	DOR A	4-1				
4.2	Modif	IED CORRIDOR B	4-3				
4.3	Corri	DOR AB	4-5				
4.4	Corri	DOR C	4-7				
4.5	Modif	IED CORRIDOR D	4-9				
4.6	Corri	DOR E	4-11				
4.7	Corri	DOR F	4-13				
4.8	Corri	DOR G	4-15				
4.9	Corri	DOR H	4-17				
4.10	Corri	DOR I	4-19				
4.11	DESCR	PIPTION OF TYPICAL SECTIONS	4-21				
	4.11.1	Four Lane Roadway	4-23				
	4.11.2	Six Lane Roadway	4-23				
	4.11.3	Twelve Lane Roadway	4-24				
	4.11.4	I-75	4-24				
4.12	DESIG	N CONTROLS	4-25				
5.0	ALTE	RNATIVES CORRIDOR EVALUATION	5-1				
5.1	EVALU	ATION TOOLS	5-1				
5.2	CORRIDOR EVALUATION						
	5.2.1	Purpose and Need Evaluation	5-2				
		5.2.1.1 Additional Capacity Across the Manatee River	5-2				
		5.2.1.2 Transportation Demand	5-3				
		5.2.1.3 Safety	5-3				
		5.2.1.4 Modal Interrelationships	5-4				
	5.2.2	Social and Environmental Evaluation	5-4				
	5.2.3	Engineering and Traffic Evaluation	5-8				
5.3	Narra	TIVE ASSESSMENT OF CORRIDORS	5-9				
	5.3.1	Corridor A	5-9				
	5.3.2	Modified Corridor B	5-9				
	5.3.3	Corridor AB	5-9				
	5.3.4	Corridor C	5-9				
	5.3.5	Modified Corridor D	5-10				
	5.3.6	Corridor F	5-10				
	5.3.7	Corridor G	5-10				
	5.3.8	Corridor H	5-10				
	5.3.9	Corridor I	5-11				

5.4	ALTERNATIVE CORRIDOR EVALUATION CRITERIA	5-12
6.0	PUBLIC INVOLVEMENT AND AGENCY COORDINATION	6-1
6.1	AGENCY COORDINATION	6-4
6.2	PUBLIC COMMENTS AND OUTSTANDING ISSUES	6-5
7.0	RECOMMENDATION	7-1
7.1	ALTERNATIVES ELIMINATED	7-1
7.2	ALTERNATIVES RECOMMENDED FOR PD&E STUDY	7-2

# **LIST OF FIGURES**

Figure 1-1. Study Area	1-4
Figure 2-1. Study Area Roadway Network Classifications	2-2
Figure 2-2. 2023 Annual Average Daily Traffic for Study Area Roadway Network	2-4
Figure 2-3. Crash Heat Map (Crashed from 2016-2020)	2-6
Figure 2-4. Fatal and Serious Injury Crash Locations (2016-2020)	2-7
Figure 2-5. Wetland and Surface Water Location Map	2-9
Figure 2-6. Protected Species and Habitat Map	2-11
Figure 2-7. Existing Drainage Map	2-18
Figure 2-8. Existing FEMA Floodplains	2-21
Figure 4-1. Corridor A	4-2
Figure 4-2. Modified Corridor B	4-4
Figure 4-3. Corridor AB	4-6
Figure 4-4. Corridor C	4-8
Figure 4-5. Modified Corridor D	4-10
Figure 4-6. Corridor E	4-12
Figure 4-7. Corridor F	4-14
Figure 4-8. Corridor G	4-16
Figure 4-9. Corridor H	4-18
Figure 4-10. Corridor I	4-20
Figure 4-11. Preliminary Typical Section for Four-Lane Roadway	4-23
Figure 4-12. Preliminary Typical Section for Six-Lane Roadway	4-23
Figure 4-13. Preliminary Typical Section for Twelve-Lane Roadway	4-24
Figure 4-14. I-75 Typical Section	4-25

# **LIST OF TABLES**

Table 1-1. Other Related Studies and Projects	1-5
Table 1-2. Traffic Volumes and Level of Service	1-8
Table 1-3. Volume/Capacity (V/C) Ratio	1-8
Table 1-4. Population Growth (1980-2020)	1-8
Table 1-5. Population Growth (2025-2050)	1-9
Table 1-6. Crash Statistics	1-9
Table 1-7. Crash Rates	1-10
Table 2-1. Wetlands and Surface Waters within the Project Study Area	2-8
Table 2-2. Potential for Protected Wildlife Species Involvement	2-13
Table 2-3. WBIDs and Impairment Status	2-16
Table 2-4. FEMA FIRM Panels	2-19
Table 2-5. Flood Zone Descriptions	2-20
Table 2-6. Population Growth (1980-2020)	2-22
Table 2-7. Population Projections (2025-2050)	2-22
Table 2-8. Land Use within the Study Area	2-23
Table 3-1. Socio-economic and Environmental Data Layers	3-2
Table 3-2. Estimate for Each Project Phase	3-4
Table 4-1. Corridor Segmentation based on Number of Lanes	4-21
Table 4-2. Roadway Design Criteria	4-25
Table 4-3. Limited Access Roadway Design Criteria	4-26
Table 4-4. Bridge Design Criteria	4-27
Table 4-5. Limited Access Bridge Design Criteria	4-27
Table 5-1. Primary Purpose and Need Evaluation (Capacity)	5-3
Table 5-2. Primary Purpose and Need Evaluation (Transportation Demand)	5-3
Table 5-3. Secondary Purpose and Need Evaluation (Safety)	5-3

Table 5-4. Secondary Purpose and Need Evaluation (Modal Interrelationships)	5-4
Table 5-5. Environmental Evaluation Matrix	5-4
Table 5-6. Engineering and Traffic Evaluation Matrix	5-8
Table 5-7. Corridor A Narrative Assessment	5-9
Table 5-8. Modified Corridor B Narrative Assessment	5-9
Table 5-9. Corridor AB Narrative Assessment	5-9
Table 5-10. Corridor C Narrative Assessment	5-9
Table 5-11. Modified Corridor D Narrative Assessment	5-10
Table 5-12. Corridor F Narrative Assessment	5-10
Table 5-13. Corridor G Narrative Assessment	5-10
Table 5-14. Corridor H Narrative Assessment	5-10
Table 5-15. Corridor I Narrative Assessment	5-11
Table 5-16. Converting Impacts to a Numerical Score	5-12
Table 5-17. Scores from Purpose and Need Evaluation	5-13
Table 5-18. Scores for Social and Environmental Evaluation	5-13
Table 5-19. Scores from Project Cost Evaluation	5-14
Table 5-20. Total Scores for Alternative Corridor Evaluation	5-14
Table 6-1. Public and Agency Meetings	6-1
Table 6-2. Summary Degree of Effect	6-5

# **APPENDICES**

Appendix A – Methodology Memorandum

Appendix B - Sociocultural Data Report (SDR)

# 1.0 INTRODUCTION

# 1.1 Purpose of Alternative Corridor Evaluation Report (ACER)

The Florida Department of Transportation (FDOT) District 1 is conducting an Alternative Corridor Evaluation (ACE) study to identify, evaluate, eliminate, and recommend project alternatives for the Bradenton Palmetto Connector study prior to the Project Development and Environment (PD&E) phase.

The ACE process, as defined in the FDOT PD&E Manual and Efficient Transportation Decision Making (ETDM) Manual, meets the intent of 23 Code of Federal Regulations (CFR) § 450 (Planning Regulations) and 23 United States Code (U.S.C.) §168 (Integration of Planning and Environmental Review). It documents and links planning activities for use in the National Environmental Policy Act (NEPA) (or PD&E Study phase) in accordance with the Planning and Environment Linkages described under Moving Ahead for Progress in the 21st Century (MAP-21) and amended by Fixing America's Surface Transportation (FAST) Act. The intent is to utilize the ACE process for the Bradenton Palmetto Connector so that planning decisions can be directly incorporated into the NEPA process.

Alternative corridors developed through the ACE process were evaluated based on meeting the project's purpose and need, avoidance and/or minimization of potential impacts to environmental resources, engineering feasibility, cost estimates, a narrative assessment of the corridors, and comments received through the ETDM screening process and public involvement process.

Based on this evaluation, alternative corridors are being recommended for further study or eliminated from further consideration.

# 1.2 Project Background

The planning for the Bradenton Palmetto Connector began with the Central Manatee Network Alternative Analysis (CMNAA). The CMNAA study began in 2013 with the goal to identify and program a series of transportation projects that improve both local and regional mobility for all users while supporting the long-term multi-modal vision for the communities of Bradenton and Palmetto. The study consisted of three phases.

CMNAA Phase I (Purpose and Need) was completed in 2016. This phase documented existing conditions and engaged the public to assist in the development of goals and objectives for transportation improvements. The results from those activities identified a new bridge or improved capacity across the Manatee River as a top priority for the community.

Phase II (Alternative Analysis) and Phase III (Programming) of the CMNAA study were completed in May 2019. Phase II and III developed and evaluated an array of potential improvements and investments into a multi-modal transportation system and programs that would potentially address

the transportation needs of the study area and the regional traffic that uses the transportation network. The CMNAA study identified short-term, mid-term, and long-term improvements.

To address the future needs and local concerns for added capacity over the Manatee River, the CMNAA study began with three primary corridors beginning in downtown Bradenton: 1st Street, 9th Street East/15th Street East, and 27th Street East. Ultimately, seven alignments and eleven combination alternatives (including the No-Build) were developed to address the need for the project. This ACE Study was initiated post completion of CMNAA study.

## 1.2.1 ETDM Screening

This ACE Study was initiated in 2021 and an ETDM Planning Screen (ETDM No. 14507) was initiated on April 21, 2023, and ended on June 20, 2023. Ten alternatives were developed and screened in the Environmental Screening Tool (EST). The ETDM Planning Screen Summary Report was published on October 7, 2023. The Environmental Technical Advisory Team (ETAT) reviewed all ten corridors and provided comments on potential impacts to resources and recommended Avoidance, Minimization, and Mitigation Opportunities.

No additional alternatives were identified during the ETDM Planning Screen.

## 1.3 Project Description

Located in Manatee County, Florida, the proposed Bradenton-Palmetto Connector will connect the cities of Bradenton and Palmetto and the numerous communities in western Manatee County over the Manatee River. Currently, the three Manatee River crossings within the study limits are:

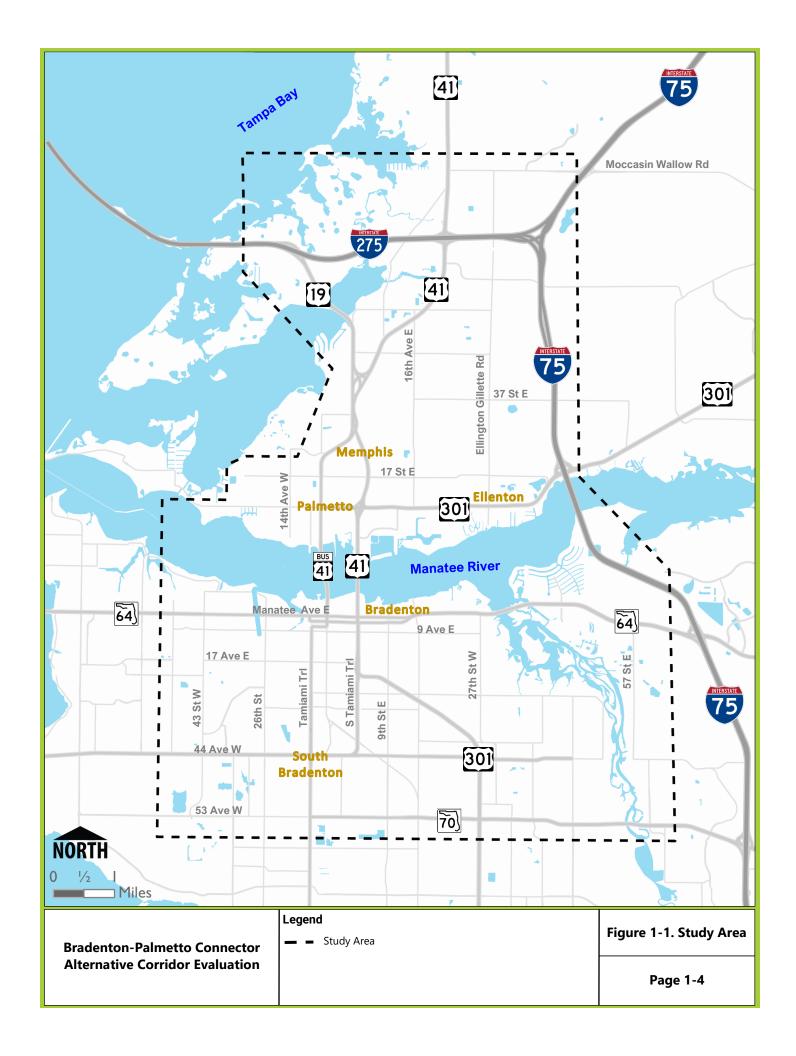
- Green Bridge (Bridge #130132) carries US 41 Business across the Manatee River
- Hernando DeSoto Bridge (hereafter referred to as DeSoto Bridge) (Bridge #130053) carries US 41 and US 301 across the Manatee River
- Trooper J. D. Young Memorial Bridge (hereinafter referred to as the I-75 Bridge) (I-75 Southbound Bridge #130103; I-75 Southbound Bridge #130104) carries I-75 across the Manatee River

The ACE Study evaluated ten corridors and their ability to meet the project purpose and need and assessed their impacts on the social, cultural, natural, and physical environment. This study builds upon the CMNAA study completed in 2019.

The southern boundary for the corridors begins at SR 70; the northern boundary for the corridors ends north of I-275; the western boundary for the corridors begins at 43rd Street W; and the eastern boundary for the corridors ends at I-75. The existing corridors vary from 2-lane urban/rural local streets to 4-lane divided urban/rural arterials and 5-lane urban arterials. The existing right-of-way of these roadways varies from 40 feet to 240 feet.

The project study area is provided in **Figure 1-1**.

This project involves the evaluation of new corridors that would provide additional capacity and mobility over the Manatee River. The No-Build Alternative will remain an option throughout any PD&E Study that follows this ACE process.



# 1.4 Other Related Studies and Projects

The other related studies and projects in the vicinity of the study area are listed in **Table 1-1**.

		Table 1-1. Other Related Studies and Projects		
FPID	Description	Project Improvements	Phase	Timeline/Status
000007-1	SR 70 Median Modifications Safety Improvements	Construct median modifications at 66th Street East, 24th Street East, & 18th Boulevard Street East	Design	Construction Phase: To Be Determined
201032-5	I-75 at US 301 Interchange from north of SR 64 to Manatee River	<ul> <li>Convert/reconstruct Partial Cloverleaf Interchange to Tight Diamond configuration</li> <li>Construct new bridges over Manatee River for Northbound &amp; Southbound exit ramps</li> <li>Enhance three intersections along US 301: 51st Avenue East, 60th Avenue East, &amp; 19th Street East</li> <li>Add auxiliary lanes from SR 64 to new ramps</li> <li>Widen I-75 to 8-lane divided roadway with 12-foot inside &amp; outside shoulders (10-foot paved) &amp; 64-foot to 161-foot median (to accommodate Ultimate I-75 Widening of up to 10 lanes [2 express lanes &amp; 3 general use lanes in each direction])</li> </ul>	Construction	Estimated Completion of Current Phase: Early 2025
431350-2	15th St E / 301 Boulevard East from south of 63rd Avenue to south of 51st Avenue East	Add lanes & reconstruct - 3 segments included:  - 431350-6: south of 56th Avenue Drive East to south of 51st Avenue East  - 431350-7: south of 59th Avenue East to south of 56th Avenue Drive East  - 431350-8: south of 63rd Avenue East to south of 59th Avenue East	Design	Status of Current Phase: Underway
433142-1	10th Avenue Complete Street from Riverside Drive to 17th Street West	Complete Street improvements	Project Development & Environment	Estimated Completion of Current Phase: Mid- August 2024
433592-4	SR 45 (US 41) from 69th Avenue (Bay Drive) to Cortez Road	Add sidewalk & lighting	Construction	Status of Current Phase: Advertisement
438992-1	Southern Parkway West from 43rd Street West to 26th Street West	Add sidewalk	Construction	Construction Letting: November FY 2025
440154-1	Sarasota/Manatee US 41 Corridor Mobility and Safety Study (CMASS) from University Pkwy to 17th Street West	Multimodal mobility & safety enhancements; transit focus	Planning	2 Phases:  - Status of Phases 1 & 2A: Complete  - Status of Phase 2B: To Be Initiated
442630-1	DeSoto Bridge from SR 64 (Manatee Avenue) to Haben Boulevard	Bridge replacement	Project Development & Environment	Estimated Completion of Current Phase: January 2025
444440-1	SR 45 (US 41 Business) from 17th Street to Bayshore Road	Safety improvement & roundabout	Construction	Status of Current Phase: Almost Complete
444625-1	Cortez Road Corridor Vision and Action Plan	Develop an integrated land use & transportation vision for Cortez Road  Define multi-modal transportation strategies & complementary land use policies to guide evolution of corridor	Planning	2 Phases:

444807 -2, -3, -4, & -5	Traffic Operation Improvements in Downtown Bradenton (Four Separate Projects Included [Go with 447379-1 & 449120-1: Resurfacing])	Reroute Northbound/Southbound Left Turns on US 41/US 301 & US 41 Business at SR 64 Eastbound/Westbound	Design	<ul> <li>444807-4: Intersections Being Redesigned</li> <li>444807-3 (US 41 Business/9th St W from 6th Ave W to Manatee Ave W): Construction Underway</li> <li>444807-2 &amp; 444807-5: Being Redesigned</li> <li>Construction Letting: March 2026</li> </ul>
444857-1	Palmetto Trails Network from MCAT Station to Lincoln Park to Washington Park	<ul> <li>Expand Martin Luther King Jr. Trail &amp; establish bicycle/pedestrian connections to Regional Trail Network in City of Palmetto through 3 separate shared use pathway/trail segments:</li> <li>Northern Segment: connection from Lincoln Park to Washington Park through neighborhoods East of U 41</li> <li>Middle Segment: rehabilitation of Historic Lincoln Tunnel under US 41 &amp; connections between Manatee County Area Transit Center, Palmetto Youth Center, Dr. Martin Luther King, Jr. Trail, Lincoln Memorial Middle School, &amp; Lincoln Park</li> <li>Southern Segment: connection from Washington Park to Green Bridge</li> </ul>	Project Development & Environment	Estimated Completion of Current Phase: Early 2026
444904-1	SR 45 (US 41 Business)/8th Avenue West Midblock Crossing	Pedestrian safety improvement project	Design	Construction Letting: January 2027
447380-1	SR 70A (East 15th Street) from Crossing #624692 to SR 683 (US 301)	Resurfacing with Lighting & Pedestrian & Transit Improvements (To Include Sidewalk Connectivity, 2 Additional Rectangular Rapid Flashing Beacons Crossings, Replacement of Railroad Crossing, & MCAT Stop Improvements	Construction	Status of Current Phase: Underway
448390-1	SR 45 (US 41) from 63rd Avenue to 53rd Avenue (Overlaps with 433592-4)	Safety project	Design	Status of Current Phase: Underway
449646-1	US 41 (14 Street West) from 53rd Avenue to Orlando Avenue & SR 684 (Cortez Road West) from 32nd Street West to 28th Street West	Safety project (to include mid-block crossings with pedestrian hybrid beacons & median modifications)	Design	Status of Current Phase: Underway
449654-1	15th Street East from 30th Avenue East to 26th Avenue East	Safety improvements (to include sidewalks, lighting, & signals)	Design	Construction Letting: July 2025
454096-1	I-75 at Moccasin Wallow Road Interchange Modification	Interchange modification	Project Development & Environment	Status of Current Phase: Underway

## 1.5 Purpose and Need

## 1.5.1 Project Purpose

The purpose of the project is to evaluate additional capacity and transportation demand across the Manatee River as part of the regional transportation system. The secondary needs of the project are to enhance safety and multi-modal interrelationships.

## 1.5.2 Project Need

The need for the project is based on the following factors:

## 1.5.2.1 Capacity

The geography of Manatee County, particularly surrounding the Manatee River, creates a challenge to transportation infrastructure. Flowing westward toward the Gulf of Mexico, the Manatee River divides the county's western half, separating the cities of Bradenton and Palmetto. The roadway network for both cities is based on a grid street system that distributes traffic to multiple roadways. However, there are only three north-south crossings of the Manatee River connecting the cities of Bradenton and Palmetto, thus forcing the roadway grid system to collect and funnel all the traffic through these three river crossings. As a result, the capacity of three river crossings becomes a constraint for traffic traveling north south. The three Manatee River crossings within the study limits are:

- Green Bridge carries US 41 Business across the Manatee River
- DeSoto Bridge carries US 41 and US 301 across the Manatee River
- I-75 Bridge carries I-75 across the Manatee River

In order to preserve mobility for the residents and visitors of Florida, FDOT has set target Level of Service (LOS) Standards for rural and urban areas. The Target LOS Standard for urban areas is LOS D. Transportation facilities operating below the target standard are operating near capacity. A facility operating at LOS F has reached a point where the demand has exceeded capacity.

Based on FDOT 2021 traffic counts, the DeSoto Bridge and the I-75 Bridge are approaching FDOT target capacity, while the Green Bridge still has adequate capacity for future growth. However, by 2040, the DeSoto Bridge and the I-75 Bridge are projected to be over capacity, and the Green Bridge will be approaching target capacity. The three bridges will exceed capacity by 16% by 2040. Traffic volumes and capacities are listed in **Table 1-2** and **Table 1-3**.

Table 1-2. Traffic Volumes and Level of Service								
Facility	Number of Lanes	2021 Level of Service	2040 Forecast	2040 Level of Service				
Green Bridge	4	37,000	С	61,000	D			
DeSoto Bridge	4	65,500	D	97,200	F			
I-75 Bridge	6	120,500	D	170,000	F			
Total		223,000		328,200				

Source: FDOT Traffic Online, FDOT Quality Level of Service Handbook

Table 1-3. Volume/Capacity (V/C) Ratio								
Facility	Number	Capacity	2021 Traffic	2021	2040	2040		
1 domey	of Lanes	(LOS F) <sup>1</sup>	Counts	V/C Ratio	Forecast	V/C Ratio		
Green Bridge	4	75,301	37,000	0.49	61,000	0.81		
DeSoto Bridge	4	75,301	65,500	0.87	97,200	1.29		
I-75 Bridge	6	131,201	120,500	0.92	170,000	1.30		
Total		281,803	223,000	0.79	328,200	1.16		

Source: FDOT Traffic Online, FDOT Quality Level of Service Handbook

If no additional capacity improvements are made across the Manatee River, the congestion from the bridges will back up onto the grid roadway network in Bradenton and Palmetto, and the SR 64/I-75 and US 301/I-75 interchanges on I-75, causing severe regional delays for residents and visitors.

### 1.5.2.2 Transportation Demand

During the last 40 years, the population of Manatee County has more than doubled, increasing from 148,442 in 1980 to 399,710 in 2020. The major cities within Manatee County are Bradenton and Palmetto, and their population has increased by 84% and 54%, respectively, within the same time period. Population Growth (1980-2020) is listed in **Table 1-4**.

Table 1-4. Population Growth (1980-2020)								
Region	2020	1980-2020 Population						
						Increase		
Bradenton	30,228	43,779	49,504	45,546	55,698	84%		
Palmetto	8,637	9,268	12,571	12,606	13,323	54%		
Manatee County	148,445	211,707	264,002	322,833	399,710	169%		

Source: U.S. Census Bureau

The population increase shows no sign of diminishing, as documented during the 2020 US Census. The US Census revealed that Manatee County had the eighth highest growth rate in Florida. The data trends show this explosion of population growth in east Manatee County. The last ten Developments of Regional Impact (DRIs) in Manatee County have been or will be built

<sup>&</sup>lt;sup>1</sup> Represents LOS F Capacity of a roadway.

near I-75. The Bureau of Economic and Business Research (BEBR) at the University of Florida estimates that the population of Manatee County will add approximately 200,000 residents in the next 30 years and reach 578,500 by the year 2050. Population projections from 2025 to 2050 are listed in **Table 1-5**.

Table 1-5. Population Growth (2025-2050)								
Year	Year 2025 2030 2035 2040 2045 2050							
Manatee County	445,800	481,900	511,200	536,500	558,500	578,500		

Source: Bureau of Economic and Business Research, University of Florida

In addition to the permanent population increase, Manatee County and the City of Bradenton are popular tourist destinations. In 2021, a record 1,000,000 visitors visited the Bradenton Area (Source: Research Data Services).

While the grid street system in Palmetto and Bradenton provides more choices, all motorists crossing the Manatee River are limited to using the three existing bridges along arterial roadways. The increase in traffic volumes will lead to more congestion and increase travel times for trips.

### **Secondary Need**

The secondary need for the project is based on the following factors:

### 1.5.2.3 Safety

Crash data from January 1, 2016, to December 31, 2020, was obtained from the Signal 4 Analytics (S4) website and is summarized in **Table 1-6**.

Table 1-6. Crash Statistics								
Corridor	From	То	Total Crashes	Fatal Crashes	Serious Injury Crashes	Predominant Crash Type (% of crashes)		
Green Bridge	SR 64	10th Street	335	0	10	Front to Rear (54.3%)		
DeSoto Bridge	SR 64	10th Street	772	3	6	Front to Rear (64.2%)		
I-75 Bridge	SR 64	US 301	1,108	3	85	Front to Rear (46.6%)		

The three corridors carry different traffic volumes, and, therefore, a crash rate per million vehicle miles traveled was calculated for each corridor. These crash rates were then compared to similar facilities within FDOT District 1. The analysis shows that all three corridors are experiencing a higher number of crashes compared to similar facilities in FDOT District 1. The crash rates for all three corridors are listed in **Table 1-7**.

Table 1-7. Crash Rates							
Facility	From	То	Length	Lanes	Crashes	Crash Rate <sup>1</sup>	District 1 Average <sup>2</sup>
Green Bridge	SR 64	10th Street	1.79	4	335	2.94	2.48
DeSoto Bridge	SR 64	10th Street	1.80	4	772	3.67	2.48
I-75 Bridge	SR 64	US 301	3.80	6	1,108	1.39	0.55

<sup>&</sup>lt;sup>1.</sup> Crash rate is represented as the number of crashes per million vehicles miles

Without any improvements, the number of crashes will continue to increase. The predominant crash type, "front to rear" crashes are typically associated with congestion. The increasing traffic volumes are anticipated to lead to more congestion and crashes.

## 1.5.2.4 Modal Interrelationships

The study area includes several large pedestrian/bicycle trip generators on both sides of the Manatee River. These include Bradenton Area Convention Center (a 4,000 seat multi-purpose area) and Palmetto Estuary Nature Preserve (a 20-acre park with wildlife observation areas, picnic areas, fishing pier, and trails) located north of Manatee River while the Bradenton RiverWalk (a 1.5-mile park including an amphitheater, skate park, and fishing pier), downtown attractions and multiple hotels are located south of the Manatee River.

However, there are limited pedestrian/bicycle facilities on the existing three bridges across the Manatee River. The DeSoto Bridge does not include any sidewalks or bicycle lanes. The I-75 Bridge restricts the implementation of pedestrian and bicycle facilities as it is a limited access facility. Only the Green Bridge includes a barrier separated shared use path in the southbound direction. Due to a lack of pedestrian/bicycle facilities, the majority of the trips between major attractions are made using motorized vehicles.

Additionally, the Sarasota/Manatee Metropolitan Planning Organization (MPO) prioritized bicycle, pedestrian, and transit facilities during the development of 2045 Long Range Transportation Plan (LRTP). The 2045 LRTP includes lower service headways for Manatee County Area Transit bus routes to encourage transit ridership. Additionally, the 2045 LRTP includes several Multi Modal Emphasis Corridors that anticipate increasing the number of walking, bicycle, and transit trips in the region. As these projects are completed, the lack of bicycle/pedestrian/transit facilities across the Manatee River will hamper multi-modal connectivity and discourage residents from considering alternative modes for recreational, work, and other trips.

### 1.5.2.5 Project Status

Located within the Sarasota/Manatee MPO, the proposed project, Bradenton-Palmetto Corridor, is identified in the Sarasota/Manatee MPO Transportation Improvement Program (TIP) FY 2022/23 to 2026/27 as a Project Priority #2 and included in the 2045 LRTP as a regional bridge priority.

<sup>&</sup>lt;sup>2</sup> Crash rate is represented as the number of crashes per million vehicle miles compared to similar facilities in FDOT District 1.

The Bradenton-Palmetto Connector is also listed in the FY 2023-2026 FDOT State Transportation Improvement Program (STIP) and identified a total funding of \$3,098,205 for the PD&E phase. Currently, \$3,000,000 has been encumbered for the ACE and PD&E phase. The Design, Right-of-Way, and Construction phases are not yet funded.

As the project advances, FDOT will coordinate with the Sarasota-Manatee MPO and Manatee County to ensure that the LRTP, TIP and STIP reflect the necessary funding to meet planning consistency requirements.

# 2.0 EXISTING AND FUTURE CONDITIONS

The study area's environmental setting was analyzed based on its social, natural, cultural, and physical features to understand both existing and future conditions. The data collected here serves as a foundation for travel demand forecasting, defining the project's purpose and identifying constraints, potential corridors, and overall characteristics of the study area.

# 2.1 Roadway Characteristics

The major arterial system in the study area includes I-75, US routes and State Roads. This arterial system has the highest traffic volumes within the study area and forms an intensive transportation network by linking the urbanized areas. I-75 is the only expressway in the study area and services as a critical north-south interstate highway, facilitating regional and long-distance travel.

Other major arterial roadways within the study area include portions of US 19, US 41, and US 301, as well as SR 64 and SR 70. US 19/US 41 and US 41 Business (Green Bridge) are key north-south roadways providing access to the study area cities within the study area and carrying regional traffic between major cities in Florida. US 301, SR 64, and SR 70 are the primary east-west roadways facilitating connectivity between I-75, US 19, and US 41 through the urban areas within the study area.

City and county roads within the study area form a collector roadway network which collects and funnels from local streets to arterial systems. The collector roadway network also provides access for alternative modes of travel to properties adjacent to arterials.

The typical sections of roadway facilities in the study area range from two-lane undivided roadways to six-lane divided highways. Collector roadways generally have lower speed limits (30 miles per hour [mph] or less), while the arterial roadway system typically has higher speed limits. Posted speed limits on I-75 is 70 mph.

Deficiencies in the existing roadway features within the study area include issues with sidewalk connectivity and widths, posted speed limits, lane widths, and roadways with functional classifications that do not meet current FDOT Design Manual, context classification standards, or Florida Greenbook design criteria. Right-of-way constraints limit the types of improvements that can be made to these facilities.

The principal arterials, other arterials, and local roads, selected for review, have been highlighted in **Figure 2-1**.



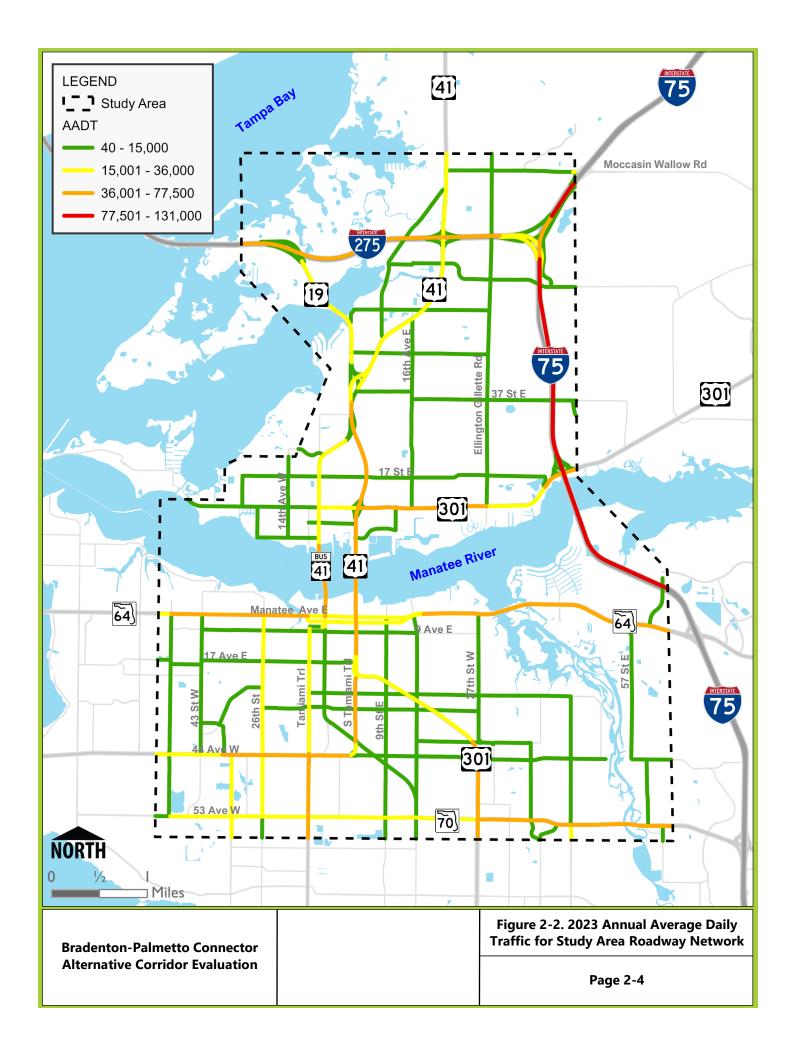
### 2.2 Traffic Characteristics

As described in the Purpose and Need section above, the traffic characteristics in the study area indicate that the current roadway network lacks sufficient capacity to accommodate existing demand. Per the 2021 traffic counts, DeSoto Bridge and I-75 were operating at a LOS D and projected to operate at a LOS F by 2040, as shown in **Table 1-2**. Additionally, Green Bridge (US41 Business) was operating as an LOS C and is projected to operate at an LOS D in 2040. The three bridges will exceed capacity by 16% by 2040. Traffic volumes and capacities are listed in **Table 1-2** and **Table 1-3**.

An updated analysis of traffic characteristics, conducted using 2023 traffic counts, confirmed the need for the project. The heaviest traffic concentrations are currently observed on I-75 and segments of US 41, US 41B, US 301, SR 64, and SR 70. The 2023 Annual Average Daily Traffic (AADT) for the study area is presented in **Figure 2-2**. Given the anticipated population and traffic growth between 2021 and 2023, it is foreseeable that by 2050, the traffic volumes and capacities will surpass the 2040 projections.

An analysis of travel patterns reveals that approximately 30% of the trips across the Green and DeSoto Bridges are regional trips (trips that pass through the study area and have their trip end outside the study area). Combined with increasing demand, congestion levels are expected to worsen on the roadway network significantly by 2040. Traffic within the study area is projected to increase by 47% compared to 2021 levels. Additionally, by 2040, the population is anticipated to grow by 64% from 2020 levels. The area's status as a tourist destination further exacerbates the issue; in 2021, the Bradenton area welcomed one million visitors, adding pressure to the roadway network.

The forecasted growth in travel demand is expected to significantly impact the movement of both people and goods in and around the study area. Bridge crossings are projected to see nearly a 50% increase in demand, contributing to further congestion. Travel times along key corridors will rise as these roadways become more congested, forcing drivers to seek alternate routes. This shift is likely to cause additional delays, compromise roadway safety, and accelerate pavement deterioration. If no additional capacity improvements are made across the Manatee River, the congestion from the bridges will back up onto the grid roadway network in Bradenton and Palmetto, and the SR 64/I-75 and US 301/I-75 interchanges on I-75, causing severe regional delays for residents and visitors.



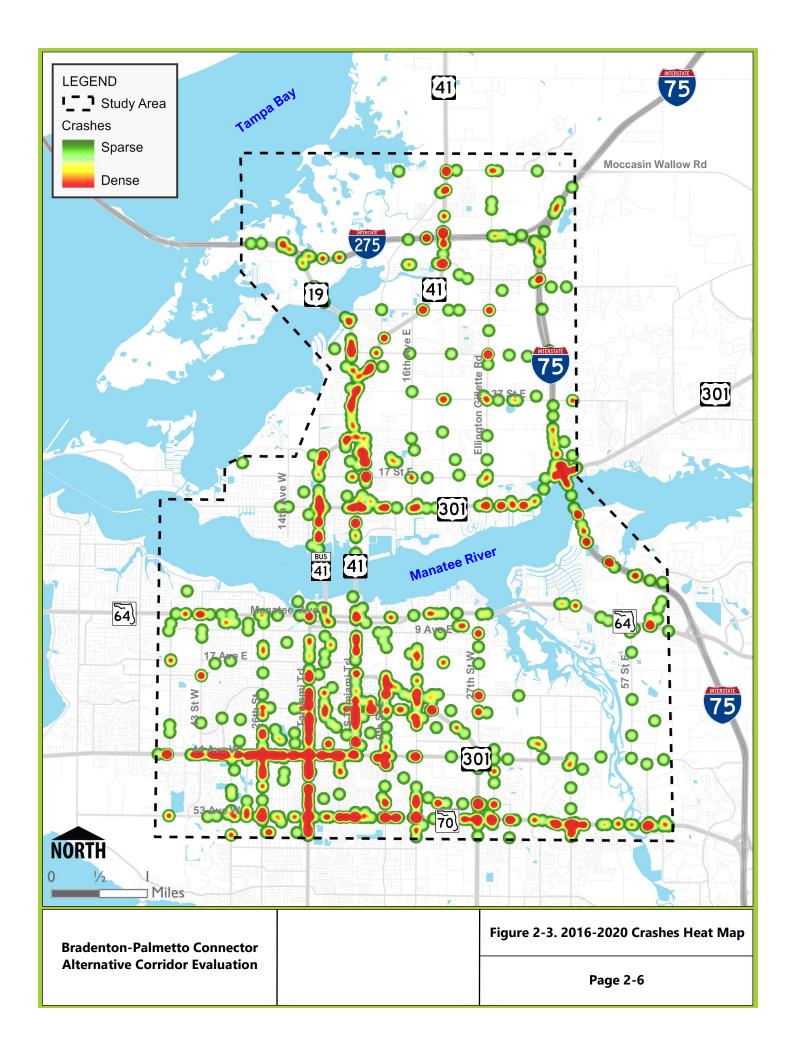
### 2.3 Crash Data

Crash data for the study was collected from the Signal 4 Analytics, covering the period from January 1, 2016, through December 31, 2020. The data was analyzed to identify crash frequency and types, with the goal of pinpointing locations with high crash rates.

Over the five-year study period, 1,781 fatal and serious injury crashes were reported. Of these crashes, 143 crashes (8%) were fatal, and 1,638 crashes (92%) were "serious injury" crashes. The predominant crash type was "rear end" (450 crashes), "left entering" (269 crash) and "right angle" (192 crashes). "Rear end" crashes are commonly associated with traffic congestion, driver distraction and tailgating.

A total of 186 crashes were reported during the "Dark—Not Lighted" conditions. For intersections and segments that exceed the statewide average, a lighting justification study is recommended during the PD&E phase. Finally, there were 168 pedestrian-related crashes and 120 bicycle-related crashes. Pedestrian and bicycle-related crashes are more likely to cause fatalities because the kinetic energy of a moving vehicle is absorbed by the human body. As part of the ACE, opportunities for providing a shared-use path, separated from the travel lanes, were explored.

**Figure 2-3** shows the heat map of these high-injury crashes in the study area. Most of the fatal and serious injury crashes were concentrated in the southern portion of the study area. There was a large clustering of fatal and serious crashes at the intersections of Tamiami Trail (14th Street West) and 44th Avenue West, Tamiami Trail (14th Street West) and 53rd Avenue West, and 26th Street West and 44th Avenue West. **Figure 2-4** shows the distribution of fatal and serious injury crashes.





# 2.4 Environmental Settings

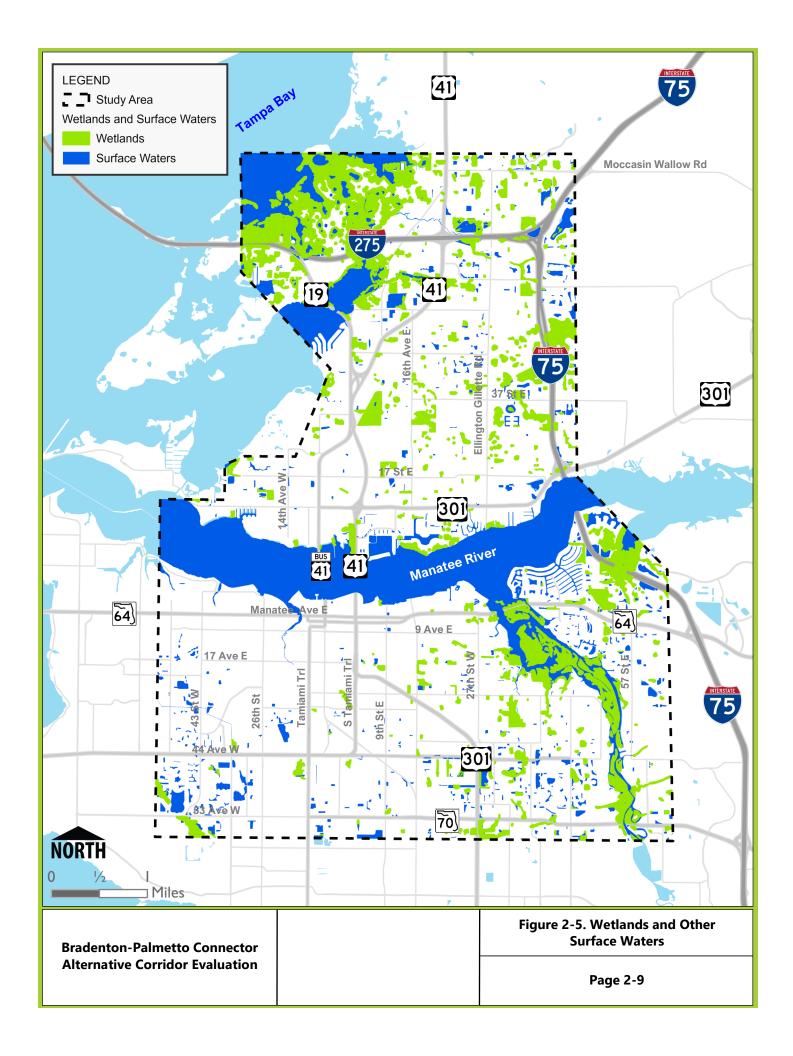
### 2.4.1 Natural Resources

Existing natural resource conditions were gathered from a multitude of both state and federal resources including but not limited to the Florida Department of Environmental Protection (FDEP), the Southwest Florida Water Management District (SWFWMD), the U.S. Fish and Wildlife Service (USFWS), the National Oceanic and Atmospheric Administration (NOAA), National Marine Fisheries Service (NMFS), the Florida Fish and Wildlife Conservation Commission (FWC), and the Florida Natural Areas Inventory (FNAI). Species occurrences, habitats and ranges, land use, water resources, floodplains, and soils were also examined.

### 2.4.2 Wetlands and Surface Waters

The extent and types of wetlands and surface waters in the project study area were identified utilizing the SWFWMD Florida Land Use, Cover, Forms and Classification System (FLUCFCS) 2020 data. Review of this data identified 18 types of wetlands and surface waters within the project study area encompassing a total of 12,338.81 acres. Of this total, 4,072.60 acres of wetlands and 8,266.21 acres of surface waters are present, with bays and estuaries (FLUCFCS 5400) being the most abundant wetland resource (5,913.32 acres). Identified wetlands and surface waters are summarized in **Table 2-1** and shown in **Figure 2-5**.

Table 2-1. Wetlands and Surface Waters wi	thin the Project Study Area
Wetlands and Surface Water Type	Acreage within Study Area
5100: Streams And Waterways	18.55
5200: Lakes	79.74
5300: Reservoirs	1,321.22
5400: Bays And Estuaries	5,913.32
6100: Wetland Hardwood Forests	4.98
6120: Mangrove Swamps	1,240.41
6150: Stream And Lake Swamps (Bottomland)	302.06
6200: Wetland Coniferous Forests	11.52
6210: Cypress	7.50
6300: Wetland Forested Mixed	1,364.45
6400: Vegetated Non-Forested Wetlands	69.33
6410: Freshwater Marshes	349.81
6420: Saltwater Marshes	457.93
6430: Wet Prairies	87.08
6440: Emergent Aquatic Vegetation	96.16
6520: Shorelines	3.91
6530: Intermittent Ponds	16.97
6600: Salt Flats	60.49
9110: Sea Grass	933.38
Total	12,338.81



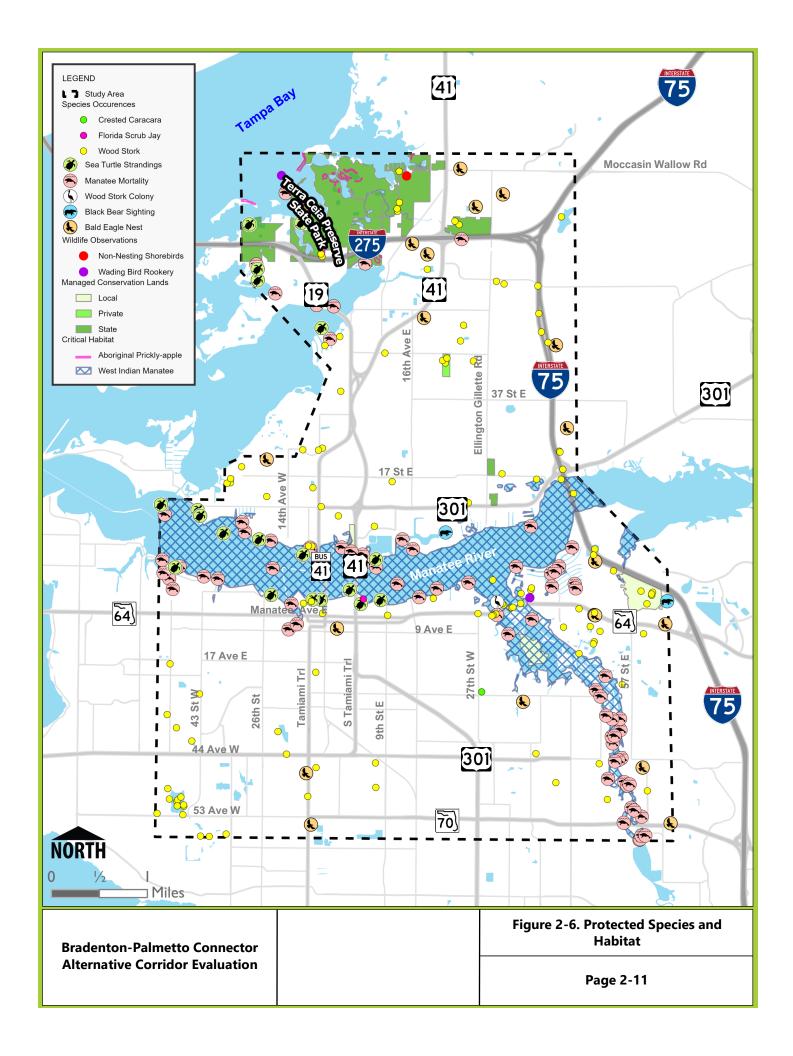
Wetlands, including many that are tidally influenced, in the project study are associated with the Manatee River and Braden River and their tributaries; McMullen Creek, Frog Creek, Cabbage Slough; and the many bays, harbors, and bayous along the coast such as Tierra Ciea Bay, Williams Bayous, and Bishop Harbor. Other smaller depressional wetlands and surface waters persist throughout the project study area, interspersed within urban development.

# 2.4.3 Protected Species and Habitat

The potential for occurrence of protected species and their habitats within the project study area was evaluated through a review of available Geographic Information System (GIS) data and other resources, including:

- Audubon Florida EagleWatch Public Nest Map
- FNAI protected plant and animal species lists for Manatee County
- FWC Terrestrial Resources GIS Map Viewer (TRGIS)
- FWC Imperiled Wading Bird Colony Viewer
- NOAA NMFS Essential Fish Habitat Mapper
- NOAA NMFS Southeast Region ESA Section 7 Mapper
- USFWS Information for Planning and Consultation (IPaC)
- USFWS Critical Habitat for threatened and endangered species
- USFWS South Florida wood stork Core Foraging Areas (CFA, 15-mile radius)

Figure 2-6 depicts historic protected species occurrences from database searches. All or portions of the project study area are within the USFWS Consultation Area (CA) for four federally listed species: Florida scrub-jay (*Aphelocoma coerulescens*), piping plover (*Charadrius melodus*), Audubon's crested caracara (*Caracara plancus audubonii*), and West Indian manatee (*Trichechus manatus*). Critical Habitat (CH) for the West Indian manatee and the aboriginal prickly-apple (*Harissa aboriginum*) also occurs within the project study area. The project study area occurs within the CFA of one wood stork (*Mycteria americana*) colony, Ayres Point – Dot Dash. A wading bird colony, Colony 615113 – Dot Dash Dit Colony, is located on a mangrove island north of the SR 64 bridge over the Braden River. This location coincides with the Ayres Point – Dot Dash wood stork colony. Wetlands and surface waters within the project study may provide Suitable Foraging Habitat for the wood stork and support foraging of other state listed wading birds including the little blue heron (*Egretta caerulea*), tricolored heron (*Egretta tricolor*), roseate spoonbill (*Plataela ajaja*), and reddish egret (*Egretta rufescens*). Multiple bald eagle nests (MN006, MN006A, MN007, MN023, MN024, MN037, MN044, MN046, MN048, MN052, MN055, MN059, MN067, MN068, MN910, MN934, MN936, MN938, MN946) are located within the project study area.



Although portions of the project study area are highly developed, and it is anticipated that the overall potential for occurrence of listed flora species within the project study area is low. There is Critical Habitat for the aboriginal prickly-apple (*Harissa aboriginum*). This mapped habitat is primarily within the northwest portion of the project study area, occurring along the coast and within the Terra Ciea Preserve State Park.

**Table 2-2** presents a summary of the potential for protected species involvement based on the GIS and literature review. In addition to utilizing the datasets included in **Figure 2-6**, potential involvement was determined utilizing information such as known range, preferred habitat types, and other documentation obtained from USFWS, FWC, FNAI, and/or NMFS.

To further summarize the results of desktop efforts, each potentially occurring species was assigned a likelihood for occurrence of "none," "low," "moderate," or "high" within habitats found in the project study area. Definitions of probability of species presence are provided subsequently. **Table 2-2** lists the federally and state-protected wildlife species known to occur within Manatee County that could potentially occur near the project area based on availability of suitable habitat and known ranges. As a note, all habitat considered suitable at this stage is also considered uniform quality and will be verified in subsequent phases of the project as necessary to support an effect determination.

# **Probability of Occurrence**

**None** – Species has been documented in Manatee County, but due to complete absence of suitable habitat, could not be naturally present within the project corridor.

**Low** – Species with a low likelihood of occurrence within the project area are defined as those species that are known to occur in Manatee County or the bio-region, but suitable habitat is limited in the project area, or the species is rare.

**Moderate** – Species with a moderate likelihood of occurrence are those species known to occur in Manatee or nearby counties, and for which suitable habitat is well represented in the project area, but no observations or positive indications exist to verify presence.

**High** – Species with a high likelihood of occurrence are suspected within the project area based on known ranges and existence of sufficient suitable habitat in the area; are known to occur adjacent to the project; or have been previously observed or documented in the vicinity.

Table 2-2. Potential for Protected Wildlife Species Involvement							
Common Name	Scientific Name	USFWS/NMFS Status		USFWS CA/CH/CFA	Preferred Habitat	Probability of Occurrence*	
Fish							
Gulf sturgeon	Acipenser oxyrinchus desotoi	Т	FT		Forages in Gulf of Mexico and associated estuaries; spawns in most major coastal rivers in areas	Low	
Giant manta ray	Mobula birostris	Т	FT		Oceanic waters, coastal areas, estuaries, inlets, bays and intercoastal waterways	Low	
Smalltooth sawfish	Pristis pectinata	E	FE		Southwest Florida waters, particularly within the Caloosahatchee River. Young prefer shallow estuarine waters near red mangroves, as well as waters under docks, bridges, and piers. Adults prefer deeper, more open waters but have been documented near coral reefs and travel inshore for mating and birth	Low	
Reptiles				T			
American alligator	Alligator mississippiensis	T (S/A)	FT(S/A)		Marshes, rivers, lakes, and ponds	High	
Loggerhead sea turtle	Caretta caretta	Т	FT		Marine coastal and oceanic waters; nests on coastal sand beaches	Moderate	
Green sea turtle	Chelonia mydas	Т	FT		Estuarine and marine coastal and oceanic waters; nests on coastal sand beaches	Moderate	
American crocodile	Crocodylus acutus	Т	FT		Brackish or saltwater areas, including ponds, coves, and creeks in mangrove swamps	Low	
Eastern indigo snake	Drymarchon couperi	Т	FT		Diverse habitat including pine flatwoods, scrubby flatwoods, floodplain edges, sand ridges, tropical hammocks, edges of freshwater marshes, coastal dunes, xeric sandhill, and agricultural sites	Low	
Gopher tortoise	Gopherus polyphemus	N	ST		Sandhills, xeric oak scrub, sand pine scrub, and scrubby flatwoods	Moderate	
Kemp's Ridley sea turtle	Lepidochelys kempii	E	FE		Marine coastal waters, usually with sand or mud bottoms; nests on sandy beaches	Low	
Florida pine snake	Pituophis melanolecus mugitus	N	ST		Sandhills, former sandhill, sand pine scrub, and scrubby flatwoods; often coexists with pocket gophers and gopher tortoise	Low	
Birds				T			
Florida sandhill crane	Antigone canadensis pratensis	N	ST		Prairies, freshwater marshes, and pasture lands	High	
Florida scrub-jay	Aphelocoma coerulescens	Т	FT	CA	Scrubby flatwoods, sand pine and xeric oak along sandy ridges, sand dunes, and sandy deposits	Low	
Florida burrowing owl	Athene cunicularia floridana	N	ST		Dry prairie, sandhill, and ruderal areas such as pastures, airports, ball fields, and vacant lots	Low	
Piping plover	Charadrius melodus	Т	ST	CA	Open, sandy beaches and on tidal mudflats and sandflats	Low	
Snowy plover	Charadrius nivosus	N	ST		Dry, sandy beaches; nests in shallow depressions near vegetation or debris	Low	
Rufa red knot	Calidris canutus rufa	Т	FT		Coastal marine and estuarine habitats with large areas of exposed intertidal sediments	Moderate	
Little blue heron	Egretta caerulea	N	ST		Forages in shallow freshwater, brackish, and saltwater habitats; nests in woody vegetation	High	

	Table 2-2. Potential for Protected Wildlife S	pecies Involv	ement			
Common Name	Scientific Name	USFWS/NMF Status	S FWC Status	USFWS CA/CH/CFA	Preferred Habitat	Probability of Occurrence*
					including cypress, willow, mangrove, and cabbage palm	
Tricolored heron	Egretta tricolor	N	ST		Forages in permanently and seasonally flooded wetlands, mangrove swamps, tidal creeks, ditches, and edges of ponds and lakes; nests in colonies on mangrove islands or in woody thickets	High
Reddish egret	Egretta rufescens	N	ST		Forages in shallow water of varying salinity including open, marine tidal flats and shorelines; nests on coastal mangrove islands, or on dredge spoil islands	High
Southeastern American kestrel	Falco sparverius paulus	N	ST		Open pine habitats, woodland edges, prairies, and pastures	Low
American oystercatcher	Haematopus palliatus	N	ST		Large areas of beach, sandbar, mud flat, and shellfish beds; nests in sparsely vegetated, sandy areas	Low
Bald eagle	Haliaeetus leucocephalus	**	N		Nests in trees or structures along coasts, rivers, lakes, or other bodies of water that provide concentrations of food sources	High
Eastern black rail	Laterallus jamaicensis ssp. jamaicensis	Т	FT		Freshwater, salt, and brackish marsh habitats	Low
Wood stork	Mycteria americana	Т	FT	CFA	Forages in shallow freshwater and tidal habitats that concentrate food sources; nests in colonies in freshwater and estuarine mixed hardwood swamps, slough, cypress domes/strands, mangroves	High
Roseate spoonbill	Plataela ajaja	N	ST		Forages in shallow water of varying salinity including freshwater sloughs and marshes, coastal marshes, and marine tidal flats and ponds nests in colonies on coastal mangrove islands or man-made dredge spoil islands	High
Audubon's crested caracara	Caracara plancus audubonii	Т	FT	CA	Wet prairie with cabbage palms and wooded areas with saw palmetto, cypress, scrub oaks and pastures	Low
Everglade snail kite	Rostrhamus sociabilis plumbeus	E	FE		Shallow grassy shorelines of lakes and shallow freshwater marshes	None
Black skimmer	Rynchops niger	N	ST		Coastal areas including beaches, bays, estuaries, sandbars, tidal creeks, and inland waters; nest on sandy beaches, small coastal islands, and dredge spoil islands	Low
Least tern	Sternula antillarum	N	ST		Coastal areas including beaches, lagoons, bays, and estuaries; nests on well-drained sand or gravel including artificial nesting sites such as gravel rooftops, construction sites, causeways, and mining lands	Low
Mammals		<u> </u>		<u> </u>	Forested or wooded helitate recets in electrons of	
Tricolored bat	Perimyotis subflavus	PE	PFE		Forested or wooded habitat; roosts in clusters of leaves in live and dead deciduous trees, Spanish	Moderate

Table 2-2. Potential for Protected Wildlife Species Involvement							
Common Name	Scientific Name			USFWS CA/CH/CFA	Preferred Habitat	Probability of Occurrence*	
					moss, and dead pine needle clusters, culverts, and bridges		
West Indian manatee	Trichechus manatus	Т	FT	CA/CH	Utilize a variety of habitats but requires extensive block of mostly forested communities, including large wetlands	High	
Florida black bear	Ursus americanus floridanus	***	N		Utilize a variety of habitats but are dependent on forests and natural communities with a nearly impenetrable understory	Moderate	

<sup>\*</sup> Probability of Occurrence

None – Species has been documented in Manatee County, but due to complete absence of suitable habitat, could not be naturally present within the project study area.

Low - Species that are known to occur in Manatee County or the bio-region, but preferred habitat is limited in the project study area, or the species is rare.

Moderate – Species known to occur in Manatee or nearby counties, and for which suitable habitat is well represented in the project study area, but no observations or positive indications exist to verify presence.

High – Species suspected within the project study area based on known ranges and existence of sufficient preferred habitat in the area; are known to occur adjacent to the project; or have been previously observed or documented in the vicinity.

\*\*Protected under the Bald and Golden Eagle Protection Act (BGEPA) (16 U.S.C. 668-668d)

\*\*\*Protected under the Florida Black Bear Conservation Rule 68A-4.009 F.A.C

N: Not currently listed T: Threatened

T(S/A): Threatened due to similarity of appearance

E: Endangered

FE: Federally Endangered

FT: Federally Threatened

FT(S/A): Federally Threatened due to similarity of appearance

PE: Proposed Endangered

PFE: Proposed Federally Endangered

ST: State Threatened

CA: Consultation Area

CH: Critical Habitat
CFA: Core Foraging Area Source: USFWS, FWC, FNAI Essential Fish Habitat (EFH) is present within the Manatee and Braden Rivers and coastal water within the project study area. A review of the NMFS EFH Mapper indicates that EFH is present for coastal migratory pelagics, reef fish, red drum, shrimp, and spiny lobster. A submerged aquatic vegetation (SAV) survey will likely be required to determine potential impacts to EFH and aquatic resources.

Managed areas within the project study area are depicted in **Figure 2-6**. The term "Managed Area" refers to a managed conservation land. Managed conservation lands within and directly adjacent to the project study area provide an opportunity for listed species occurrences. These conservation lands include: FDEP lands – Terra Ceia Preserve State Park; SWFWMD – Tampa Bay Estuarine Ecosystem – Frog Creek; Manatee County – Tom Bennett Park and Pine Island Preserve; City of Palmetto – Palmetto Estuary Preservation Project, and private or non-profit conservation lands such as Felts Audubon Preserve, managed by Manatee Audubon Society.

During the PD&E for the selected corridors, species-specific surveys will likely be required to confirm species presence/absence for several species depending on the location of the project alternatives, including the gopher tortoise, southeastern American kestrel, and eastern black rail.

# 2.4.4 Drainage

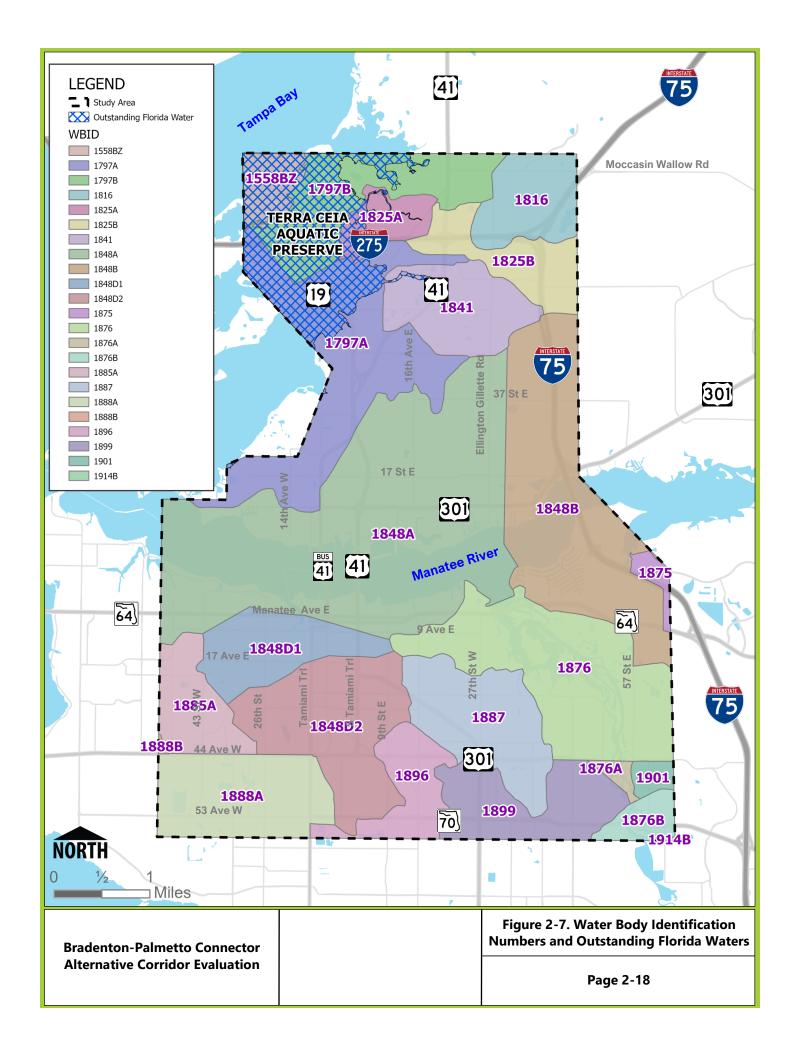
The project study area is located within the SWFWMD jurisdiction. The study area traverses 23 Water Body Identification Numbers (WBIDs). Of these, 14 WBIDs are impaired and four are impaired for nutrients and are listed in **Table 2-3**. A water body is considered impaired when one or more water quality parameters do not meet applicable water quality criteria, which indicates that the water body does not fully support its designated use. Typically, a water body is identified as being impaired due to elevated (or diminished) nutrient contents or other criteria such as elevated bacteria levels.

A Basin Management Action Plan (BMAP) is a framework for water quality restoration that contains a comprehensive set of solutions to achieve pollutant reductions. The project study area is not located within the footprint of any BMAPs. Therefore, water quality impairment status is not considered a priority criterion in the development and ranking of the potential corridors.

	Table 2-3. WBIDs and Impairment Status						
WBID	Water Body Name	Impairment Status	Impairment Parameter				
1885A	West Cedar Hammock	Impaired	Bacteria				
1888A	Cedar Hammock Drainage Canal	Not Impaired					
1888B	Palma Sola Creek	Not Impaired					
1896	Bowlees Creek	Impaired	Bacteria, Nutrients				
1848A	Manatee River Below Braden River	Not Impaired					
1848B	Manatee River Above Braden River	Impaired	Bacteria, Nutrients				
1848D1	Wares Creek (Estuarine Segment)	Impaired	Bacteria, Nutrients, Dissolved Oxygen				
1848D2	Wares Creek (Freshwater Segment)	Impaired	Bacteria, Nutrients				

	Table 2-3. WBIDs and Impairment Status						
WBID	Water Body Name	Impairment Status	Impairment Parameter				
1875	Cypress Strand	Not Impaired					
1876	Braden River Below Ward Lake	Impaired	Bacteria				
1876A	Braden River Near Girl Scout Camp	Not Impaired					
1876B	Braden River Near Ellwood Park	Not Impaired					
1887	Sugarhouse Creek	Impaired	Bacteria				
1899	Gap Creek	Impaired	Bacteria				
1901	Williams Creek	Impaired	Bacteria				
1914B	Ward Lake Outlet	Not Impaired					
1558BZ	Tampa Bay (Lower North Segment)	Impaired	Bacteria				
1797A	Terra Ceia Bay	Impaired	Bacteria, Metals				
1797B	Bishops Harbor	Impaired	Bacteria				
1816	Cabbage Slough	Not Impaired					
1825A	Frog Creek (Tidal Segment)	Impaired	Bacteria				
1825B	Frog Creek (Freshwater Segment)	Impaired	Bacteria				
1841	Mcmullen Creek	Not Impaired					

Outstanding Florida Waters (OFWs) such as aquatic preserves are waterbodies that have been designated as such to afford them greater regulatory protections and typically include more stringent water quality requirements. Terra Ciea Aquatic Preserve is an OFW that is located along the northwest portion of the project study area; therefore, additional water quality treatment will be required if the potential corridor is impacting that area. This information is provided in **Figure 2-7**.



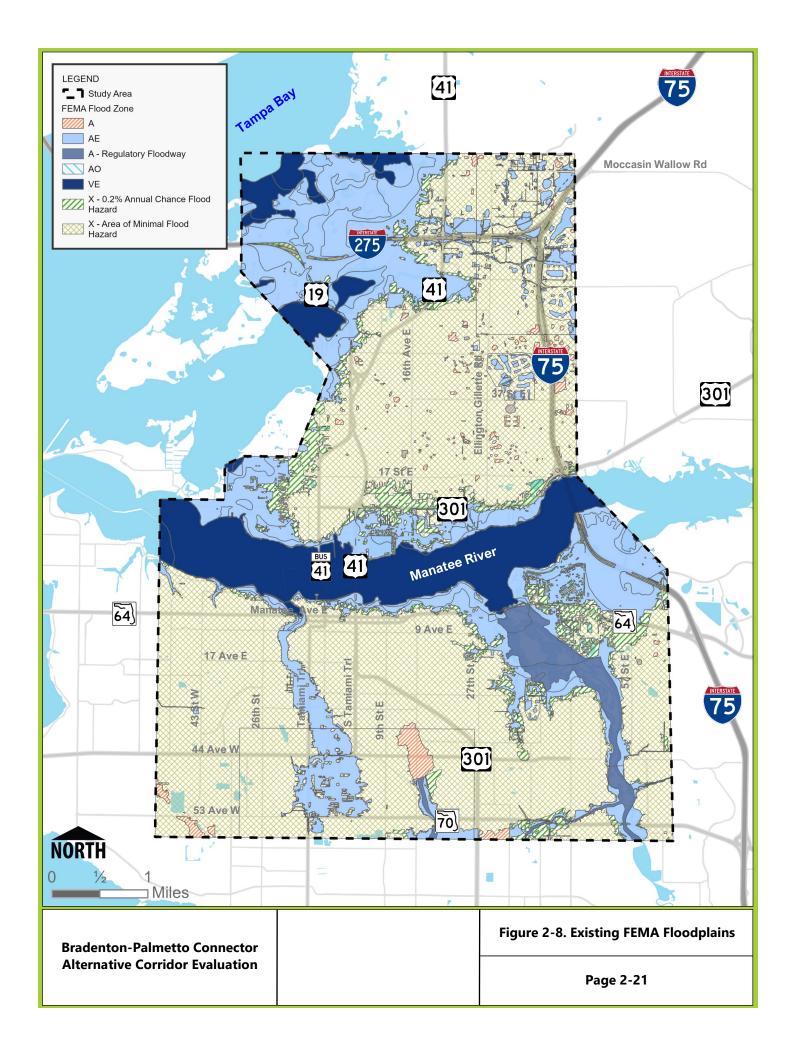
The project study area intersects 30 Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panels as listed in **Table 2-4**.

Table 2-4. FEMA FIRM Panels				
FIRM Panel	Effective Date			
12081C0308E	3/17/2014			
12081C0304E	3/17/2014			
12081C0151F	8/10/2021			
12081C0152F	8/10/2021			
12081C0153F	8/10/2021			
12081C0154F	8/10/2021			
12081C0156F	8/10/2021			
12081C0158F	8/10/2021			
12081C0161F	8/10/2021			
12081C0162F	8/10/2021			
12081C0163F	8/10/2021			
12081C0164F	8/10/2021			
12081C0166F	8/10/2021			
12081C0168F	8/10/2021			
12081C0301F	8/10/2021			
12081C0302F	8/10/2021			
12081C0303F	8/10/2021			
12081C0306F	8/10/2021			
12081C0307F	8/10/2021			
12081C0309F	8/10/2021			
12081C0328F	8/10/2021			
12081C0326F	8/10/2021			
12081C0167F	8/10/2021			
12081C0169F	8/10/2021			
12081C0190F	8/10/2021			
12081C0157E	3/17/2014			
12081C0159E	3/17/2014			
12057C0801H	8/28/2008			
12115C0050F	11/4/2016			
12115C0075F	11/4/2016			

The FIRM Panels indicate that the majority of the project study area lies within FEMA Flood Zone X, which indicates areas within minimal flood hazard; however, roughly a quarter of the project is FEMA Flood Zone AE, which is designated as a high-risk flood zone due to its proximity to floodplains, rivers, lakes, and other water bodies. Flood Zone AE has a 1% chance of flooding annually. The Base Flood Elevation (BFE) occurs between 7.0 and 32.0 feet within the project study area, with an average BFE of 16.0 feet. Regulatory floodways are associated with Bowlees

Creek and the Braden River and its associated tributaries. **Table 2-5** describes each of the flood zones. Refer to **Figure 2-8** for additional information regarding floodplains.

	Table 2-5. Flood Zone Descriptions
Zone	Description
А	Areas subject to inundation by the 1 percent annual chance flood event generally determined using approximate methodologies. Because detailed hydraulic analyses have not been performed, no Base Flood Elevations (BFEs) or flood depths are shown.
AE	Areas subject to inundation by the 1 percent annual chance flood event determined by detailed methods. The base floodplain where base flood elevations are provided.
АН	Areas subject to inundation by 1 percent annual chance shallow flooding (usually areas of ponding) where average depths are between one and three feet. Base Flood Elevations (BFEs) derived from detailed hydraulic analyses are shown in this zone.
АО	Areas subject to inundation by 1 percent annual chance shallow flooding (usually sheet flow on sloping terrain) where average depths are between 1 and 3 feet.  Average flood depths derived from detailed hydraulic analyses are shown in this zone. Some Zone AO areas have been designated as areas with high flood velocities such as alluvial fans and washes.
AR	Areas that result from the decertification of a previously accredited flood protection system that is determined to be in the process of being restored to provide base flood protection.
A99	Areas subject to inundation by the 1 percent annual chance flood event, but which will ultimately be protected upon completion of an under-construction Federal flood protection system. These are areas of special flood hazard where enough progress has been made on the construction of a protection system, such as dikes, dams, and levees, to consider it complete for insurance rating purposes. Zone A99 may only be used when the flood protection system has reached specified statutory progress toward completion.
В	An area of moderate flood hazard that is determined to be outside the Special Flood Hazard Area between the limits of the base flood and the 0.2 percent annual chance (or 500-year) flood.
С	An area of minimal flood hazard that is determined to be outside the Special Flood Hazard Area and higher than the elevation of the 0.2 percent annual chance (or 500-year) flood
V	Areas along coasts subject to inundation by the 1 percent annual chance flood event with additional hazards associated with storm-induced waves. Because detailed hydraulic analyses have not been performed, no Base Flood Elevations (BFEs) or flood depths are shown. Mandatory flood insurance purchase requirements and floodplain management standards apply. 8/10/2021
Х	The area determined to be outside the 500-year flood and protected by a water control structure from 100- year flood.
VE	Areas subject to inundation by the 1 percent annual chance flood event with additional hazards due to storm-induced velocity wave action. Base Flood Elevations (BFEs) derived from detailed hydraulic analyses are shown.  Mandatory flood insurance purchase requirements and floodplain management standards apply.



## 2.4.5 Sociocultural

During the last 40 years, the population of Manatee County has more than doubled, increasing from 148,442 in 1980 to 399,710 in 2020. The major cities within Manatee County are Bradenton and Palmetto, and their population has increased by 84% and 54%, respectively, within the same time period. Population Growth (1980-2020) is listed in **Table 2-6.** 

Table 2-6. Population Growth (1980-2020)						
Region	1980	1990	2000	2010	2020	1980-2020 Growth Rate
Bradenton	30,228	43,779	49,504	45,546	55,698	84%
Palmetto	8,637	9,268	12,571	12,606	13,323	54%
Manatee County	148,445	211,707	264,002	322,833	399,710	169%

Source: U.S. Census Bureau

The population increase shows no sign of diminishing, as documented during the 2020 US Census. The US Census revealed that Manatee County had the eighth highest growth rate in Florida. The data trends show this explosion of population growth in east Manatee County. The last ten Developments of Regional Impact (DRIs) in Manatee County have been or will be built near I-75. The Bureau of Economic and Business Research (BEBR) at the University of Florida estimates that the population of Manatee County will add approximately 200,000 residents in the next 30 years and reach 578,500 by the year 2050. Population projections from 2025 to 2050 are listed in **Table 2-7**.

	Table 2-7. Population Projections (2025-2050)					
Year         2025         2030         2035         2040         2045         2050						
Manatee County	445,800	481,900	511,200	536,500	558,500	578,500

Source: Bureau of Economic and Business Research, University of Florida

In addition to the projected population increase, Manatee County and the City of Bradenton are popular tourist destinations. In 2021, a record 1,000,000 visitors visited the Bradenton Area (Source: Research Data Services).

A demographic profile was prepared for the project area utilizing data from the Sociocultural Data Report (SDR). The SDR uses the 2016-2020 American Community Survey (ACS) data and reflects an approximation of the population within the following Census Block Groups: 26, 36, 41, 42, 44, 45, 46, and 51. The demographic characteristics of the study area were compared to Manatee County.

The study area has a higher minority population percentage of 40% compared to Manatee County's population of 30.23%. The study area also has a higher percentage of individuals 18 years or younger (19.27%), but a lower percentage of individuals over 65 (24.01%) when compared to Manatee County. The median household income for the study area is \$56,613, which is \$14,772 less than Manatee County's median household income of \$71,385. The study area has

a higher percentage of "Households Below Poverty Level" at 11.81% compared to the county (9.36%). Furthermore, the study area has a lower number of "Occupied Housing Units with No Vehicle" (4,045) than Manatee County (6,389). The study area has a lower number of individuals from "20 to 64 Years with a Disability" at 13,136 compared to Manatee County (21,154). Regarding Limited English Proficiency (LEP), the study area has 16,464 individuals who speak "English Less Than Very Well". LEP accommodations were provided during all public involvement efforts.

The sociocultural data report (SDR) for the study area is included in **Appendix B**.

# 2.4.5.1 Land Uses Composition in the Study Area

The study area constitutes a variety of land use types. **Table 2-8** shows the land use breakdown in the project study area. The existing land use is primarily residential (37.3%) and office/retail (6.7%). Land use is highly significant in the evaluation of the potential corridors.

Table 2-8. Land Use within the Study Area					
Land Use Type	Acres	Percentage			
Acreage Not Zoned for Agriculture	1,077	2.23%			
Agriculture	2,131	4.42%			
Centrally Assessed	18	0.04%			
Industrial	1,449	3.01%			
Institutional	1,244	2.58%			
Mining	116	0.24%			
Other	0	0%			
Public/Semi-Public	4,303	8.93%			
Recreation	418	0.87%			
Residential	17,977	37.29%			
Retail/Office	3,212	6.66%			
ROW	738	1.53%			
Vacant Residential	1,776	3.68%			
Vacant Non-Residential	1,283	2.66%			
Water	291	0.45%			
Parcels With No Value	649	1.35%			

In addition to the Manatee Historic Buildings and Palmetto Historic District, multiple community focal points were identified within the Study area including Manatee Memorial Hospital, City of Bradenton Water, Palmetto Estuarine Nature Preserve Park, Bradenton Waterfront Park, Lincoln Community Park, Love Park, Veterans' Monument Park, Blackstone Park, Bradenton Convention Center, Manatee County Convention Center, Tropicana Plant, and Bradenton Country Club. There are also multiple cemeteries such as Mansion Memorial Gardens Cemetery, Old Palmetto Cemetery, Forgartyville Cemetery, Adams and Roger Cemetery.

Some schools in the study area are Lincoln Memorial Middle School, Team Success A School of Excellence, Pal Academy Charter Middle School, CES Academy Bradenton, Bradenton Charter School, Miller Elementary School, Palmetto High School, and William Bashaw Elementary School.

Additional major commercial, economy-generating or community facilities include AMC Theatres (formerly Carmike Cinemas), Manatee County Rescue Station 16 and Southern Manatee Fire Department, Mixon Fruit Farms, Pittsburg Pirates City Training Facility, Manatee County Fairgrounds, River Run Golf Links, Palmetto Marriot Resort and Spa, Bealls Distribution Center, Tropic Isles, Palm Farm

The study area contains an abundance of places of worship and religious centers such as Church of Christ, Dieu Phap Buddhist Association, Emmanuel Missionary Baptist Church, Greater Mount Pilgrim Primitive Baptist Church, Miracle Healing & Deliverance, Mt Olive Missionary Church, Pentecostal of Faith Church, and St. Mary Missionary Baptist Church.

# 3.0 ALTERNATIVES EVALUATION METHODOLOGY

# 3.1 Methodology Memorandum

The Methodology Memorandum (MM) was developed with the intent of creating a logical and reasonable process to evaluate each alternative being analyzed. It considered comments and input from the ETAT, stakeholders, and the public, as well as outlined the goals of the ACE and documented the process followed to identify, refine, evaluate, and eliminate the alternatives.

The MM was provided to the ETAT for review from June 17, 2024, to July 18, 2024. The ETAT indicated they understood the MM and provided comments. The MM was refined based on feedback received and was approved by the Office of Environmental Management (OEM) on August 16, 2024.

The approved MM is provided in **Appendix A**.

#### 3.2 Data Collection

Various data sources and tools were used to evaluate the ability of each corridor to meet the project purpose and need, quantify environmental impacts, develop project costs, and analyze traffic operations. This section discusses the data sources and tools that were used in the evaluation.

The datasets used for the evaluation are subdivided into the following categories:

#### 3.2.1 Traffic Data

The CMNAA study conducted a large data collection effort including traffic counts, turning movements, origin-destination data, and transit ridership. The ACE study utilized the existing data collection effort with minor updates using the 2023 FDOT Traffic Counts.

Other metrics such as travel time (uncongested and congested), vehicle miles traveled, vehicle hours traveled, and traffic projections were obtained from the District 1 Regional Planning Model (D1RPM).

The preliminary context classification of the roadway sections in the study corridors were obtained from FDOT's ConnectPed website.

### 3.2.2 Safety Data

Crash data involving automobiles, pedestrians, and bicyclists from January 1, 2016, to December 31, 2020, was obtained from FDOT Signal 4 Analytics.

### 3.2.3 Socio-economic and Environmental Data

Geographic Information Systems (GIS) datasets were used to evaluate the project corridor's impact on the social, cultural, natural, and physical resources. Various GIS datasets from the City

of Bradenton, City of Palmetto, Manatee County, SWFWMD, FDEP, FDOT, Florida Geographical Data Library (FGDL), FNAI, U.S. Census, U.S. Environmental Protection Agency (US EPA), USFWS, as well as other agencies and organizations were used. In addition, field and literature reviews were performed to verify key project corridor constraints. The list of GIS data that was used in the assessment of the project study area is presented in **Table 3-1**.

Table 3-1. Socio-economi	c and Environmental Data Layers
Downloaded File	Source
Social & Economic	
Minority Population	United States Census Bureau DEC Redistricting Data
Low Income	United States Environmental Protection Agency
Public Assistance Income or Food Stamps/ SNAP in the Past 12 Months for Households	United States Census Bureau ACS 5-Year
Public Housing Buildings	United States Housing and Urban Development
Public Housing Development	United States Housing and Urban Development
Private Schools	Florida Geographic Data Library
Public Schools	Florida Geographic Data Library
Worship Centers	Florida Geographic Data Library
Hospitals	Florida Geographic Data Library
Health Centers	Florida Geographic Data Library
Fire Stations	Florida Geographic Data Library
Police Stations	Florida Geographic Data Library
Parcels	Manatee County
Municipal Boundaries	Manatee County
Future Land Use	Manatee County
Florida State Parks Boundaries	Florida Department of Environmental Protection
Public Libraries	Manatee County
Evacuation Routes	Manatee County
Evacuation Levels	Manatee County
Evacuation Shelters	Manatee County
Bike Lane	Florida Department of Transportation
MCAT Bus Routes	Manatee County
Developed Existing Land Use	Southwest Florida Water Management District
Existing Land Use	Manatee County
Farmlands (based of NRCS - Soils Data)	Florida Geographic Data Library
Cultural	
SHPO Cemeteries	Florida Geographic Data Library
SHPO Resource Groups	Florida Geographic Data Library
SHPO Historic Structures	Florida Geographic Data Library
Tribal Lands	Florida Geographic Data Library
Cemeteries	Manatee County
National Register of Historic Places	National Park Service
National Register Historic Sites	Manatee County

Table 3-1. Socio-economic and Environmental Data Layers				
Downloaded File	Source			
Scenic Highways	Florida Department of Transportation			
Parks and Preserves	Manatee County			
Natural				
Federal Threatened and Endangered Species	Florida Geographic Data Library			
Florida Threatened and Endangered Species	Florida Geographic Data Library			
Essential Fish Habitat	Florida Geographic Data Library			
Environmentally Endangered Land Sites	Manatee County			
National and State Parks	Florida Geographic Data Library			
Flood Hazard Zones of The Digital Flood Insurance Rate Map (DFIRM)	Florida Geographic Data Library			
FNAI Managed Areas	Florida Geographic Data Library			
Wood stork CFA	Florida Department of Environmental Protection			
Wetlands	Southwest Florida Water Management District			
Sea Turtle Strandings Florida	Florida Fish and Wildlife Conservation Commission			
Eagle Nesting	Florida Fish and Wildlife Conservation Commission			
Seagrass Habitat in Florida	Florida Fish and Wildlife Conservation Commission			
Impaired Waters	Florida Department of Environmental Protection			
Wildlife Crossings	Florida Geographic Data Library			
Artificial Reefs in Florida	Florida Fish and Wildlife Conservation Commission			
Physical				
Superfund Sites	Florida Geographic Data Library			
Petroleum Contaminated Sites	Florida Geographic Data Library			
State-Funded Hazardous Waste Cleanup Sites	Florida Geographic Data Library			
Manatee County Landfills	Florida Geographic Data Library			
Solid Waste Facilities	Florida Department of Environmental Protection			
Large Quantity Hazardous Waste Generator	Florida Department of Environmental Protection			
Small Quantity Hazardous Waste Generator	Florida Department of Environmental Protection			
Hazardous Waste Facilities	Florida Department of Environmental Protection			
Toxic Release Sites	Florida Geographic Data Library			
Biomedical Waste Sites	Florida Geographic Data Library			
Certified Power Plants	Florida Department of Environmental Protection			
FL Transmission Lines	Florida Department of Environmental Protection			
Public Water Supply Plants	Florida Department of Environmental Protection			
Public Water Supply Tanks	Florida Department of Environmental Protection			
Public Water Supply Wells	Florida Department of Environmental Protection			
Railroads	Manatee County			

# 3.2.4 Construction Cost Data

The construction cost of the project was developed using the FDOT Long Range Estimate (LRE) system. The LRE system accounts for all roadway components such as drainage, earthwork,

lighting, signing and pavement markings, etc. The LRE system updates the cost of every pay item on a semi-annual basis based on bids received during that time period.

Cost for Design and Construction Engineering & Inspection (CEI) were based on a percentage of total construction cost while Right-of-Way and Environmental Mitigation costs were calculated based on potential impacts. **Table 3-2** lists the process of how the cost of each phase was calculated.

Table 3-2. Estimate for Each Project Phase	
Project Phase	Basis of Estimate
Design	10% of construction cost
Wetland Mitigation	Cost per acre based on available mitigation banks in the service area
Right-of-Way	Number of parcels impacted based on GIS Analysis. A separate cost per square foot was used for residential, commercial, and industrial land use.
Construction	LRE System
Construction Engineering & Inspection	12% of construction cost

# 4.0 CORRIDORS ANALYZED

## 4.1 Corridor A

Corridor A (see **Figure 4-1**) traverses the cities of Bradenton and Palmetto plus three unincorporated areas: Samoset, West Samoset, and Memphis in Manatee County. Corridor A begins at the SR 70 (53rd Avenue East)/US 301 intersection, travels along US 41, and ends between 33rd Street West and the US 19/US 41 split. Corridor A is approximately 8.0 miles long and travels across the DeSoto Bridge. Corridor A utilizes existing roadways with the LOS ranging from LOS C to LOS E. The posted speed along the corridor ranges from 45 miles per hour (MPH) to 55 MPH. Some segments of Corridor A are designated evacuation routes, such as US 41 and US 301, that connect to other designated evacuation routes, such as SR 64. The FDOT's ConnectPed website identified the following preliminary context classifications along Corridor A:

- Limited Access (LA) from SR 70 to 38th Avenue East
- Rural (C2) from 38th Avenue East to 34th Avenue East
- Suburban Residential (C3R) from 34th Avenue East to 15th Street East
- Suburban Commercial (C3C) from 15th Street East to south of CSX railroad track
- Rural (C2) from south of the CSX railroad track to the CSX railroad track
- Suburban Residential (C3R) from the CSX railroad track to US 41



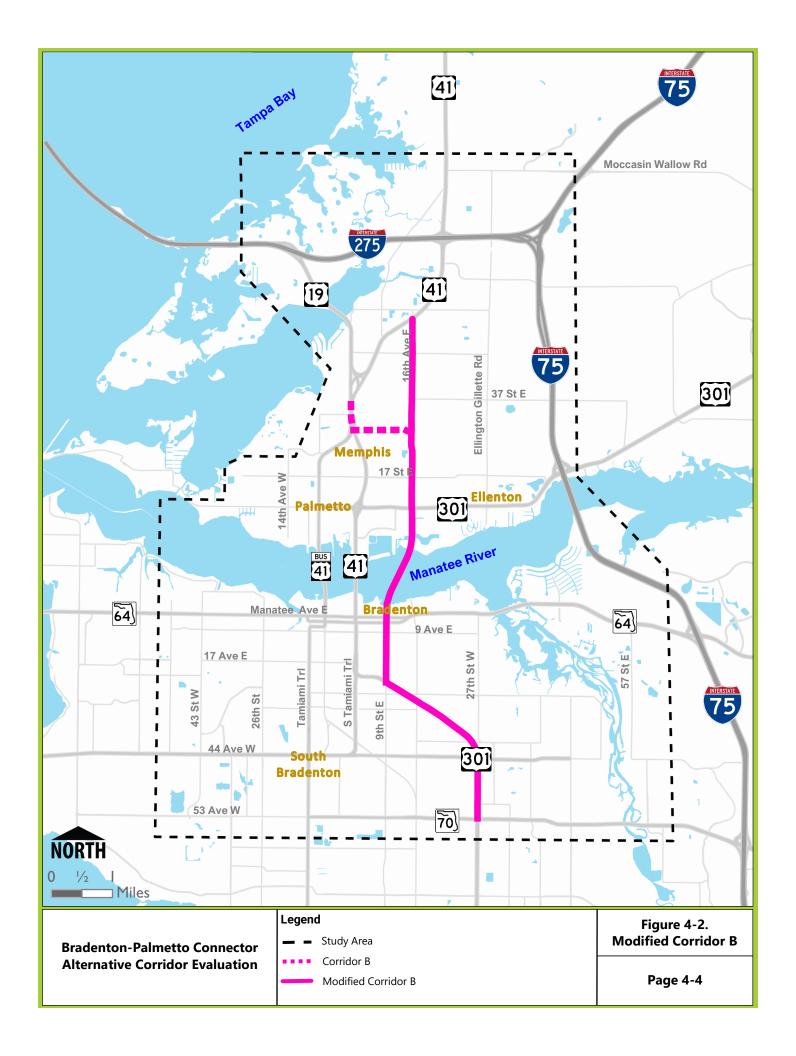
#### 4.2 Modified Corridor B

Initially, Corridor B began at the SR 70 (53rd Avenue East)/US 301 intersection, traveled along US 301 and 9th Street East with a new bridge crossing over the Manatee River, then traversed along 16th Avenue East, turned onto 29th Street East, and ended at the US 19/US 41 split. As part of the public outreach effort, FDOT met with Palmetto Pastors and community on July 10, 2024. During the meeting, the community expressed concerns that Corridor B follows 29th Street East, a two-lane roadway with residential homes, schools, and churches. As result, corridor B was shifted away from 29th Street to continue along 16th Avenue East. This change resulted in a 12% reduction of residential relocations.

The modified Corridor B begins at the SR 70 (53rd Avenue East)/US 301 intersection, travels along US 301 and 9th Street East with a new bridge crossing over the Manatee River, then traverses along 16th Avenue East, and ends at the intersection of US 41 and 16th Avenue East. Modified Corridor B traverses the cities of Bradenton and Palmetto plus three unincorporated areas: Samoset, West Samoset, and Memphis in Manatee County. Modified Corridor B is approximately 8.6 miles long and utilizes existing roadways with a LOS C. The posted speed along Corridor B ranges from 30 MPH to 55 MPH. Some segments of Modified Corridor B are designated evacuation routes, such as US 41 and US 301, that connect to other designated evacuation routes, such as SR 64. The FDOT's ConnectPed website identified the following preliminary context classifications along Modified Corridor B:

- Limited Access (LA) from SR 70 to 38th Avenue East
- Rural (C2) from 38th Avenue East to 34th Avenue East
- Suburban Residential (C3R) from 34th Avenue East to 15th Street East
- Suburban Commercial (C3C) from 15th Street East to 9th Street East
- No designation for the remainder segment

Corridor B and Modified Corridor B are shown in Figure 4-2.



### 4.3 Corridor AB

Corridor AB (see **Figure 4-3**) begins at the SR 70 (53rd Avenue East)/US 301 intersection, travels along US 301 and 9th Street East with a new crossing over the Manatee River, ties into US 41 north of the river, and ends at the US 19/US 41 split. Corridor AB traverses the cities of Bradenton and Palmetto plus three unincorporated areas: Samoset, West Samoset, and Memphis in Manatee County. This corridor shares the same path as Corridor B from SR 70 to 9th Street East in Bradenton and shares the same path as Corridor A from the new crossing over Manatee River in Palmetto to US 19/US 41 split. Corridor AB is approximately 7.7 miles long and utilizes existing roadways with a LOS ranging from LOS C to LOS E. The posted speed along the corridor ranges from 35 MPH to 55 MPH. Some segments of Corridor AB are designated evacuation routes, such as US 41 and US 301, that connect to other designated evacuation routes, such as SR 64. The FDOT's ConnectPed website identified the following preliminary context classifications along Corridor AB:

- Limited Access (LA) from SR 70 to 38th Avenue East
- Rural (C2) from 38th Avenue East to 34th Avenue East
- Suburban Residential (C3R) from 34th Avenue East to 15th Street East
- Suburban Commercial (C3C) from 15th Street East to 9th Street East
- Suburban Residential (C3R) from north of DeSoto Bridge to US 41



## 4.4 Corridor C

Corridor C (see **Figure 4-4**) begins at the SR 70 (53rd Avenue East)/15th Street East intersection, travels along 15th Street East with a new bridge crossing over the Manatee River, then ties into Corridor B north of the river and traverses along 16th Avenue East, turns onto 29th Street East, and ends at the US 19/US 41 split. The route traverses the cities of Bradenton and Palmetto plus three unincorporated areas: Samoset, West Samoset, and Memphis in Manatee County. Corridor C is approximately 7.8 miles long. Corridor C utilizes existing roadways with a LOS C. The posted speed along Corridor C ranges from 30 MPH to 45 MPH. Some segments of Corridor C are designated evacuation routes, such as US 301, that connect to other designated evacuation routes, such as SR 64. The FDOT's ConnectPed website identified the following preliminary context classifications for 15th Street East segments along Corridor C:

- Suburban Commercial (C3C) from the 301 Boulevard East span to 38th Avenue East
- Urban General (C4) from 38th Avenue East to US 301
- Suburban Residential (C3R) from US 301 to 14th Avenue East
- Suburban Commercial (C3C) from 14th Avenue East to SR 64
- No designation for the remainder segment



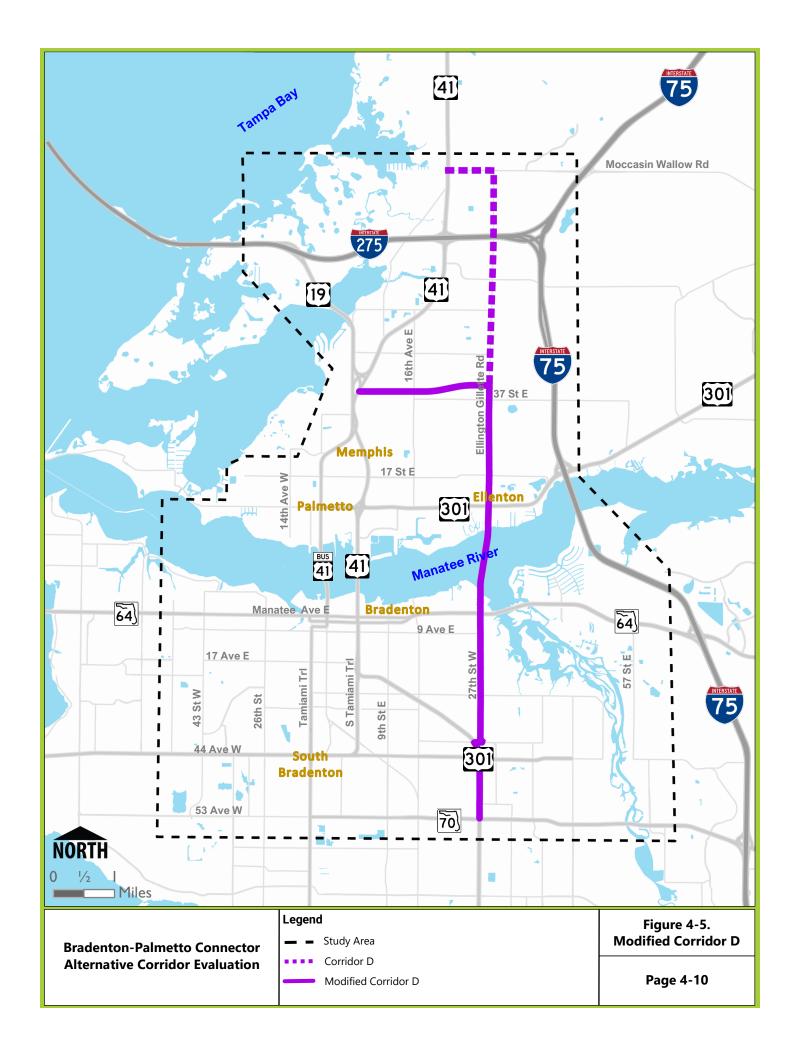
## 4.5 Modified Corridor D

Initially, Corridor D began at the SR 70 (53rd Avenue East)/US 301 intersection, followed US 301 and connected to 27th Street East via 38th Avenue East heading north. A new bridge crossing Manatee River was proposed from 27th Street East in Bradenton to Leffingwell Avenue in Palmetto. The corridor then continued along Leffingwell Avenue/36th Avenue East, turned into Moccasin Wallow Road, and ended at US 41. Corridor D was the only corridor that connected to US 41 north of I-275 and as a result became the longest corridor, approximately 11.5 miles long. During the initial review of the corridors, modifications to Corridor D were proposed that would allow it to connect to US 41 near the US 19/US 41 split, resulting in a corridor with similar length to the other nine corridors. This change resulted in an 18% reduction of residential relocations.

The modified Corridor D begins at the SR 70 (53rd Avenue East)/US 301 intersection and follows US 301, connects to 27th Street East via 38th Avenue East heading north. The corridor proposes a new connection from 27th Street East in Bradenton to Leffingwell Avenue in Palmetto with a new bridge crossing the Manatee River. Modified Corridor D continues along Leffingwell Avenue/36th Avenue East and then turns onto 41st Street East, providing a new roadway connection to 39th Street East, and ends at the US 19/US 41 split. Modified Corridor D traverses the cities of Bradenton and Palmetto plus two unincorporated areas: Samoset and Ellenton in Manatee County. The corridor is approximately 9.4 miles long. Modified Corridor D utilizes existing roadways with the LOS ranging from LOS B to LOS C. The posted speed along the corridor ranges from 30 MPH to 55 MPH. The segment of Modified Corridor D on US 301 is a designated evacuation route, and this corridor connects to other designated evacuation routes, such as SR 64 and US 41. The FDOT's ConnectPed website identified the preliminary context classification for US 301 segments along Modified Corridor D:

- Limited Access (LA) from SR 70 to 38th Avenue East
- No designation for the remainder segment

Corridor D and the Modified Corridor D are shown in Figure 4-5.



### 4.6 Corridor E

Corridor E (see **Figure 4-6**) begins at the SR 70 (53rd Avenue East)/US 301 intersection, ends at US 41, and traverses the cities of Bradenton and Palmetto plus two unincorporated areas: Samoset and Ellenton in Manatee County. Corridor E follows US 301 and connects to 27th Street East via 38th Avenue East heading north. The corridor proposes a new connection from 27th Street East in Bradenton to Leffingwell Avenue in Palmetto with a new bridge crossing over the Manatee River with a new bridge over the Braden River and SR 64, and ties into Corridor D north of the Manatee River. Corridor E continues along Leffingwell Avenue/36th Avenue East up to Palm View Road/61st Street East. At this point, Corridor E creates a new connection to 69th Street East and follows 69th Street East to US 41. The proposed corridor is approximately 10.2 miles in length. Corridor E utilizes existing roadways and the LOS along the corridor is LOS C. The posted speed along the corridor ranges from 30 MPH to 55 MPH. The segment of Corridor E on US 301 is a designated evacuation route, and Corridor E connects to other designated evacuation routes, such as SR 64 and US 41.

The FDOT's ConnectPed website identified the following preliminary context classification along Corridor E:

- Limited Access (LA) from SR 70 to 38th Avenue East
- No designation for the remainder segment



## 4.7 Corridor F

Corridor F (see **Figure 4-7**), or the 26<sup>th</sup> Street W Alignment, begins at the 53rd Avenue East/26th Street West intersection, ends at the US 19/US 41 split, and traverses the cities of Bradenton and Palmetto plus the unincorporated area of West Bradenton in Manatee County. Corridor F follows 26th Street West and proposes a new connection from 26th Street West in Bradenton to 14th Avenue West in Palmetto with a new bridge crossing the Manatee River. Corridor F continues along 14th Avenue West north of the river, then follows 21st Street West, and creates a new connection between 21st Street West and US 41. At this point, the corridor follows US 41 to the north and ends at the US 19/US 41 split. Corridor F is approximately 7.6 miles long. The existing roadways have a LOS of D. The posted speed along the corridor ranges from 25 MPH to 50 MPH. The FDOT's ConnectPed website identified the following preliminary context classifications along Corridor F:

- No classification from beginning of corridor to 21st Street West
- Urban General (C4) from 21st Street West to 23rd Street West
- Rural (C2) from 23rd Street West to 26th Street W/US 41 Business split
- Suburban Commercial (C3C) from 26th Street W/US 41 Business split to US 41 merge
- No designation for the remainder segment

This corridor intersects the proposed Gulf Coast Trail (formerly the Mid-County Trail), an off-road, multi-use trail that is part of the FDOT's Shared Use Nonmotorized (SUN) trail network. Currently, sidewalks on most roadways composing Corridor F are present. Corridor F travels parallel to a CSX railroad track along Bayshore Road for a short segment.



## 4.8 Corridor G

Corridor G (see **Figure 4-8**), or the 43<sup>rd</sup> Street W Alignment, begins at the 53rd Avenue East/43rd Street West intersection, ends between 33rd Street West and the US 19/US 41 split, and traverses the cities of Bradenton and Palmetto plus the unincorporated area of West Bradenton in Manatee County. Corridor G follows 43rd Street West and proposes a new connection from 43rd Street West in Bradenton to 28th Avenue West in Palmetto with a new bridge crossing the Manatee River. Corridor G continues along 28th Avenue West north of the river and creates a new connection between 28th Avenue West and 21st Street West. The corridor then follows 21st Street West and creates a new connection between 21st Street West and US 41. At this point, the corridor follows US 41 to the north and ends at the US 19/US 41 split. The corridor is approximately 8.6 miles long. Corridor G utilizes existing roadways, and the LOS along the corridor is LOS C. The posted speed along the corridor ranges from 30 MPH to 50 MPH.

The FDOT's ConnectPed website identified the following preliminary context classification along Corridor G:

- No designation from 53rd Avenue to 21st Street West
- Rural (C2) for the norther segment of US 41 from 21st Street West to 26th Street West
- Suburban Residential (C3R) and Suburban Commercial (C3C) alternating for the northbound US 41 segments from where the US 41 Business/Bayshore Road corridor merges/diverges with/from US 41
- Suburban Commercial (C3C) for southbound US 41 segment

Corridor G intersects the proposed Gulf Coast Trail (formerly the Mid-County Trail), an off-road, multi-use trail that is part of the FDOT's SUN trail network. Corridor G travels parallel to a CSX railroad track along Bayshore Road for a short segment.



## 4.9 Corridor H

Corridor H (see **Figure 4-9**) begins at the SR 70 (53rd Avenue East)/US 301 intersection and ends at the I-75/US 301 interchange located north of the Manatee River. Corridor H follows US 301 and connects to 27th Street East via 38th Avenue East heading north. The corridor follows 27th Street East, SR 64 (Manatee Avenue East) to the east, Cypress Creek Boulevard to the north, Kay Road to the north, and I-75 (via a new connection with Kay Road) to the west and north. Corridor H is approximately 10.1 miles long and includes a new bridge over the Manatee River parallel to the I-75 Bridge. Corridor H utilizes existing roadways with a LOS ranging from LOS C to LOS D. The posted speed along Corridor H ranges from 30 MPH to 70 MPH. The FDOT's ConnectPed website identified the following preliminary context classification along Corridor H:

- Limited Access (LA) from SR 70 to 38th Avenue East
- No designation for the segment from 38th Avenue East to SR 64
- Suburban Commercial (C3C) and Suburban Residential (C3R) alternating on SR 64 segment.
- Limited Access (LA) on I-75 segment.

There are no bicycle or pedestrian facilities on I-75. Bicycle facilities can be found on SR 64 (Manatee Avenue East) from the intersection of Carlton Arms Boulevard to Cypress Creek Boulevard.



#### 4.10 Corridor I

Corridor I (see **Figure 4-10**), or the 57<sup>th</sup> Street E Corridor, begins at the SR 70 (53rd Avenue East)/Caruso Road intersection, follows Caruso Road connecting to 57th Street East via a new connection, runs along 57th Street East connecting to Cypress Creek Boulevard via a new connection, follows Cypress Creek Boulevard to the north, Kay Road to the north, flies over I-75 (via a new connection with Kay Road) to create a collector - distributor system with new bridges over the Manatee River parallel to I-75 to the west and north, and ends at the I-75/US 301 interchange located north of the Manatee River. Corridor I is approximately 7.3 miles long. Corridor I utilizes existing roadways, and the LOS ranges from LOS C to LOS D. The posted speed along the corridor ranges from 30 MPH to 70 MPH. The FDOT's ConnectPed website identified the following preliminary context classification along Corridor H:

- No designation for the segment from SR 70 to SR 64
- Suburban Commercial (C3C) on SR 64 segment
- Limited Access (LA) on I-75 segment.

There are no bicycle or pedestrian facilities on I-75.



# 4.11 Description of Typical Sections

The preliminary typical section of the corridors varied depending on the existing number of lanes, projected traffic volumes, and LOS. All ten corridors utilized either a four/six/twelve-lane divided arterial roadway typical section or a fourteen-lane limited access facility typical section. The number of lanes (by roadway segment) of the proposed corridors is shown in **Table 4-1**. The number of lanes and the typical section will be further refined during the PD&E Study.

	Table 4-1. Cor	ridor Segmentation based on Number of	Lanes	
0		Number	of Lanes	
Corridor	Road	Limits	Existing	Proposed <sup>1</sup>
	US 301	SR 70 to US 41/301 split	4	6
	US 41	US 41/301 split to 3rd Ave W	6	6
	US 41	3rd Ave W to Riverfront Blvd	4	6
Α [	DeSoto Bridge	Riverfront Blvd to Palmetto	4	6
	US 41	DeSoto Bridge to US 301	4	6
	US 41	US 301 to 35th St W	4	4
	US 41	35th St W to US 19/41 split	6	6
	US 301	SR 70 to 9th St E	4	6
	9th St E	US 301 to Manatee Ave E	4	4
Modified B	9th St E	Manatee Ave E to Riverside Dr E	2	4
	New Bridge	Riverside Dr E to Palmetto	N/A	4
	16th Ave E	New Bridge to US 41	2	4
	US 301	SR 70 to 9th St E	4	6
	9th St E	US 301 to Manatee Ave	4	4
	9th St E	Manatee Ave to Riverside Dr E	2	4
AB	New Bridge	Across Manatee River	N/A	4
	New Road	New Bridge to US 41	N/A	12
	US 41	1st St Eto 35th St W	4	12
	US 41	35th St W to US 19/41 split	6	6
	301 Blvd E	SR 70 to 15th St E	2	4
	15th St E	301 Blvd E to 1st Ave E	2	4
	New Bridge	Across Manatee River	N/A	4
	16th Ave E	New Bridge to 29th St E	2	4
C	29th St E	16th Ave E to end of 29th St E	2	4
	New Road	end of 29th St E to US 41	N/A	4
	US 41	29th St E to 35th St W	4	6
	US 41	35th St W to US 19/41 split	6	6
	301 Blvd E	SR 70 to 38th Ave E	4	6
Modified D	38th Ave E	US 301 to 27th St E	2	4
	27th St E	38th Ave E to Palm Ave	2	4
	New Road	Palm Ave to New Bridge	N/A	4
	New Bridge	Bradenton to Palmetto	N/A	4

	Table 4-1. Co	ridor Segmentation based on Number of	Lanes	
Consider		Segment	Number	of Lanes
Corridor	Road	Limits	Existing	Proposed <sup>1</sup>
Modified D	Leffingwell Ave	New Bridge to US 301	2	4
	SR 683	US 301 to 41st E	2	4
	New Road	SR 683 to 16th Ave E	N/A	4
	39th St E	16th Ave E to US 41	2	4
	US 301	SR 70 to 38th Ave E	4	6
	27th St E	38th Ave E to south of 16th Ave Dr E	2	4
	New Road	south of 16th Ave Dr E to New Bridge	N/A	4
Е	New Bridge	Across Manatee River	N/A	4
	Leffingwell Ave	New Bridge to 61st St E	2	4
	New Road	61st St E to 69th St E	N/A	4
	69th St E	east of 28th Ave E to US 41	2	4
	26th St W	53rd Ave W to 21st Ave W	4	4
	26 St W	21st Ave W to Riverview Blvd	2	4
	New Bridge	Bradenton to Palmetto	N/A	4
F	14th Ave W	New Bridge to 21st St W	2	4
	New Road	14th Ave W to Valencia Dr	N/A	4
	US 41 Business	Valencia Dr to 26th St W	4	4
	US 41 Business	26th St W to US 19/41 split	4	6
	43rd St W	53rd Ave W to Riverview Blvd	2	4
	New Bridge	Across Manatee River	N/A	4
	New Road	New Bridge to 10th St W	N/A	4
0	28th Ave W	10th St W to New Road	2	4
G	New Road	28th Ave W to 27th Ave Blvd W	N/A	4
	21st St W	27th Ave Blvd W to Valencia Dr	2	4
	US 41 Business	Valencia Dr to 26th St W	4	4
	US 41 Business	26th St W to US 19/41 split	4	6
	US 301	SR 70 to 38th Ave E	4	4
	27th St E	38th Ave E to SR 64	2	4
	SR 64	27th St to Cypress Creek Blvd	6	6
H	Cypress Creek Blvd	SR 64 to 1st Ave E	4	4
	Kay Rd	1st Ave E to I-75	4	4
	I-75	Cypress Creek Blvd to I-75/US 301 interchange	6	14
	Caruso Rd	SR 70 to south of 48th Ave Dr E	4	4
	Caruso Rd	south of 48th Ave Dr E to 44th Ave E	2	4
	57th St E	44th Ave E to north of Amberly Dr	2	4
I	New Road	north of Amberly Dr to SR 60	N/A	4
	Cypress Creek Blvd	SR 64 to 1st Ave E	6	14
	Kay Rd	1st Ave E to I-75	4	4
	I-75	Cypress Creek Blvd to I-75/US 301 interchange	4	14
<sup>1 –</sup> Minimum nur	mber of lanes needed to a	ccommodate projected traffic		

#### 4.11.1 Four Lane Roadway

The standard lane configuration for a four-lane roadway typical section consists of four 11-foot lanes, a 22-foot median and two 12-foot shared use paths. The four-lane typical roadway section can be accommodated within 150 feet of right-of-way.

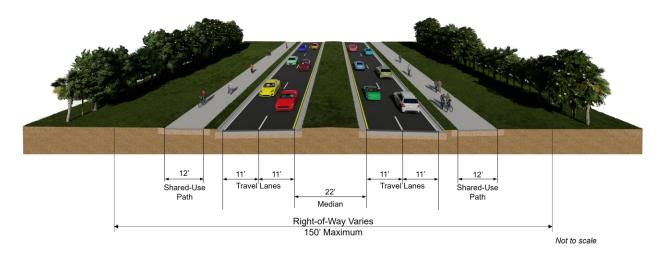


Figure 4-11. Preliminary Typical Section for Four-Lane Roadway

#### 4.11.2 Six Lane Roadway

The six-lane roadway typical section consists of six 11-foot lanes, a 22-30 foot median and two 12-foot shared use paths. This typical section can accommodate 45-50 MPH design speed. The six-lane roadway typical section can be accommodated within 200 feet of right-of-way.

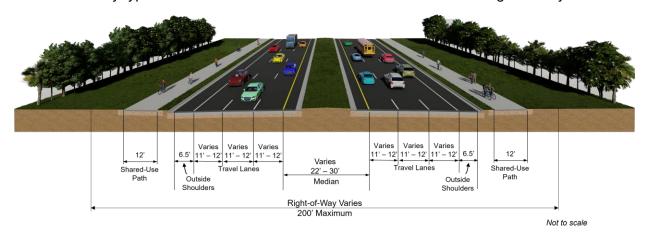


Figure 4-12. Preliminary Typical Section for Six-Lane Roadway

#### 4.11.3 Twelve Lane Roadway

The standard lane configuration for a twelve-lane roadway typical section consists of twelve 11-foot lanes, a 22-foot median and two 12-foot shared use paths. The twelve-lane roadway typical section can be accommodated within 300 feet of right-of-way.

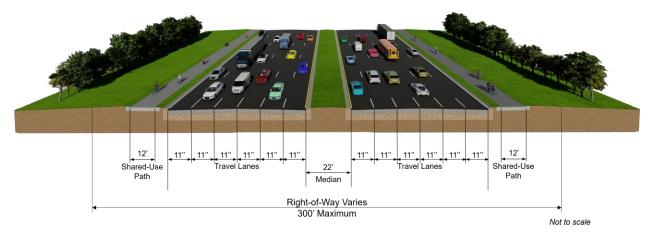


Figure 4-13. Preliminary Typical Section for Twelve-Lane Roadway

#### 4.11.4 I-75

The Sarasota Manatee MPO Long Range Transportation Plan and the I-75 Southwest Connect North Corridor Managed Lanes Study envision Managed Lanes on I-75 by 2040. The existing 44-foot median would be retained for a future multimodal option and four Managed Lanes (two in each direction) will be added. The Managed Lanes will be barrier separated.

Currently, there is an ongoing project modifying the US 301 interchange. Corridors H and I propose using these improvements to build a 2-lane Collector-Distributer (C-D) system in each direction. The proposed I-75 typical section will consist of a 44-foot median, four 12-foot Express Lanes, six 12-foot General Use Lanes, and four 12-foot C-D lanes. The fourteen-lane typical section can be accommodated within 450 feet of right-of-way.



Figure 4-14. I-75 Typical Section

# 4.12 Design Controls

The geometric features utilized for the development of alternatives were derived from the FDOT Design Manual (FDM) are shown in **Table 4-2** and **Table 4-4** for arterials and **Table 4-3** and **Table 4-5** for limited access facilities.

	Table 4-2. Roadway Design Criteria												
	Design Standard Criteria												
	Design Standard		25-35 mph	40-45 mph	≥ 50 mph	Reference							
Typical Sec	ction Elements												
	Lane Width (feet)		11	11	12	T-1-1-							
Lane Width			10	11	12	Table 210.2.1							
			10	11	12	210.2.1							
		C2	N/A	N/A	30								
	Curbed	C3C/C3R	22	22	30								
Median Width		C4	15.5	22	N/A	Table							
(feet)	Flush	C2	N/A	N/A	40	210.3.1							
(1001)		C3C/C3R	22	22	40								
		C4	15.5	22	N/A								
Outside	Without Shoulder	Full Width		10									
Shoulder	Gutter	Paved Width		5									
Width	Mith Chaulder Cutter	Full Width		15.5									
(feet)	With Shoulder Gutter	Paved Width		8		Table							
Median	Without Shoulder	Full Width		10		210.4.1							
Shoulder	Gutter	Paved Width		4									
Width (feet)	Mills Observation On the	Full Width		13.5									
(ieet)	With Shoulder Gutter	Paved Width		8									

Table 4-2. Roadway Design Criteria											
Design Standard				FDM							
Design Standard		25-35 mph	25-35 mph   40-45 mph   ≥ 50 mph								
Pedestrian/ Bicycle Facilities											
	C2		5		<b>T</b> .1.1.						
Sidewalk Width (feet)		6		Table 222.2.1							
	C4		222.2.1								
Shared Use Path Width (feet)			Section 224.4								
Shared Use Path Design Speed (m	ph)		18		Section 224.9						
Horizontal Clearance (feet)			4		Section 224.7						
	New Facilities		d	Section							
Bicycle Lane Width (feet)	Existing facilities	4-foot	buffered (mir	nimum)	223.2.1.1						

Table 4-3. Limited Access Roadway Design Criteria											
	Decian Standard		Crite	FDM							
	Design Standard		2 Travel Lanes	Reference							
	Lane Width (feet)		12		Section 211.2						
	Interstate, without Bar	rier	64	-	]						
Median Width	Freeway and	Design Speed ≥ 60 mph	60	Table							
(feet)	Expressway without Barrier	Design Speed < 60 mph	40	211.3.1							
	All, with Barrier		26								
Outside	Without Shoulder	Full Width	12								
Shoulder	Gutter	Paved Width	10								
Width	With Shoulder	Full Width	15.	5							
(feet)	Gutter	Paved Width	8		Table						
Median	Without Shoulder	Full Width	8	8 12							
Shoulder	Gutter	Paved Width	4	10							
Width	With Shoulder	Full Width	13.5	15.5							
(feet)	Gutter	Paved Width	6	8							

Table 4-4. Bridge Design Criteria											
Design Standard		FDM									
Design Standard		25-35 mph	40-45 mph	≥ 50 mph	Reference						
Typical Section Elements											
	C2	11	11	12	0 4:						
Lane Width (feet)	C3C/C3R	10	11	12	Section 260.2						
	C4	10	11	12	200.2						
	2 lanes	6	6	6	Section						
Inside Shoulder Width (feet)	3 or more lanes	8	8	10	260.1.1						
Outside Obereder Width (fort)	2 lanes	8'4" with bike lane	8'4" with bike lane	10	Section						
Outside Shoulder Width (feet)	3 or more	8'4" with	8'4" with	10	260.1.1						
	lanes	bike lane	bike lane	10							
Pedestrian/ Bicycle Facilities											
	C2		5		Section						
Sidewalk Width (feet)	C3C/C3R		6		260.2.2						
	C4		6								
Shared Use Path Width (feet)			12		Section 260.2.2						
Shared Use Path Design Speed (m	ph)		18		Section 260.2.2						
	New Facilities		7-foot buffere	d	Section						
Bicycle Lane Width (feet)	Existing facilities	4-foot	buffered (mir	nimum)	260.2.2						

Table 4-5. Limited Access Bridge Design Criteria										
	Cri	teria	FDM							
Design Standard	2 Travel Lanes	Reference								
Lane Width (feet)	,	Section 260.2								
Outside Shoulder Width (feet) minimum	1	10	Section 260.3 and							
Median Shoulder Width (feet) minimum	1	10	Section 211.4.6							

# 5.0 ALTERNATIVES CORRIDOR EVALUATION

The corridor alternatives described previously in **Section 4.0** were evaluated based on potential impacts to environmental resources, engineering feasibility, cost estimates, narrative assessment of the corridors, and agency/public input. These evaluation criteria allowed for the corridors to be compared on an equal basis.

#### 5.1 Evaluation Tools

Several specialized tools were used to evaluate the performance of each corridor and to measure its impact on the environment. Two such tools were:

#### **District 1 Regional Planning Model**

Travel demand modeling was performed to evaluate the ability of the corridors to accommodate future travel demands and improve network-wide traffic operations by providing relief to the existing arterial network.

The travel demand modeling for the corridor evaluation utilized the D1RPM which covers a 12-county area and represents the travel characteristics of a population of approximately 4.1 million. The D1RPM is a four-step trip-based model subdivided into 5,268 traffic analysis zones (TAZ) and includes both a highway and transit component. The D1RPM is used by all MPOs within FDOT District 1 for their LRTP development.

The No-Build Alternative and the ten corridors being evaluated in the ACE were coded in the D1RPM to develop traffic forecasts for the major corridors. The No-Build model served as the base model for comparison.

#### **Geographic Information Systems**

A GIS based process was used to quantify the impacts to the social, cultural, natural, and physical resources.

The process involved four steps:

- a) identifying resources within the study area,
- b) preparing GIS layers for all social, cultural, natural, and physical resources,
- c) overlaying the proposed corridors on the GIS layers, and
- d) determining an appropriate buffer for corridors and quantifying the impacts for each corridor. The buffer widths were tied to the number of lanes, projected traffic volumes, and LOS. The buffer widths for different segments are as follows:
  - Four-lane roadway buffer width was set to a total width of 150 feet
  - Six-lane roadway buffer width was set to a total width of 200 feet
  - Eight-to-ten-lane roadway buffer width was set to a total width of 300 feet

I-75 buffer width was set to a total width of 450 feet

#### 5.2 Corridor Evaluation

#### 5.2.1 Purpose and Need Evaluation

The Purpose and Need for the project is listed in **Section 1.5**. The Purpose and Need Evaluation assessed how well each corridor satisfies the project's purpose and need. For a corridor to meet the project's primary purpose and need, it needed to operate better when compared with the No Build Alternative.

A two-tiered system was used for Purpose and Need Evaluation. 'Tier 1' evaluated the ability of each corridor to meet the primary need while 'Tier 2' evaluated the ability of remaining corridors to meet the secondary need.

All ten corridors met the primary need of the project. No corridors were eliminated at this stage. All ten corridors moved forward to the next stage of evaluation. Only nine corridors met the secondary need of the project. Corridor E was eliminated because the safety analysis demonstrated that the number of crashes increased when compared to the No-Build Alternative.

#### 5.2.1.1 Additional Capacity Across the Manatee River

An operational analysis was performed using the 2040 AADT volumes to compute volume/capacity (V/C) ratio and LOS for the bridges present and modeled within the study area. The v/c ratio measures the amount of traffic on a given road relative to the amount of traffic the roadway was designed to accommodate. A facility operating at LOS F has reached a point where the demand has exceeded capacity (V/C > 1).

The 2040 AADT volumes, LOS, and the volume/capacity (V/C) ratio for the bridges present and modeled within the study area are provided in **Table 5-1**.

	Table 5-1. Primary Purpose and Need Evaluation (Capacity)													
Duides		No Build					Corr	idors						
Bridge		No-Build	Α	Modified B	AB	С	Modified D	E	F	G	Н	I		
	AADT	60,956	49,013	44,468	48,833	46,296	47,846	47,741	45,835	46,952	54,439	51,976		
Green Bridge	LOS	F	F	F	F	F	F	F	F	F	F	F		
	V/C	1.67	1.34	1.21	1.33	1.26	1.31	1.30	1.25	1.28	1.49	1.42		
	AADT	95,764	119,830	82,587	81,864	90,657	94,035	103,840	106,504	100,684	102,448	109,684		
DeSoto Bridge	LOS	F	F	F	F	F	F	F	F	F	F	F		
	V/C	2.57	2.17	1.50	1.49	1.65	1.71	1.88	1.93	1.83	1.86	1.99		
	AADT	-	- *	73,182	52,050	62,388	65,311	44,729	32,409	39,867	47,164	49,592		
New Bridge	LOS	-	- *	F	F	F	F	F	D	F	С	С		
	V/C	-	- *	2.00	1.42	1.70	1.78	1.22	0.89	1.09	0.55	0.58		
	AADT	171,506	166,186	158,342	162,594	157,877	153,003	155,816	165,045	164,585	146,062	136,185		
I-75 Bridge with Managed Lanes	LOS	D	D	С	D	С	С	С	D	D	С	С		
	V/C	0.80	0.78	0.74	0.76	0.74	0.71	0.73	0.77	0.77	0.68	0.64		
Total AADT 328,226 335,029 358,579 345,341 357,218 360,195 352,126 349,793 352,088 350,113 347,437									347,437					

<sup>\*</sup> Corridor A expands the existing bridge to six lanes. There is no additional bridge.

#### 5.2.1.2 Transportation Demand

The overall reduction of Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT) for the No-Build Alternative and all ten corridors are presented in Table 5-2.

Table 5-2. Primary Purpose and Need Evaluation (Transportation Demand)													
Evaluation Critoria	No Build		Corridor										
Evaluation Criteria	Evaluation Criteria No-Build A Modified B AB C Modified D E F G H										1		
Vehicle Miles Traveled (miles)	13,442,509	13,435,116	13,420,651	13,407,864	13,398,121	13,320,328	13,454,975	13,426,069	13,463,566	13,424,120	13,349,942		
Vehicle Hours Traveled (hours)	416,885	402,112	411,024	399,072	397,845	408,303	412,273	409,460	409,507	413,682	409,322		
Change in VMT <sup>1</sup>	N/A	-7,393	-21,858	-34,645	-44,388	-122,181	12,466	-16,440	21,057	-18,389	-92,567		
Change in VHT <sup>1</sup>	N/A	-14,773	-5,861	-17,813	-19,040	-8,582	-4,612	-7,425	-7,378	-3,203	-7,563		

<sup>1-</sup>Positive number = increase in VMT or VHT when compared to No-Build Alternative, Negative number = Decrease in VMT or VHT when compared to No-Build Alternative

All corridors showed an overall reduction in VMT except for Corridor E and Corridor G. However, both corridors showed a reduction in VHT. This means that Corridor E and Corridor G are not the short path between the origins and destinations and motorists are taking a longer route (in terms of distance) but are still saving time when compared to the No-Build Alternative.

#### 5.2.1.3 Safety

The overall change in crashes per year for all ten corridors is presented in **Table 5-3**.

Table 5-3. Secondary Purpose and Need Evaluation (Safety)											
Corridor											
Evaluation Criteria	Α	Modified B	AB	С	Modified D	E	F	G	Н	I	
Change in crashes per year (compared to No-Build, positive number = reduction in crashes, negative number = increase in crashes)	15.12	18.37	36.36	23.24	18.85	-51.48	23.03	23.62	41.52	41.01	

All corridors showed a reduction in crashes/year when compared to No-Build except for Corridor E. The analysis showed an increase in crashes per year for Corridor E. Therefore, Corridor E was eliminated.

# 5.2.1.4 Modal Interrelationships

Modal Interrelationships were calculated by determining the percentage of the total corridor that provides sidewalks, bicycle lanes, and transit routes. Where possible, the proposed typical section for all corridors included a shared use path to accommodate pedestrians and cyclists. The availability (in percentage) of sidewalks, bicycle lanes, and transit for all ten corridors is documented in **Table 5-4**.

Table 5-4. Secondary Purpose and Need Evaluation (Modal Interrelationships)											
Corridor											
Evaluation Criteria	Evaluation Criteria  A Modified B AB C Modified D E F G H I										
Percentage (%) of corridor with sidewalks	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	69.95	58.24	
Percentage (%) of corridor with bicycle lanes	Percentage (%) of corridor with bicycle lanes 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 69.95 58.24										
Percentage (%) of corridor with transit	13.34	14.57	10.61	35.05	17.36	14.50	83.99	45.34	27.89	3.32	

#### **5.2.2** Social and Environmental Evaluation

The potential environmental effects were considered for all ten corridors. For each corridor, the potential impacts to the social, cultural, natural, and physical environment were quantified. **Table 5-5** presents the environmental evaluation matrix for all ten corridors.

			Tab	le 5-5. Environm	nental Evalua	ntion Matrix						
Freehootion Oritoria	Unit of	O-to					Corri	dor				
Evaluation Criteria	Measure	Category	Α	Modified B	AB	С	Modified D	E 1	F	G	Н	I
Social & Economic												
Minority Population	%		54%	54%	54%	56%	49%		33%	22%	39%	26%
Population Below Poverty Level	%		20%	17%	19%	17%	15%		15%	11%	13%	10%
Households with Zero Vehicles	%		6%	3%	5%	5%	4%		7%	4%	3%	2%
Educational Facilities	# of parcels		2	1	1	2	3		4	5	3	3
Religious Facilities	# of parcels		2	2	2	11	4		15	5	1	5
Healthcare Facilities	# of parcels		1	0	0	1	0		0	0	0	0
Emergency Management Facilities	#		1	0	0	1	0		2	0	0	0
Evacuation Shelters	# of parcels		0	1	0	1	0		0	1	0	1
Residential Parcels	# of parcels	Count	28	153	108	241	371		701	769	151	126
Residential Farceis	acres	Right of Way	2.35	23.96	10.08	25.83	63.61		167.27	94.12	27.63	23.15
Commercial/Business/Office Parcels	# of parcels	Count	38	27	37	71	27		101	22	38	18
Confinercial/Business/Office Parceis	acres	Right of Way	5.59	5.59	13.47	10.33	4.48		14.51	6.18	8.22	7.74
Cultural												
Cemeteries	#		0	0	0	1	1		2	2	0	0
Historic Sites	#		0	0	0	1	1		1	0	0	0
Archaeological Sites	#		0	0	0	0	0		0	0	0	0
Parks/Recreation Areas	#		2	0	1	1	2		4	2	2	1
Parks/Recreation Areas	acres		0.84	0.00	2.16	0.23	0.64		5.99	2.78	1.82	1.71
Conservation Lands	acres		5.57	0.00	4.29	0.00	0.00		0.00	0.00	0.00	0.00
Natural												
		Zone A	0.00	0.00	0.00	14.94	0.23		0.00	0.00	0.22	0.22
Floodplains	acres	Zone AE	21.78	10.17	23.04	11.05	17.61		14.17	26.96	81.65	60.21
		Zone AH	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00

Margrow   Serve   0.00   0.97   0.00   1.18   0.09   0.00   0.47   0.15   0.00				Table	e 5-5. Environn	nental Evalua	ation Matrix						
Part	Fundamentian Cuitania	Unit of	Catamami					Corri	idor				
Segrips	Evaluation Criteria		Category	Α	Modified B	AB	С	Modified D	E 1	F	G	Н	I
Segress   Segr			Zone VE	9.28	19.28	16.44	16.02	19.13		15.99	24.60	36.47	33.50
Morgrown			Total acres	31.06	29.45	39.48	42.01	36.97		30.16	51.57	118.34	93.93
Freested Welsands   a.cros   0.01   1.29   0.01   1.52   4.31   0.00   0.00   0.27   162   1.29   1.00   0.00   0.00   0.00   0.27   1.29   1.20   0.00   0.	Seagrass	acres		0.00	0.00	0.32	0.75	0.95		0.16	2.70	0.00	0.00
Non-floered Welfunds	Mangrove	acres		0.00	0.87	0.00	1.18	0.49		0.00	0.47	0.15	0.00
# Federal and/or State		acres									ļ		
# Federal androf State	Non-forested Wetlands	acres											
## American Concodile   182.79   182.43   204.15   143.62   178.47   142.00   159.47   321.72   227.91	Rivers/Lakes/Waterbodies	-											
Authoris Crested   Series   Record   Caracara   Series   Record   Series   Record   Series   Record   Series		#	+										
Caracara   Subs   15,651   118,62   118,62   118,62   118,63   144,11   18,13   142,00   159,47   225,02   22				182.79	182.43	204.15	143.62	178.47		142.00	159.47	321.72	227.91
Eastern Indigo Snake				80.56	132.51	116.82	108.13	146.11		37.34	42.51	288.70	223.37
Everglade Snail Kile   182.79   176.83   174.08   143.62   217.07   142.00   159.47   321.72   245.02			Eastern Black Rail	182.79	176.83	174.08	143.62	217.07		142.00	159.47	321.72	245.02
Green Seas Turtle			Eastern Indigo Snake	181.63	164.88	189.54	129.15	160.36		126.74	140.59	317.99	241.29
Remp's Ridley Sea Turtle			Everglade Snail Kite	182.79	176.83	174.08	143.62	217.07		142.00	159.47	321.72	245.02
LogerHead Sea Turtle			Green Sea Turtle	9.42	20.92	17.61	17.42	19.44		15.83	23.02	57.22	44.32
Price at least of habitaty   Price at least			Kemp's Ridley Sea Turtle	9.42	20.92	17.61	17.42	19.44		15.83	23.02	57.22	44.32
Moodpecker   182.79   176.83   174.08   143.62   217.07   142.00   159.47   321.72   245.02				9.42	20.92	17.61	17.42	19.44		15.83	23.02	57.22	44.32
Tri-colored Bat 2   \$1.79   \$16.83   \$174.08   \$143.62   \$217.07   \$142.00   \$159.47   \$321.72   \$245.02   \$16.66   \$14.87   \$19.65   \$15.00   \$159.47   \$21.72   \$245.02   \$16.66   \$14.87   \$16.83   \$174.08   \$143.62   \$217.07   \$142.00   \$159.47   \$321.72   \$245.02   \$16.66   \$14.87   \$16.83   \$174.08   \$143.62   \$217.07   \$142.00   \$159.47   \$321.72   \$245.02   \$16.66   \$16.67   \$16.	Threatened/Endangered Species (Federal			182.79	176.83	174.08	143.62	217.07		142.00	159.47	321.72	245.02
West Indian Manatee	and/or State)		Rufa Red Knot	182.79	176.83	174.08	143.62	217.07		142.00	159.47	321.72	245.02
Whooping Crane   179.22   177.70   199.42   115.60   178.47   114.83   112.13   321.72   245.02			Tri-colored Bat <sup>2</sup>	81.79	96.64	118.36	91.08	118.41		83.45	39.83	261.67	198.10
Wood Stork   182.79   176.83   174.08   143.62   217.07   142.00   159.47   321.72   245.02			West Indian Manatee	9.31	18.20	16.66	14.87	19.35		15.88	19.65	37.12	33.35
Eastern Diamondback Rattlesnake   Rattlesn			Whooping Crane	179.22	177.70	199.42	115.60	178.47		114.83	112.13	321.72	245.02
Rattlesnake 3   182.79   176.83   174.08   143.02   217.07   142.00   159.47   321.72   245.02			Wood Stork	182.79	176.83	174.08	143.62	217.07		142.00	159.47	321.72	245.02
Monarch Butterfly				182.79	176.83	174.08	143.62	217.07		142.00	159.47	321.72	245.02
Westfall's Clubtail 3   182.79   176.83   174.08   143.62   217.07   142.00   159.47   321.72   245.02			Gopher Tortoise	182.79	176.83	174.08	143.62	217.07		142.00	159.47	321.72	245.02
Total Acres   2,388.66   2,426.63   2,464.48   1,947.26   2,813.09   1,845.73   2,018.46   4,616.11   3,507.22     acres   Red Drum (All)   9.14   17.67   15.91   14.10   18.69   15.00   19.60   45.42   32.14     acres   Reef Fish (All)   9.14   17.67   15.91   14.10   18.69   15.00   19.60   45.42   32.14     acres   Coastal Migratory   Pelagics (All)   9.14   17.67   15.91   14.10   18.69   15.00   19.60   45.42   32.14     acres   Shrimp (All)   9.14   17.67   15.91   14.10   18.69   15.00   19.60   45.42   32.14     acres   Spiry Lobster (All)   0.00   0.00   0.00   0.00   0.00   0.00   0.00   1.65   0.00   0.00     acres   Bull Shark   (Juvenile/Adult)   8.61   17.99   16.10   14.26   18.31   15.00   19.20   33.15   30.36     acres   Nurse Shark   (Juvenile/Adult)   8.61   17.99   16.10   14.26   18.31   16.32   19.20   33.15   30.36     acres   Nurse Shark   (Juvenile/Adult)   8.61   17.99   16.10   14.26   18.31   16.32   19.20   33.15   30.36     acres   Nurse Shark   (Juvenile/Adult)   8.61   17.99   16.10   14.26   18.31   16.32   19.20   33.15   30.36     acres   Nurse Shark   (Juvenile/Adult)   8.61   17.99   16.10   14.26   18.31   16.32   19.20   33.15   30.36     acres   Nurse Shark   (Juvenile/Adult)   8.61   17.99   16.10   14.26   18.31   16.32   19.20   33.15   30.36     acres   Nurse Shark   (Juvenile/Adult)   8.61   17.99   16.10   14.26   18.31   16.32   19.20   33.15   30.36     acres   Nurse Shark   (Juvenile/Adult)   8.61   17.99   16.10   14.26   18.31   16.32   19.20   33.15   30.36     acres   Nurse Shark   (Juvenile/Adult)   8.61   17.99   16.10   14.26   18.31   16.32   19.20   33.15   30.36     acres   Nurse Shark   (Juvenile/Adult)   8.61   17.99   16.10   14.26   18.31   16.32   19.20   33.15   30.36     acres   Nurse Shark   (Juvenile/Adult)   8.61   17.99   16.10   14.26   18.31   16.32   19.20   33.15   30.36     acres   Nurse Shark   (Juvenile/Adult)   8.61   17.99   16.10   14.26   18.31   16.32   19.20   33.15   30.36     acres   Nurse Shark   (Juvenile/Adult)   8.61   1			Monarch Butterfly 4	182.79	176.83	174.08	143.62	217.07		142.00	159.47	321.72	245.02
Acres   Red Drum (All)   9.14   17.67   15.91   14.10   18.69   15.00   19.60   45.42   32.14			Westfall's Clubtail 3	182.79	176.83	174.08	143.62	217.07		142.00	159.47	321.72	245.02
Coastal Migratory Pelagics (All)   9.14   17.67   15.91   14.10   18.69   15.00   19.60   45.42   32.14			Total Acres	2,388.66	2,426.63	2,464.48	1,947.26	2,813.09		1,845.73	2,018.46	4,616.11	3,507.22
acres   Coastal Migratory   9.14   17.67   15.91   14.10   18.69   15.00   19.60   45.42   32.14		acres	Red Drum (All)	9.14	17.67	15.91	14.10	18.69		15.00	19.60	45.42	32.14
Essential Fish Habitat    Column		acres	Reef Fish (All)	9.14	17.67	15.91	14.10	18.69		15.00	19.60	45.42	32.14
Essential Fish Habitat    acres   Spiny Lobster (All)   0.00   0.		acres		9.14	17.67	15.91	14.10	18.69		15.00	19.60	45.42	32.14
acres   Bull Shark (Juvenile/Adult)   8.61   17.99   16.10   14.26   18.31   15.00   19.20   33.15   30.36   3		acres	Shrimp (All)	9.14	17.67	15.91	14.10	18.69		15.00	19.60	45.42	32.14
acres         Bull Shark (Juvenile/Adult)         8.61         17.99         16.10         14.26         18.31         15.00         19.20         33.15         30.36           acres         Bull Shark (Neonate)         8.61         17.43         15.72         13.65         17.53         15.66         18.79         32.37         29.92           acres         Nurse Shark (Juvenile/Adult)         8.61         17.99         16.10         14.26         18.31         16.32         19.20         33.15         30.36	Essential Fish Habitat	acres	Spiny Lobster (All)	0.00	0.00	0.00	0.00	0.00		0.00	1.65	0.00	0.00
acres         Bull Shark (Neonate)         8.61         17.43         15.72         13.65         17.53         15.66         18.79         32.37         29.92           acres         Nurse Shark (Juvenile/Adult)         8.61         17.99         16.10         14.26         18.31         16.32         19.20         33.15         30.36	Ecocida i ion i idolidi	acres		8.61	17.99	16.10	14.26	18.31		15.00	19.20	33.15	30.36
acres Nurse Shark (Juvenile/Adult) 8.61 17.99 16.10 14.26 18.31 16.32 19.20 33.15 30.36		acres		8.61	17.43	15.72	13.65	17.53		15.66	18.79	32.37	29.92
		acres	Nurse Shark	8.61				18.31					
\$0.00   =001   1110   1000   1100   1010   1010   1000   1000   1000   1000   1000   1000   1000   1000		acres	Lemon Shark (Adult)	8.61	17.43	15.72	13.65	17.53		15.66	18.79	32.37	29.92

			Tabl	e 5-5. Environi	mental Evalua	ition Matrix						
Fundamentian Cuitania	Unit of	Catamami					Corri	dor				
Evaluation Criteria	Measure	Category	Α	Modified B	AB	С	Modified D	E 1	F	G	Н	I
	acres	Great Hammerhead Shark (All)	7.75	14.18	11.15	10.29	14.97		12.48	15.28	22.72	19.93
	acres	Scalloped Hammerhead Shark (Neonate)	8.61	17.99	16.10	14.26	18.31		16.32	19.20	33.15	30.36
	acres	Tiger Shark (Juvenile/Adult)	8.61	17.99	16.10	14.26	18.31		16.32	19.20	33.15	30.36
	acres	Blacktip Shark (Neonate)	8.69	17.99	15.84	14.28	18.31		16.34	18.83	32.74	30.38
	acres	Blacknose Shark (Juvenile/Adult)	8.61	17.99	16.10	14.26	18.31		16.32	19.20	33.15	30.36
	acres	Atlantic Sharpnose Shark (Juvenile/Adult)	10.33	17.54	15.83	14.08	19.48		15.94	22.40	41.48	30.25
	acres	Bonnethead Shark (Adult)	8.61	17.99	16.10	14.26	18.31		16.32	19.20	33.15	30.36
	acres	Bonnethead Shark (Juvenile)	8.61	17.99	16.10	14.26	18.31		16.32	19.20	33.15	30.36
	acres	Bonnethead Shark (Neonate)	8.61	17.99	16.10	14.26	18.31		16.32	19.20	33.15	30.36
	acres	Gulf Sturgeon (Adults and Subadults)	9.42	20.92	17.61	17.42	19.44		15.83	23.02	57.22	44.32
	acres	Gulf Sturgeon (Juveniles)	9.42	20.92	17.61	17.42	19.44		15.83	23.02	57.22	44.32
	acres	Smalltooth Sawfish (Adults)	9.42	20.92	17.61	17.42	19.44		15.83	23.02	57.22	44.32
	acres	Smalltooth Sawfish (Juvenile)	9.42	20.92	17.61	17.42	19.44		15.83	23.02	57.22	44.32
	acres	Smalltooth Sawfish (Young of Year)	9.42	20.92	17.61	17.42	19.44		15.83	23.02	57.22	44.32
	acres	Giant Manta Ray (Adults)	0.00	0.00	0.00	0.00	0.00		0.00	0.04	0.00	0.00
	acres	Giant Manta Ray (Juvenile)	0.00	0.00	0.00	0.00	0.00		0.00	0.04	0.00	0.00
	acres	Giant Manta Ray (Young of Year)	0.00	0.00	0.00	0.00	0.00		0.00	0.04	0.00	0.00
		Total acres	196.54	403.78	354.76	323.51	406.29		344.50	442.95	894.66	733.47
Physical	1 11	1 101			•					T .		
	#	Landfill Non-Landfill Solid Waste	0	0	0	0	1		0	0	1	0
Contamination Sites	#	Facilities	4	3	2	5	1		3	1	1	0
	#	Superfund Sites	0	0	0	0	0		0	0	0	0
	#	Petroleum Tank Contamination Sites	11	9	11	14	4		9	2	6	5
Railroads Crossings	#, name	Owners	2 (CSX, Tropicana)	2 (CSX, Tropicana)	2 (CSX, Tropicana)	1 (CSX)	2 (CSX, SGRR)		N/A	N/A	N/A	N/A
	#	Crossings	4	4	5	3	2		0	0	0	0
	#	Utility Parcels	0	1	1	1	0		0	0	0	0
Utility Conflicts	#	Natural Gas Pipelines	1	1	1	1	1		0	0	3	1
	#	Powerplants	0	0	0	0	0		0	0	0	0

	Table 5-5. Environmental Evaluation Matrix												
	Evaluation Critoria	Unit of	Cotogory	Corridor									
	Evaluation Criteria	Measure	Category	Α	Modified B	AB	С	Modified D	E 1	F	G	I	I
Br	idges	#		5	2	5	1	0		2	2	11	10

- Eliminated during the Purpose and Need Evaluation
   Proposed Federally Endangered
   Federal Under Review
   Proposed Federally Threatened

Fatal Flaw – Defined as a characteristic that would render the corridor infeasible or impractical in the context of the study.

# **5.2.3 Engineering and Traffic Evaluation**

The engineering and traffic factors used to evaluate the corridors are listed in **Table 5-6**. The engineering and traffic factors included benefits due to reduction in congestion and benefits due to reduction in crashes. As previously stated in **Section 5.2.1.2** and **5.1.2.3**, Corridor E showed a net increase in VMT, and crashes compared to No-Build. Therefore, there was no benefit due to the reduction in crashes.

			Table	5-6. Engineering a	and Traffic Evalua	ntion Matrix					
Evaluation Criteria		Corridor									
Evaluation Criteria	Α	Modified B	AB	С	Modified D	Eª	F	G	Н	I	
Benefits											
Benefits due to reduction in congestion (\$) b	98,979,100	39,268,700	119,347,100	127,568,000	57,499,400		49,747,500	49,432,600	21,460,100	50,672,100	
Benefits due to reduction in crashes (\$) °	16,495,396	8,022,623	25,841,030	12,316,909	8,129,764		16,178,304	14,818,274	32,210,295	31,589,736	
Project Costs	Project Costs										
Phase	Corridor										
Priase	Α	Modified B	AB	С	Modified D	Eª	F	G	Н	I	
Design	\$11,270,000	\$38,670,000	\$46,756,000	\$37,944,000	\$35,696,000		\$27,934,000	\$38,485,000	\$19,879,000	\$21,530,000	
Wetland Mitigation	\$1,214,000	\$3,276,000	\$2,259,000	\$2,794,000	\$3,468,000		\$2,018,000	\$2,968,000	\$6,488,000	\$5,882,000	
Right-of-Way	\$55,954,000	\$125,412,000	\$150,787,000	\$179,082,000	\$218,360,000		\$580,161,000	\$309,971,000	\$165,210,000	\$131,923,000	
Construction	\$112,701,000	\$386,700,000	\$467,559,000	\$379,440,000	\$356,962,000		\$279,336,000	\$384,849,000	\$198,790,000	\$215,297,000	
CEI	\$13,524,000	\$46,404,000	\$56,107,000	\$45,533,000	\$42,835,000		\$33,520,000	\$46,182,000	\$23,855,000	\$25,836,000	
	\$194,663,000	\$600,463,000	\$723,468,000	\$644,793,000	\$657,322,000		\$922,969,000	\$782,454,000	\$414,222,000	\$400,468,000	

a – Eliminated during the Purpose and Need Evaluation

b - Benefits due to reduction in congestion = Vehicle Hour Reduced/day \* Household Wage (adjusted by cost of living) \* 250 days/yr

c - Benefits due to reduction in crashes = Reduction in fatal & injury crashes \* FDOT KABCO (K = Fatal, A = Serious Injury, B = Moderate Injury, C = Minor Injury, O = Property Damage) Crash Costs + Reduction in property damage crashes \* FDOT KABCO Crash Costs

#### 5.3 Narrative Assessment of Corridors

Using the results of the ACE, an assessment of all the corridors was performed to identify the advantages and disadvantages of each corridor. The narrative assessment reflects the best and worst-performing corridors for each evaluation criterion, as indicated in the advantages and disadvantages columns below. This assessment will determine whether the corridor is recommended to advance to the next phase of the transportation process (PD&E Study) for further analysis.

#### 5.3.1 Corridor A

Table 5-7. Corridor A Narrative Assessment							
Advantages	Disadvantages						
Lowest total cost	Corridor located in area with high minority population						
Utilizes existing bridge infrastructure							
Lowest right-of-way acquisition cost							
Lowest impact to wetlands							
Lowest impact to residential parcels							
Lowest impact to Essential Fish Habitat							

#### 5.3.2 Modified Corridor B

Table 5-8. Modified Corridor B Narrative Assessment							
Advantages	Disadvantages						
2nd lowest right-of-way acquisition cost	Corridor located in area with high minority population						
2nd highest traffic volume across the Manatee River							
Highest traffic volume on new bridge							
Lowest impact to parks/recreation areas							
Lowest impact to floodplains							

#### 5.3.3 Corridor AB

Table 5-9. Corridor AB Narrative Assessment					
Advantages	Disadvantages				
Lowest impact to community facilities	Corridor located in area with high minority population				

#### 5.3.4 Corridor C

Table 5-10. Corridor C Narrative Assessment						
Advantages	Disadvantages					
2nd lowest impact to federal/state threatened or endangered species habitat	Corridor located in area with high minority population					

Table 5-10. Corridor C Narrative Assessment				
Advantages Disadvantages				
	Highest impact on contaminated sites			
	2nd highest impact on commercial parcels			

#### 5.3.5 Modified Corridor D

Table 5-11. Modified Corridor D Narrative Assessment						
Advantages	Disadvantages					
Highest traffic volume across the Manatee River						
2nd highest traffic volume on new bridge						

#### 5.3.6 Corridor F

Table 5-12. Corridor F Narrative Assessment					
Advantages	Disadvantages				
Lowest impact to federal/state threatened or endangered species habitat	Highest total cost				
2nd lowest impacts to wetlands	Highest right-of-way acquisition cost				
Lowest involvement with railroad crossings/utility conflict	2nd highest impact to residential parcels				
	Highest impact to commercial parcels				

The extraordinary high impact on residential and commercial parcels is considered a fatal flaw and Corridor F is **not recommended** to be carried forward for further analysis.

#### 5.3.7 Corridor G

Table 5-13. Corridor G Narrative Assessment						
Advantages	Disadvantages					
Lowest impact to contaminated sites	2nd highest right-of-way acquisition cost					
Lowest involvement with railroad crossings/utility conflict	Highest impact to residential parcels					
	ETDM feedback stated that the corridor will have more impact on environmental resources than other corridors and will make permitting challenging.					

The extraordinary high impact on residential parcels is considered a fatal flaw and Corridor G is **not recommended** to be carried forward for further analysis.

#### 5.3.8 Corridor H

Table 5-14. Corridor H Narrative Assessment						
Advantages Disadvantages						
2nd lowest construction cost	Highest impact to floodplains					
	Highest impact to wetlands					

Table 5-14. Corridor H	Table 5-14. Corridor H Narrative Assessment							
Advantages	Disadvantages							
	Highest impact to federal/state threatened or endangered species habitat							
	Highest impact to Essential Fish Habitat							
	No bicycles or pedestrian accommodations allowed on Interstate 75							
	ETDM feedback stated that the corridor will have more impact on environmental resources than other corridors and will make permitting challenging.							

# 5.3.9 Corridor I

Table 5-15. Corridor I	Narrative Assessment				
Advantages	Disadvantages				
2nd lowest total cost	2nd highest impact to floodplains				
Lowest impact on minority population	2nd highest impact to federal/state threatened or endangered species habitat				
2nd lowest impact to wetlands	2nd highest impact to Essential Fish Habitat				
	No bicycles or pedestrian accommodations allowed on Interstate 75				
	ETDM feedback stated that the corridor will have more impact on environmental resources than other corridors and will make permitting challenging.				

#### 5.4 Alternative Corridor Evaluation Criteria

To avoid comparison of impacts across different resources with varying importance and uniqueness, each impact was converted to a numerical score from 1.00 to 10.00. For each criterion, a score of 1.00 represents the corridor with least impact or highest benefit and a score of 10.00 represents the corridor with highest impact or least benefit.

This process is illustrated using the following two examples.

- Example 1 Residential Impacts:
  - Residential impacts on the project varied from a low of 28 parcels for Corridor A to a high of 769 parcels for Corridor G. The parcel impacts were converted to a numerical score with the minimum value set to 1.00 to the maximum value set to 10.00. As a result, Corridor A received a score of 1.00, and Corridor G received a score of 10.00. The scores for other corridors were distributed proportionately.
- Example 2 Modal Interrelationships:
  - Modal Interrelationships were calculated by determining the percentage of the total corridor that provides sidewalks, bicycle lanes, and transit routes. The percentage of corridors with sidewalks and bicycle lanes varied from 58.24% (for corridors utilizing I-75) to 100% (where possible, the proposed typical section for all corridors included a shared use path to accommodate pedestrians and cyclists.). As a result, Corridor A G received a score of 1.00 while Corridor I received a score of 10.00. The score for the other corridor was distributed proportionately.
  - The percentage of the corridors with transit varied from 3.32% for Corridor I to 83.99% for Corridor F. As a result, Corridor I received a score of 10.00 while Corridor F received a score of 1.00. The scores for the other corridors were distributed proportionately. Since the modal interrelationships score is a combination of availability of sidewalks, bicycle lanes, and transit routes, the total score for modal interrelationships was calculated by averaging the numerical scores for percentage of corridor with sidewalks, percentage of corridor with bicycle lanes, and percentage of corridor with transit routes.

**Table 5-16** below illustrates the conversion of impacts to numerical scores for the two examples mentioned above.

	Tal	ole 5-16. Cor	verting Impac	cts to a Num	erical Score							
Cotogoni	Evaluation Criteria	Corridor										
Category	Evaluation Criteria	Α	Modified B	AB	С	Modified D	E	F	G	Н	I	
Example 1												
Residential	Residential (Parcels)	28	153	108	241	371	251	701	769	151	126	
Residential	Residential (Numerical Score)	1.00	2.52	1.97	3.59	5.17	3.71	9.17	10.00	2.49	2.19	
Example 2	Example 2											
	% of Corridor with Sidewalks	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	69.95	58.24	
	% of Corridor with Sidewalks (Numerical Score)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	7.48	10.00	
	% of Corridor with Bicycle Lanes	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	69.95	58.24	
Modal Interrelationships	% of Corridor with Bicycle Lanes (Numerical Score)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	7.48	10.00	
·	% of Corridor with Transit Routes	13.34	14.57	10.61	35.05	17.36	14.50	83.99	45.34	27.89	3.32	
	% of Corridor with Transit Routes (Numerical Score)	8.88	8.75	9.19	6.46	8.43	8.75	1.00	5.31	7.26	10.00	
	Average (Numerical Score)	3.63	3.58	3.73	2.82	3.48	3.58	1.00	2.44	7.40	10.00	

A high score for social and environmental resources means that the corridor has high impacts on the community, cultural, natural, and physical features. For capacity, safety, and modal interrelationships, a high score means that the corridor did not carry sufficient traffic volumes, did not reduce the number of crashes, or did not serve the different modes of travel.

The numerical scores from the Purpose and Need Evaluation for ten corridors are presented in **Table 5-17**.

	Tab	le 5-17. Sco	ores from Purpo	se and Ne	ed Evaluation	n					
0.1	F .1 . (1 0 .1)					Corri	dor				
Category	Evaluation Criteria	Α	Modified B	AB	С	Modified D	E	F	G	Н	I
Primary Need Evaluation			<u> </u>		·	· ·					
	Volume/Capacity for Green Bridge	5.10	1.00	4.94	2.65	4.05	3.95	2.23	3.24	10.00	7.78
	Volume/Capacity for DeSoto Bridge	10.00	1.17	1.00	3.08	3.89	6.21	6.84	5.46	5.88	7.59
Capacity	Volume/Capacity for New Bridge	-	10.00	6.41	8.17	8.66	5.17	3.08	4.35	1.00	1.18
	Volume/Capacity for I-75 Bridge with Managed Lanes	10.00	7.43	8.71	7.43	5.50	6.79	9.36	9.36	3.57	1.00
	Average Score for Capacity	8.37	4.90	5.27	5.33	5.52	5.53	5.38	5.60	5.11	4.39
	Vehicles Miles Traveled	8.21	7.30	6.50	5.89	1.00	9.46	7.64	10.00	7.52	2.86
Travel Demand	Vehicles Hours Traveled	3.42	8.49	1.70	1.00	6.94	9.20	7.60	7.63	10.00	7.52
	Average Score for Travel Demand	5.82	7.90	4.10	3.44	3.97	9.33	7.62	8.81	8.76	5.19
Secondary Need Evaluation			· ·			·					
Safety	Reduction in Crashes	3.55	3.24	1.50	2.77	3.19	10.00	2.79	2.73	1.00	1.05
	% of Corridor with Sidewalks	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	7.48	10.00
Martal lata analati analaina	% of Corridor with Bicycle Lanes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	7.48	10.00
Modal Interrelationships	% of Corridor with Transit Routes	8.88	8.75	9.19	6.46	8.43	8.75	1.00	5.31	7.26	10.00
	Average Score for Modal Interrelationships	3.63	3.58	3.73	2.82	3.48	3.58	1.00	2.44	7.40	10.00

As previously discussed in **Section 5.2.1.3**, Corridor E showed an increase in crashes per year and was eliminated.

The numerical scores from the Social and Environmental Evaluation for the nine corridors are presented in **Table 5-18**.

	Table 5-18. Scores for Social and Environmental Evaluation												
Code many			Corridor										
Category	Evaluation Criteria	Α	Modified B	AB	С	Modified D	E <sup>1</sup>	F	G	Н	I		
Social & Economic	ocial & Economic												
	Minority Population	9.47	9.47	9.47	10.00	8.15		3.91	1.00	5.50	2.06		
Minority & Low-Income	Population below poverty level	10.00	7.30	9.10	7.30	5.50		5.50	1.90	3.70	1.00		
Population	Households with Zero Vehicles	8.20	2.80	6.40	6.40	4.60		10.00	4.60	2.80	1.00		
	Average	9.22	6.52	8.32	7.90	6.08		6.47	2.50	4.00	1.35		
Community Facilities	Educational Facilities + Religious Facilities + Healthcare Facilities + Emergency Management Facilities + Evacuation Shelters	2.50	1.50	1.00	7.50	3.00		10.00	5.00	1.50	4.00		
Residential	Residential Parcels	1.00	2.52	1.97	3.59	5.17		9.17	10.00	2.49	2.19		
Commercial	Commercial / Business / Office		1.98	3.06	6.75	1.98		10.00	1.43	3.17	1.00		
Cultural													
Historic/Archaeological	Cemeteries + Historic Sites + Archaeological Sites	1.00	1.00	1.00	7.00	7.00		10.00	7.00	1.00	1.00		

	Table 5-18. Scores for Social and Environmental Evaluation										
Octomore	Evaluation Criteria					Corr	idor				
Category	Evaluation Criteria	Α	Modified B	AB	С	Modified D	E¹	F	G	Н	I
	Parks/ Recreation Areas	5.50	1.00	3.25	3.25	5.50		10.00	5.50	5.50	3.25
Parks/Recreation/Conservation	Conservation Lands	10.00	1.00	7.93	1.00	1.00		1.00	1.00	1.00	1.00
	Average	7.75	1.00	5.59	2.13	3.25		5.50	3.25	3.25	2.13
Natural											
Floodplains	Floodplains	1.16	1.00	2.02	2.27	1.76		1.07	3.24	10.00	7.53
Wetlands	Seagrass + Mangrove + Forested Wetlands + Non- forested Wetlands + Rivers/Lakes/Waterbodies	1.00	4.69	2.90	4.10	5.14		2.40	4.66	10.00	8.94
Protected Species Habitat	Federal/State Threatened or Endangered Species Habitat	2.76	2.89	3.01	1.33	4.14		1.00	1.56	10.00	6.40
,	Essential Fish Habitat	1.00	3.67	3.04	2.64	3.70		2.91	4.18	10.00	7.92
Physical											
Contamination	Landfill Sites + Non-Landfill + Solid Waste Facilities + Superfund Sites + Petroleum Tank Contamination Sites	7.75	6.06	6.63	10.00	2.69		6.06	1.00	3.81	2.13
	Railroad Crossings	8.20	8.20	10.00	6.40	4.60		1.00	1.00	1.00	1.00
Physical Conflicts	Utility Conflicts	4.00	7.00	7.00	7.00	4.00		1.00	1.00	10.00	4.00
	Average	6.10	7.60	8.50	6.70	4.30		1.00	1.00	5.50	2.50
Bridges	Bridges	5.09	2.64	5.09	1.82	1.00		2.64	2.64	10.00	9.18

<sup>1 –</sup> Eliminated during the Purpose and Need Evaluation due to an increase in the number of crashes

The numerical scores from the Project Cost Evaluation for the nine corridors are presented in **Table 5-19**.

Table 5-19. Scores from Project Cost Evaluation												
Cotomony	Evaluation Cuitavia		Corridor									
Category	Category Evaluation Criteria	Α	Modified B	AB	С	Modified D	E¹	F	G	Н	I	
Project Cost	Total Project Cost	1.00	6.01	7.53	6.56	6.72		10.00	8.26	3.71	3.54	

<sup>1 –</sup> Eliminated during the Purpose and Need Evaluation due to an increase in the number of crashes

The total of the numerical scores for the nine corridors are presented in **Table 5-20**.

Table 5-20. Total Scores for Alternative Corridor Evaluation										
Cotanoni										
Category	Α	Modified B	AB	С	Modified D	E <sup>1</sup>	F	G	Н	I
Total Score	71.88	68.70	74.25	84.64	72.09		95.01	75.30	100.72	80.43

<sup>1 –</sup> Eliminated during the Purpose and Need Evaluation due to an increase in the number of crashes

# 6.0 PUBLIC INVOLVEMENT AND AGENCY COORDINATION

Input from the public, local, and regional agencies, and the ETAT members during the ETDM screening process was used to refine the corridor constraints and evaluation criteria in order to evaluate the corridors.

The project website (<a href="https://www.swflroads.com/project/444843-1">https://www.swflroads.com/project/444843-1</a>) was used to inform the public of project updates, the approved Methodology Memorandum, and stakeholder presentations.

The ACER includes the development of a comprehensive stakeholder database that includes property and business owners, residents, and tenants located within proximity to and along the study corridor. Stakeholders include Manatee County, City of Palmetto, City of Bradenton and Sarasota/Manatee MPO staff and government officials; local law enforcement; emergency management services; fire and rescue; schools/universities; hospitals; homeowner and neighborhood associations; special interest groups; under-served and under-represented communities; local chambers of commerce; Manatee County Area Transit (MCAT); local media; and other interested parties. The stakeholders were identified based on demographic analysis, meetings with elected and government officials and past involvement in the project. The database was used for the distribution of project updates and meeting notifications. The database leverages FDOT's ability to reach diverse demographics and large populations.

The draft ACER will be available to the public through the EST for a 30-calendar day period. Notification of the public meetings will be distributed to all the individuals on the project email list including local officials, agencies including appropriate Native American tribes, stakeholders, businesses, neighborhood associations and special interest groups.

Table 6-1 lists the public and agency meetings that have been conducted to date.

	Table 6-1. Public and Agency Meeti	ngs
Date	Meeting	Туре
02/01/2023	Manasota Black Chamber of Commerce	Agency - Stakeholder Meeting
02/01/2023	City of Bradenton Staff Meeting	Agency - Stakeholder Meeting
02/07/2023	City of Bradenton Meeting	Agency - Stakeholder Meeting
03/08/2023	St. Mary's Missionary Baptist Church	Stakeholder
05/23/2023	Project Kickoff Public Meeting - In-Person	Public Meeting
05/25/2023	Project Kickoff Public Meeting - Virtual	Public Meeting
07/28/2023	Manatee Memorial Hospital	Stakeholder
08/24/2023	Riviera Dunes - The Palms	Neighborhood Meeting
09/15/2023	City of Palmetto Mayor Bryant	Elected - Stakeholder Meeting
09/15/2023	City of Palmetto Commissioner Sunshine Matthews	Elected - Stakeholder Meeting

	Table 6-1. Public and Agency Meetir	ngs				
Date	Meeting	Type				
09/18/2023	City of Palmetto Commissioner Sheldon Jones	Elected - Stakeholder Meeting				
09/18/2023	City of Palmetto Commissioner Brian Williams	Elected - Stakeholder Meeting				
09/18/2023	City of Palmetto Commissioner Harold Smith	Elected - Stakeholder Meeting				
09/18/2023	City of Palmetto CRA Director Edward Johnson	Agency - Stakeholder Meeting				
09/19/2023	NAACP	Stakeholder				
10/06/2023	City of Bradenton Councilman Josh Cramer	Elected - Stakeholder Meeting				
10/07/2023	Downtown Bradenton Market	Community Outreach Event				
10/11/2023	Manatee County Commissioner Kevin Van Ostenbridge	Elected - Stakeholder Meeting				
10/11/2023	Manatee County Commissioner Amanda Ballard	Elected - Stakeholder Meeting				
10/11/2023	Manatee County Commissioner Mike Rahn	Elected - Stakeholder Meeting				
10/11/2023	Manatee County Commissioner James Satcher	Elected - Stakeholder Meeting				
10/11/2023	Manatee County Commissioner Ray Turner	Elected - Stakeholder Meeting				
10/11/2023	Manatee County Commissioner James Bearden	Elected - Stakeholder Meeting				
10/11/2023	Manatee County Commissioner George Kruse	Elected - Stakeholder Meeting				
10/13/2023	City of Bradenton Mayor Gene Brown	Elected - Stakeholder Meeting				
10/13/2023	City of Bradenton Councilwoman Pam Coachman	Elected - Stakeholder Meeting				
10/16/2023	City of Bradenton Councilwoman Jayne Kocher	Elected - Stakeholder Meeting				
10/16/2023	City of Bradenton Councilwoman Lisa Gonzalez Moore	Elected - Stakeholder Meeting				
10/17/2023	DeSoto Bridge PD&E Alternatives Meeting – In-Person	Public Meeting - Alternatives				
10/19/2023	DeSoto Bridge PD&E Alternatives Meeting – Virtual	Public Meeting - Alternatives				
10/28/2023	Manatee County Safety Garden	Community Outreach Event				
10/31/2023	Manatee Memorial Hospital	Stakeholder Meeting				
11/06/2023	Sarasota Manatee Metropolitan Planning Organization Citizen Advisory Committee	Agency - Stakeholder Meeting				
11/06/2023	Sarasota Manatee Metropolitan Planning Organization Technical Advisory Committee	Agency - Stakeholder Meeting				
11/06/2023	Sarasota Manatee Metropolitan Planning Organization, Island Transportation Planning Organization	Agency - Stakeholder Meeting				
11/15/2023	City of Bradenton Councilwoman Marianne Barnebey	Elected - Stakeholder Meeting				
11/15/2023	Lakewood Ranch Business Alliance	Stakeholder Meeting				
11/20/2023	Sarasota-Manatee Metropolitan Planning Organization	Agency - Stakeholder Meeting				
11/26/2023	Lakewood Ranch Market	Community Outreach Event				
12/06/2023	City of Palmetto - Department Heads	Stakeholder Meeting				
12/06/2023	Aria Apartments Bradenton	Stakeholder Meeting				
12/10/2023	Red Barn Market	Community Outreach Event				
12/13/2023	Manatee Sarasota Builders Association	Stakeholder Meeting				
12/20/2023	Feld Entertainment	Stakeholder Meeting				

	Table 6-1. Public and Agency Meetir	ngs
Date	Meeting	Туре
01/09/2024	Palmetto Mobile Home Club	Neighborhood Meeting
01/13/2024	St. Petersburg Saturday Market	Community Outreach Event
01/13/2024	Manatee County Fair	Community Outreach Event
01/14/2024	Manatee County Fair	Community Outreach Event
01/18/2024	Riviera Dunes - The Palms	Neighborhood Meeting
01/25/2024	Jet Park	Neighborhood Meeting
02/14/2024	Palms of Terra Ceia	Neighborhood Event
02/19/2024	Tropic Isles	Neighborhood Event
02/19/2024	Palmetto CRA Mr. Washington	Stakeholder Meeting
02/19/2024	Palmetto CRA Mr. Cadena	Stakeholder Meeting
02/23/2024	Manatee County EMS	Stakeholder Meeting
02/23/2024	Manatee County Neighborhood Summit	Community Outreach Event
03/02/2024	Skyway 10K Run	Community Outreach Event
03/24/2024	Caddy's Run	Community Outreach Event
04/02/2024	Tropicana	Stakeholder Meeting
04/05/2024	Coquina Market	Community Outreach Event
04/05/2024	SeaPort Manatee	Stakeholder Meeting
04/09/2024	Palms of Terra Ceia	Neighborhood Event
04/30/2024	DeSoto Bridge Public Hearing	Public Meeting
05/03/2024	Bealls of Florida	Stakeholder Meeting
06/12/2024	Sarasota Manatee Technical Advisory Committee Meeting	Agency - Stakeholder Meeting
06/12/2024	Manatee Chamber of Commerce	Stakeholder Meeting
07/09/2024	Pastors Community Meeting - Bradenton	Neighborhood Meeting
07/10/2024	Pastors Community Meeting - Palmetto	Neighborhood Meeting
09/09/2024	Sarasota-Manatee Metropolitan Planning Organization - Technical Advisory Committee	Agency Stakeholder Meeting
09/09/2024	Sarasota-Manatee Metropolitan Planning Organization - Citizen Advisory Committee	Agency - Stakeholder Meeting
09/12/2024	City of Bradenton Mayor Gene Brown	Elected - Stakeholder Meeting
09/12/2024	City of Bradenton Councilman Josh Cramer	Elected - Stakeholder Meeting
09/13/2024	City of Bradenton Councilwoman Jayne Kocher	Elected - Stakeholder Meeting
09/18/2024	City of Palmetto Commissioner Brian Williams	Elected - Stakeholder Meeting
09/19/2024	City of Bradenton Councilwoman Marianne Barnebey	Elected - Stakeholder Meeting
09/20/2024	City of Palmetto Commissioner Sheldon Jones	Elected - Stakeholder Meeting
09/20/2024	Manatee Chamber Leadership Retreat	Stakeholder Meeting
09/24/2024	City of Palmetto Commissioner Sunshine Joiner	Elected - Stakeholder Meeting

Table 6-1. Public and Agency Meetings									
Date	Meeting	Туре							
10/01/2024	City of Bradenton Councilwoman Lisa Gonzalez-Moore	Elected - Stakeholder Meeting							
10/04/2024	City of Palmetto Community Redevelopment Area (CRA)	Agency - Stakeholder Meeting							
10/22/2024	Manatee County School Board	Agency - Stakeholder Meeting							
10/22/2024	Manatee County Board of County Commissioners	Agency - Stakeholder Meeting							
10/22/2024	City of Bradenton- Councilwoman Lisa Gonzalez-Moore	Elected - Stakeholder Meeting							
10/26/2024	Downtown Bradenton Saturday Market	Community Outreach Event							
11/07/2024	Sanctuary Cove	Neighborhood Meeting							
11/12/2024	Bealls of Florida	Stakeholder Meeting							
11/12/2024	Bradenton-Palmetto Connector Public Meeting (In- Person *)	Public Meeting							
11/14/2024	Bradenton-Palmetto Connector Public Meeting (Virtual 11 a.m. *)	Public Meeting							
11/14/2024	Bradenton-Palmetto Connector Public Meeting (Virtual 5 p.m. *)	Public Meeting							
12/10/2024	Manatee Chamber of Commerce Young Professionals	Stakeholder Meeting							
12/10/2024	Braden Castle Park	Neighborhood Meeting							

<sup>\*</sup> Comments from the Bradenton Palmetto Connector Study Public Meeting will be accepted until Tuesday, December 3, 2024. The comment summary report will be added to the ACER report.

# 6.1 Agency Coordination

Agency coordination was initiated with the ETAT review during the ETDM Planning Screen. The Planning Screen Review was initiated on April 21, 2023, and ended on June 20, 2023. The ETAT reviewed all ten original corridors and provided comments on potential impacts to resources and recommended Avoidance, Minimization, and Mitigation Opportunities. Agency comments were received, and they are summarized in EST in the Preliminary Screening Report. Most agencies had no objections to the corridors screened, except USACE, which commented that corridors E, G, H, and I will have more impact on environmental resources than other corridors and will make permitting challenging.

After the review of ETAT comments, a response was sent to the commenting agencies and a Summary Degree of Effect was assigned to each topic (see **Table 6-2**).

	Table 6-2. Summary Degree of Effect																				
Legend		So	cial a	nd Ed	conon	nic			tural Triba			١	latura	al		Physical					
N/A   N/A / No   Involvement   None   Enhanced   Minimal   Moderate   Substantial   Dispute   Resolution	Social	Economic	Land Use Changes	Mobility	Aesthetic Effects	Relocation Potential	Farmlands	Section 4(f) Potential	Historic and Archaeological Sites	Recreational and Protected Lands	Wetlands and Surface Waters	Water Resources	Floodplains	Protected Species and Habitat	Coastal and Marine	Noise	Air Quality	Contamination	Infrastructure	Navigation	Special Designations
					ETA	T Rev	view F	Perio	d fron	n 04/2	1/202	3 to (	06/20/	2023							
Corridor A	4	4	2	1	3	4	N/A	3	3	2	3	3	3	3	2	3	2	3	3	3	0
Corridor B	4	4	2	1	4	4	N/A	4	4	2	3	3	3	3	3	3	2	3	3	3	0
Corridor AB	4	4	2	1	4	4	N/A	4	4	2	4	3	3	3	4	3	2	3	3	3	0
Corridor C	4	4	2	1	4	4	N/A	4	4	2	4	3	3	3	4	3	2	3	3	3	0
Corridor D	4	4	2	1	4	4	N/A	4	4	3	4	3	3	3	4	3	2	4	3	3	0
Corridor E	4	4	2	1	4	4	N/A	4	4	4	4	3	3	4	4	3	2	4	3	4	0
Corridor F	4	4	2	1	4	4	N/A	4	4	4	4	3	3	3	4	3	2	3	3	3	0
Corridor G	4	4	2	1	4	4	N/A	4	4	4	4	3	3	3	4	3	2	4	3	4	2
Corridor H	4	4	2	1	2	4	N/A	3	2	3	4	3	3	3	3	3	2	4	3	4	N/A
Corridor I	4	4	2	1	3	4	N/A	3	2	3	4	3	3	3	3	3	2	3	3	3	N/A

# 6.2 Public Comments and Outstanding Issues

The feedback regarding the Bradenton-Palmetto Connector ACE Study highlights a proactive community eager for effective traffic solutions. Comments received at meetings generally outlined questions about specific corridor routes, potential right-of-way acquisitions, and the potential for flyover lanes along US 301/US 41.

- 1. Traffic Congestion: Many comments emphasize the need for designs that adequately address current and future traffic demands.
- 2. Community Preservation: There is strong support for preserving the character of local neighborhoods and historical sites and reducing impacts on minority neighborhoods with calls for careful planning to minimize impacts.
- 3. Alternative Routes: Residents suggest exploring additional routes to ease congestion in central Bradenton and Palmetto, which would benefit overall traffic management. Two

corridors were modified (Corridor B and Corridor D) during the evaluation and public engagement process.

While important issues need to be addressed, the community's constructive feedback reflects a shared commitment to improving local infrastructure and enhancing quality of life.

# 7.0 RECOMMENDATION

#### 7.1 Alternatives Eliminated

The total numerical score of all corridors is listed in **Table 5-20**. A high score means potential for substantial impacts to evaluated resources and inability to meet transportation demand and enhance safety.

**Corridor AB**'s unique alignment results in the combination of travel lanes from DeSoto Bridge and Corridor AB Bridge merging north of the Manatee River. This merger requires a 12-lane typical section, creating weaving and operations issues, and impacting the recently constructed commercial properties in Palmetto. Therefore, Corridor AB was eliminated from further consideration.

**Corridor C** is located in an area with the highest minority population. Given the minimum number of lanes needed to accommodate the projected traffic and the community characteristics, Corridor C could have substantial adverse effects on minority populations. Additionally, it had the highest impact to contaminated sites. Therefore, Corridor C was eliminated from further evaluation.

**Corridor E** did not meet the need for safety during the Secondary Purpose and Need Evaluation. The analysis showed an increase in crashes per year for Corridor E. Therefore, Corridor E was eliminated.

**Corridor F** was located on a residential local roadway with approximately 40 feet of right-of-way. Corridor F impacted 701 residential parcels and 101 commercial parcels. The magnitude of impacts to residential and commercial parcels, community cohesion, and economic development was considered a fatal flaw. Therefore, Corridor F was eliminated from further consideration.

**Corridor G** was located on a residential local roadway with approximately 60 feet of right-of-way. Corridor G impacted 769 residential parcels. The magnitude of impacts to residential parcels and community cohesion was considered a fatal flaw and the corridor was eliminated from further consideration.

**Corridor H and I** had the highest impacts on floodplains, Federal/State Threatened or Endangered Species Habitat, and Essential Fish Habitat. During the ETDM review, resource agencies stated that Corridor H and Corridor I will have substantial adverse impacts on the environmental resources and will have permitting challenges. Therefore, Corridor H and I were eliminated from further consideration.

#### 7.2 Alternatives Recommended for PD&E Study

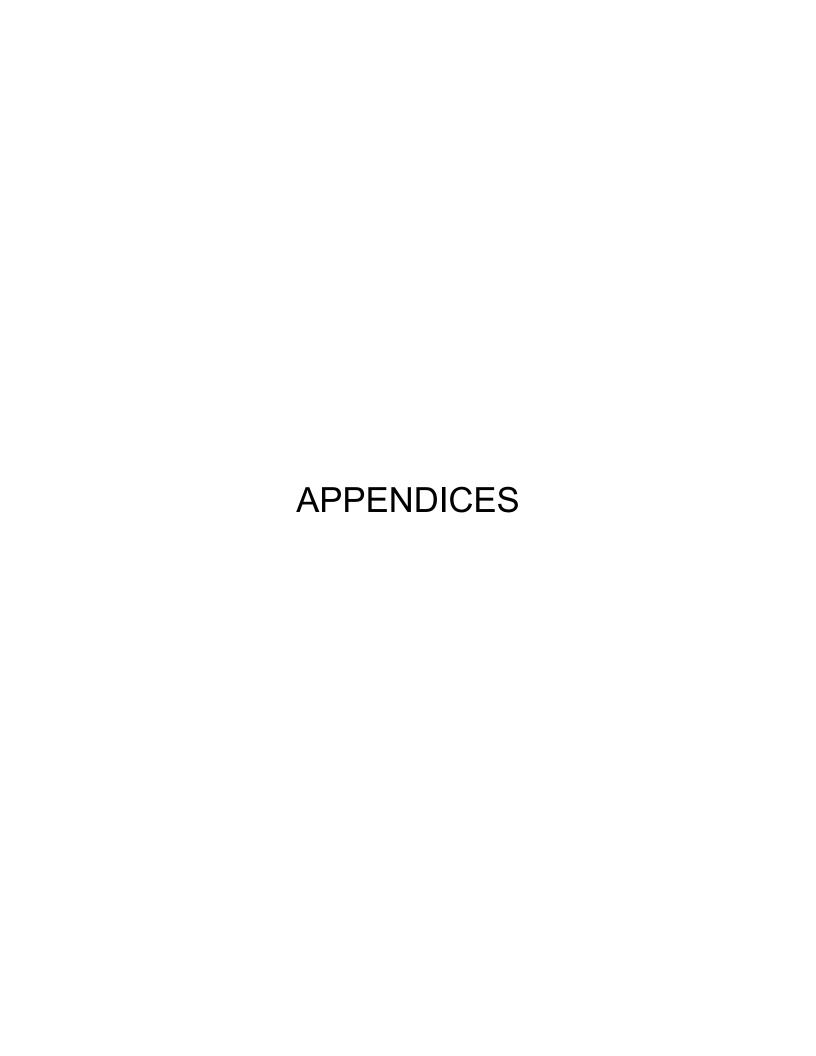
The total numerical score of the three corridors is listed in **Table 5-20**. A low score indicates minimal impacts on evaluated resources and a strong ability to meet transportation demand and enhance safety.

- Corridor A: Corridor A had the second lowest numerical score and, therefore, was the
  second best overall performing corridor in terms of minimizing impacts to social, cultural,
  natural, and physical environment and addressing the need for the project. Corridor A
  completely follows the existing alignment, avoiding impacts to new communities or
  community cohesion issues. Corridor A had the lowest construction costs, lowest impact
  to residential parcels and lowest wetland impacts.
- Modified Corridor B: Modified Corridor B had the lowest numerical score and, therefore, was the best overall performing corridor in terms of minimizing impacts to social, cultural, natural, and physical environment and addressing the need for the project. Modified Corridor B had the least impact on parks and recreational areas, and floodplains. Additionally, Modified Corridor B carried the highest traffic volume on the new bridge.
- Modified Corridor D: Modified Corridor D had the third lowest numerical score. Modified
  Corridor D carried the second-highest traffic volume on the new bridge and had the
  second-best score for addressing travel demand.

A draft ACER was provided to ETAT members through EST for concurrence on eliminating alternatives on January 27, 2025. ETAT members either concurred with the conclusion or provided additional considerations for the PD&E study, and no objections were raised.

The NMFS concurred but requested that three additional species be added to the evaluation matrix. In response to this comment, the three species were evaluated, and the evaluation matrix and scores were updated. However, the updates did not change the rankings or the selected corridors.

Although several time extensions were granted, not all ETAT members submitted comments. FDOT will continue to coordinate with ETAT members throughout the PD&E study.



# **APPENDIX A**

Methodology Memorandum

#### **TECHNICAL REPORT COVERSHEET**

#### METHODOLOGY MEMORANDUM

Florida Department of Transportation

District 1

Bradenton-Palmetto Connector - Alternative Corridor Evaluation

Limits of Project: NA

Manatee County, Florida

Financial Management Number: 444843-1-22-01

ETDM Number: 14507

Date: August 7, 2024

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 planning product may be adopted into the environmental review process, pursuant of Title 23 U.S.C. § 327, or the state project development process.

# **TABLE OF CONTENTS**

1.0	BACK	GROUND	1-1							
1.1	CONTA	ACT PERSONNEL	1-1							
1.2	Project Information									
	1.2.1	Previous Planning Studies or Relevant Information	1-2							
		1.2.1.1 Central Manatee Network Alternatives Analysis	1-2							
	1.2.2	Known Project Issues of Concern	1-3							
1.3	Proje	CT DESCRIPTION	1-3							
1.4	PURPOSE AND NEED									
	1.4.1	Project Purpose	1-5							
	1.4.2	Project Need	1-5							
		1.4.2.1 Capacity	1-5							
		1.4.2.2 Transportation Demand	1-6							
		1.4.2.3 Safety	1-7							
		1.4.2.4 Modal Interrelationships	1-7							
2.0	GOAL	S AND OBJECTIVES OF ALTERNATIVE CORRIDOR EVALUATION	2-1							
2.1	PROJE	CT DELIVERY STATUS	2-1							
2.2	Goals	2-1								
2.3	MILES	TONES	2-1							
3.0	ALTE	RNATIVE CORRIDOR EVALUATION METHODOLOGY	3-1							
3.1	NEEDS	FOR ALTERNATE MODES	3-1							
3.2	ALTERNATIVE CORRIDORS DESCRIPTION									
	3.2.1	Corridor A	3-3							
	3.2.2	Corridor B	3-5							
	3.2.3	Corridor AB	3-7							
	3.2.4	Corridor C	3-9							
	3.2.5	Corridor D	3-11							
	3.2.6	Corridor E (Golf Course Corridor)	3-13							
	3.2.7	Corridor F (26th Street W Alignment)	3-15							
	3.2.8	Corridor G (43rd Street W Alignment)	3-17							
	3.2.9	Corridor H	3-19							
	3.2.10	Corridor I (57th Street E Corridor)	3-21							
3.3	DATA NEEDS									
	3.3.1	Traffic Data	3-23							
	3.3.2	Safety Data	3-23							
	3.3.3	Socio-economic and Environmental Data	3-23							
	3.3.4	Construction Cost Data	3-25							

5.0	CONC	CLUSION	5-1		
4.1	AGENO	CY COORDINATION	4-3		
4.0	PUBL	IC AND AGENCY INPUT	4-1		
3.6	APPRO	DACH TO ELIMINATING ALTERNATIVES	3-31		
	3.5.2	Geographic Information Systems	3-31		
	3.5.1	District 1 Regional Planning Model	3-30		
3.5	EVALU	JATION TOOLS	3-30		
	3.4.3	Engineering and Traffic Considerations	3-29		
	3.4.2	Social and Environmental Evaluation	3-27		
	3.4.1	Purpose and Need Evaluation	3-25		
3.4	ALTER	ALTERNATIVE CORRIDOR EVALUATION CRITERIA			

# **LIST OF FIGURES**

Figure 1-1. Study Area	1-4
Figure 3-1. All Proposed Corridors	3-2
Figure 3-2. Corridor A	3-4
Figure 3-3. Corridor B	3-6
Figure 3-4. Corridor AB	3-8
Figure 3-5. Corridor C	3-10
Figure 3-6. Corridor D	3-12
Figure 3-7. Corridor E (Golf Course Corridor)	3-14
Figure 3-8. Corridor F (26th Street West Alignment)	3-16
Figure 3-9. Corridor G (43 <sup>rd</sup> Street West Alignment)	3-18
Figure 3-10. Corridor H	3-20
Figure 3-11. Corridor I (57 <sup>th</sup> St E Corridor)	3-22

# **LIST OF TABLES**

Table 1-1. Traffic Volumes and Level of Service	1-5
Table 1-2. Volume/Capacity (V/C) Ratio	1-6
Table 1-3. Population Growth (1980-2020)	1-6
Table 1-4. Population Growth (2025-2050)	1-6
Table 1-5. Crash Statistics	1-7
Table 1-6. Crash Rates	1-7
Table 3-1. Socio-economic and Environmental Data Layers	3-23
Table 3-2. Estimate for Each Project Phase	3-25
Table 3-3. Purpose and Need Evaluation Criteria	3-26
Table 3-4. Primary Need Evaluation Matrix	3-26
Table 3-5. Secondary Need Evaluation Matrix	3-26
Table 3-6. Environmental Evaluation Matrix	3-27
Table 3-7. Engineering and Traffic Evaluation Matrix	3-29
Table 4-1. Public and Agency Meetings	4-1
Table 4-2. Summary Degree of Effect	4-4

# 1.0 BACKGROUND

The Florida Department of Transportation (FDOT) District 1 is conducting an Alternative Corridor Evaluation (ACE) study to identify, evaluate, eliminate, and recommend project alternatives for the Bradenton Palmetto Connector study prior to the Project Development and Environment (PD&E) phase.

The ACE will consider the purpose and need, document the general environmental setting for the project, identify preliminary environmental impacts and environmental mitigation, evaluate engineering feasibility, as well as comments received through the Efficient Transportation Decision Making (ETDM) screening process and public involvement process. The ACE will evaluate alternatives to address the need for the project and recommend alternatives to be advanced to the next phase of project development.

The ACE process supports the goal of streamlining the planning and environmental review process, as defined in the PD&E Manual, ETDM Manual, the Code of Federal Regulations (CFR), Title 23, Part 450 (Planning Regulations), and 23 U.S. Code (USC) §168 (Integration of Planning and Environmental Review). Results of the ACE process can be directly incorporated into the National Environmental Policy Act (NEPA) process.

This Methodology Memorandum (MM) documents the goals of the evaluation, the methodology to compare alternatives, how coordination with stakeholders will occur, and the basis for decision making.

The ACE process ensures that alternative corridors are evaluated consistently following the criteria outlined in this MM, which will result in the elimination of corridors. The evaluation of the corridors will be detailed in the Alternative Corridor Evaluation Report (ACER). The results in the ACER will identify the reasonable corridors that will move forward to the PD&E Study phase.

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# 1.2 Project Information

Located in Manatee County, Florida, the proposed Bradenton-Palmetto Connector will connect the cities of Bradenton and Palmetto and the numerous communities in western Manatee County over the Manatee River. Currently, the three Manatee River crossings within the study limits are:

- Green Bridge carries US 41 Business across the Manatee River
- Hernando DeSoto Bridge (hereafter referred to as DeSoto Bridge) carries US 41 and US 301 across the Manatee River
- Trooper J. D. Young Memorial Bridge (hereafter referred to as the I-75 Bridge) carries
   I-75 across the Manatee River

The ACE study will evaluate ten corridors and their ability to meet the project purpose and need and quantify their impacts on the social, cultural, natural, and physical environment. This study builds upon the Central Manatee Network Alternative Analysis (CMNAA) study completed in 2019.

# **1.2.1 Previous Planning Studies or Relevant Information**

#### 1.2.1.1 Central Manatee Network Alternatives Analysis

In partnership with the Federal Highway Administration (FHWA), the Sarasota/Manatee Metropolitan Planning Organization (MPO), Manatee County, and the Cities of Palmetto and Bradenton, FDOT District 1 initiated the CMNAA study in 2013 with the goal to identify and program a series of transportation projects that improve both local and regional mobility for all users while supporting the long-term multi-modal vision for the communities of Bradenton and Palmetto. The study consisted of three phases.

CMNAA Phase I (Purpose and Need) was completed in 2016. This phase documented existing conditions and engaged the public to assist in the development of goals and objectives for transportation improvements. The results from those activities identified a new bridge or improved capacity across the Manatee River as a top priority for the community.

Phase II (Alternative Analysis) and Phase III (Programming) of the CMNAA study were completed in May 2019. Phase II and III developed and evaluated an array of potential improvements and investments into a multi-modal transportation system and programs that would potentially address the transportation needs of the study area and the regional traffic that uses the transportation network. The CMNAA study identified short-term, mid-term, and long-term improvements.

To address the future needs and local concerns for added capacity over the Manatee River, the CMNAA study began with three primary corridors beginning in downtown Bradenton: 1<sup>st</sup> Street, 9<sup>th</sup> Street East/15<sup>th</sup> Street East, and 27<sup>th</sup> Street East. Ultimately, seven alignments and eleven combination alternatives (including the No-Build) were developed to address the need for the project.

This ACE study was initiated post completion of CMNAA. According to the FDOT's PD&E Manual, the ACE will consider the purpose and need, document the general environmental setting for the project, identify preliminary environmental impacts and environmental mitigation, evaluate engineering feasibility, as well as comments received through the ETDM screening process and

public involvement process. The ACE will evaluate alternatives to address the need for the project and recommend alternatives to be advanced to the next phase of project development.

# 1.2.2 Known Project Issues of Concern

Various public outreach activities were conducted during the previously listed study to inform and receive input from the residents and businesses in Bradenton and Palmetto. Major issues identified included:

- location of bridge crossing
- safety and availability of pedestrian and bicycle facilities
- access to transit
- regional mobility
- future developments in the area
- opposition to flyovers or grade separated bridge concepts

# 1.3 Project Description

This project proposes to provide additional capacity and improve mobility over the Manatee River, specifically between the cities of Bradenton and Palmetto and the numerous communities in western Manatee County. A total of ten corridors have been developed to date and are to be evaluated as part of the ACE Study. The southern boundary for the corridors begins at SR 70; the northern boundary for the corridors ends north of I-275; the western boundary for the corridors begins at 43rd Street W; and the eastern boundary for the corridors ends at I-75. The existing corridors vary from 2-lane urban/rural local streets to 4-lane divided urban/rural arterials and 5-lane urban arterials. The existing right-of-way of these roadways varies from 40 feet to 240 feet.



# 1.4 Purpose and Need

# 1.4.1 Project Purpose

The purpose of the project is to evaluate additional capacity and transportation demand across the Manatee River as part of the regional transportation system. The secondary needs of the project are to enhance safety and multi-modal interrelationships.

# 1.4.2 Project Need

The need for the project is based on the following factors:

### 1.4.2.1 **Capacity**

The geography of Manatee County, particularly surrounding the Manatee River, creates a challenge to transportation infrastructure. Flowing westward toward the Gulf of Mexico, the Manatee River divides the county's western half, separating the cities of Bradenton and Palmetto. The roadway network for both cities is based on a grid street system that distributes traffic to multiple roadways. However, there are only three north-south crossings of the Manatee River connecting the cities of Bradenton and Palmetto, thus forcing the roadway grid system to collect and funnel all the traffic through these three river crossings. As a result, the capacity of three river crossings becomes a constraint for traffic traveling north-south. The three Manatee River crossings within the study limits are:

- Green Bridge carries US 41 Business across the Manatee River
- DeSoto Bridge carries US 41 and US 301 across the Manatee River
- I-75 Bridge carries I-75 across the Manatee River

In order to preserve mobility for the residents and visitors of Florida, FDOT has set target Level of Service (LOS) Standards for rural and urban areas. The Target LOS Standard for urban areas is LOS D. Transportation facilities operating below the target standard are operating near capacity. A facility operating at LOS F has reached a point where the demand has exceeded capacity.

Based on FDOT 2021 traffic counts, the DeSoto Bridge and the I-75 Bridge are approaching FDOT target capacity, while the Green Bridge still has adequate capacity for future growth. However, by 2040, the DeSoto Bridge and the I-75 Bridge are projected to be over capacity, and the Green Bridge will be approaching target capacity. The three bridges will exceed capacity by 16% percent by 2040. Traffic volumes and capacities are listed in **Table 1-1** and **Table 1-2**.

Table 1-1. Traffic Volumes and Level of Service							
Facility	Number of Lanes	2021 Traffic Counts	2021 Level of Service	2040 Forecast	2040 Level of Service		
Green Bridge	4	37,000	С	61,000	D		
DeSoto Bridge	4	65,500	D	97,200	F		
I-75 Bridge	6	120,500	D	170,000	F		
Total		223,000		328,200			

Source: FDOT Traffic Online, FDOT Quality Level of Service Handbook

Table 1-2. Volume/Capacity (V/C) Ratio							
Facility	Number of Lanes	Capacity (LOS F) <sup>1</sup>	2021 Traffic Counts	2021 V/C Ratio	2040 Forecast	2040 V/C Ratio	
Green Bridge	4	75,301	37,000	0.49	61,000	0.81	
DeSoto Bridge	4	75,301	65,500	0.87	97,200	1.29	
I-75 Bridge	6	131,201	120,500	0.92	170,000	1.30	
Total		281,803	223,000	0.79	328,200	1.16	

Source: FDOT Traffic Online, FDOT Quality Level of Service Handbook

If no additional capacity improvements are made across the Manatee River, the congestion from the bridges will back up onto the grid roadway network in Palmetto and Bradenton, and the SR 64/I-75 and US 301/I-75 interchanges on I-75, causing severe regional delays for residents and visitors.

#### 1.4.2.2 Transportation Demand

During the last 40 years, the population of Manatee County has more than doubled, increasing from 148,442 in 1980 to 399,710 in 2020. The major cities within Manatee County are Bradenton and Palmetto, and their population has increased by 84% and 54%, respectively, within the same time period. Population Growth (1980-2020) is listed in **Table 1-3**.

Table 1-3. Population Growth (1980-2020)								
Region	1980	1990	2000	2010	2020	1980-2020 Increase		
Bradenton	30,228	43,779	49,504	45,546	55,698	84%		
Palmetto	8,637	9,268	12,571	12,606	13,323	54%		
Manatee County	148,445	211,707	264,002	322,833	399,710	169%		

Source: U.S. Census Bureau

The population increase shows no sign of diminishing, as documented during the 2020 US Census. The US Census revealed that Manatee County had the eighth highest growth rate in Florida. The data trends show this explosion of population growth in east Manatee County. The last ten Developments of Regional Impact (DRIs) in Manatee County have been or will be built near I-75. The Bureau of Economic and Business Research (BEBR) at the University of Florida estimates that the population of Manatee County will add approximately 200,000 residents in the next 30 years and reach 578,500 by the year 2050. Population projections from 2025 to 2050 are listed in **Table 1-4**.

Table 1-4. Population Growth (2025-2050)							
Year	2025	2030	2035	2040	2045	2050	
Manatee County	445,800	481,900	511,200	536,500	558,500	578,500	

Source: Bureau of Economic and Business Research, University of Florida

<sup>&</sup>lt;sup>1</sup>Represents LOS F Capacity of a roadway.

In addition to the permanent population increase, Manatee County and the City of Bradenton are popular tourist destinations. In 2021, a record 1,000,000 visitors visited the Bradenton Area (Source: Research Data Services).

While the grid street system in Palmetto and Bradenton provides more choices, all motorists crossing the Manatee River are limited to using the three existing bridges along arterial roadways. The increase in traffic volumes will lead to more congestion and increase travel times for trips.

#### **Secondary Need**

The secondary need for the project is based on the following factors:

# 1.4.2.3 **Safety**

Crash data from January 1, 2016, to December 31, 2020, was obtained from the Signal 4 Analytics (S4) website and is summarized in **Table 1-5**.

Table 1-5. Crash Statistics							
Corridor Total Fatal Serious Injury Predominant Crash Type Crashes Crashes (% of crashes)							
I-75	1,108	3	85	Front to Rear (46.6%)			
US 41/US 301	772	3	6	Front to Rear (64.2%)			
US 41 Business	335	0	10	Front to Rear (54.3%)			

The three corridors carry different traffic volumes, and, therefore, a crash rate per million vehicle miles traveled was calculated for each corridor. These crash rates were then compared to similar facilities within FDOT District 1. The analysis shows that all three corridors are experiencing a higher number of crashes compared to similar facilities in FDOT District 1. The crash rates for all three corridors are listed in **Table 1-6**.

Table 1-6. Crash Rates								
Facility	From	То	Length	Lanes	Crashes	Crash Rate <sup>1</sup>	District 1 Average <sup>2</sup>	
Green Bridge	SR 64	10 <sup>th</sup> Street	1.79	4	335	2.94	2.48	
DeSoto Bridge	SR 64	10 <sup>th</sup> Street	1.80	4	772	3.67	2.48	
I-75 Bridge	SR 64	US 301	3.80	6	1,108	1.39	0.55	

<sup>1.</sup> Crash rate is represented as the number of crashes per million vehicles miles

Without any improvements, the number of crashes will continue to increase. The predominant crash type, "front to rear," crash is typically associated with congestion. The increasing traffic volumes is anticipated to lead to more congestion and crashes.

#### 1.4.2.4 Modal Interrelationships

The study area includes several large pedestrian/bicycle trip generators on both sides of the Manatee River. These include Bradenton Area Convention Center (a 4,000 seat multi-purpose area) and Palmetto Estuary Nature Preserve (a 20-acre park with wildlife observation areas, picnic areas, fishing pier, and trails) located north of Manatee River while the Bradenton RiverWalk (a

<sup>2.</sup> Crash rate is represented as the number of crashes per million vehicle miles compared to similar facilities in FDOT District 1.

1.5-mile park including an amphitheater, skate park, and fishing pier), downtown attractions and multiple hotels are located south of Manatee River.

However, there are limited pedestrian/bicycle facilities on the existing three bridges across the Manatee River. The DeSoto Bridge does not include any sidewalks or bicycle lanes. The I-75 Bridge restricts the implementation of pedestrian and bicycle facilities as it is a limited access facility. Only the Green Bridge includes a barrier separated shared use path in the southbound direction. Due to a lack of pedestrian/bicycle facilities, the majority of the trips between major attractions are made using motorized vehicles.

Additionally, the Sarasota/Manatee MPO prioritized bicycle, pedestrian, and transit facilities during the development of 2045 Long Range Transportation Plan (LRTP). The 2045 LRTP includes lower service headways for Manatee County Area Transit bus routes to encourage transit ridership. Additionally, the 2045 LRTP includes several Multi Modal Emphasis Corridors that anticipate increasing the number of walking, bicycle, and transit trips in the region. As these projects are completed, the lack of bicycle/pedestrian/transit facilities across the Manatee River will hamper multi-modal connectivity and discourage residents from considering alternative modes for recreational, work, and other trips.

### **Project Status**

Located within the Sarasota/Manatee MPO, the proposed project, Bradenton-Palmetto Corridor, is identified in the Sarasota/Manatee MPO Transportation Improvement Program (TIP) FY 2022/23 to 2026/27 as a Project Priority #2 and included in the 2045 LRTP as a regional bridge priority.

The Bradenton-Palmetto Connector is also listed in the FY 2023-2026 FDOT State Transportation Improvement Program (STIP) and identified a total funding of \$3,098,205 for the PD&E phase. Currently, \$3,000,000 has been encumbered for the ACE and PD&E phase. The Design, Right-of-Way, and Construction phases are not yet funded.

# 2.0 GOALS AND OBJECTIVES OF ALTERNATIVE CORRIDOR EVALUATION

# 2.1 Project Delivery Status

An ETDM Planning Screen was published on October 7, 2023, for project number 14507 as part of the process for this ACE Study. The criteria outlined in this MM will be used to evaluate corridors, and the resulting ACER will identify the corridor(s) that will be carried forward to the PD&E Study.

Ten corridors have been developed for analysis during the ACE process. The planning screen summary report may be found via the Environmental Screening Tool (EST) at <a href="https://etdmpub.flaetat.org/est/">https://etdmpub.flaetat.org/est/</a>.

# 2.2 Goals and Objectives of the ACE Study

The ACE process as defined in the PD&E Manual, Part 1, Chapter 4 (July 1, 2023 edition) helps FDOT identify, evaluate and eliminate alternatives on qualifying projects prior to the PD&E phase. The ACE process is considered a planning process and pursuant to 23 United States Code (U.S.C) 168, 23 CFR 450.212, and 23 CFR 450.318, decisions from a system-level corridor or subarea planning study may be used in NEPA analysis if certain conditions are met. Appendix A of 23 CFR 450 *Linking the Transportation Planning and NEPA Processes* details how to adopt or incorporate by reference information from transportation planning into NEPA documents and/or environmental review process under existing laws.

The goals of the ACE process are to document the means by which alternative corridors will be evaluated and the process used to identify reasonable alternatives to carry forward into a PD&E Study.

#### 2.3 Milestones

Proposed major milestones of the Bradenton-Palmetto Connector ACE study include:

- August 28, 2023 (Initial Publication); October 7, 2023 (Republished); ETDM Planning Screen Summary Report
- Continuous Agency, Stakeholder, and Community Meetings
- ACE MM
- ACER
- ACE Public Meeting
- Final ACER Approved

The evaluation of the corridor(s) will be detailed in the ACER, which will be prepared following the approval of the final MM.

# 3.0 ALTERNATIVE CORRIDOR EVALUATION METHODOLOGY

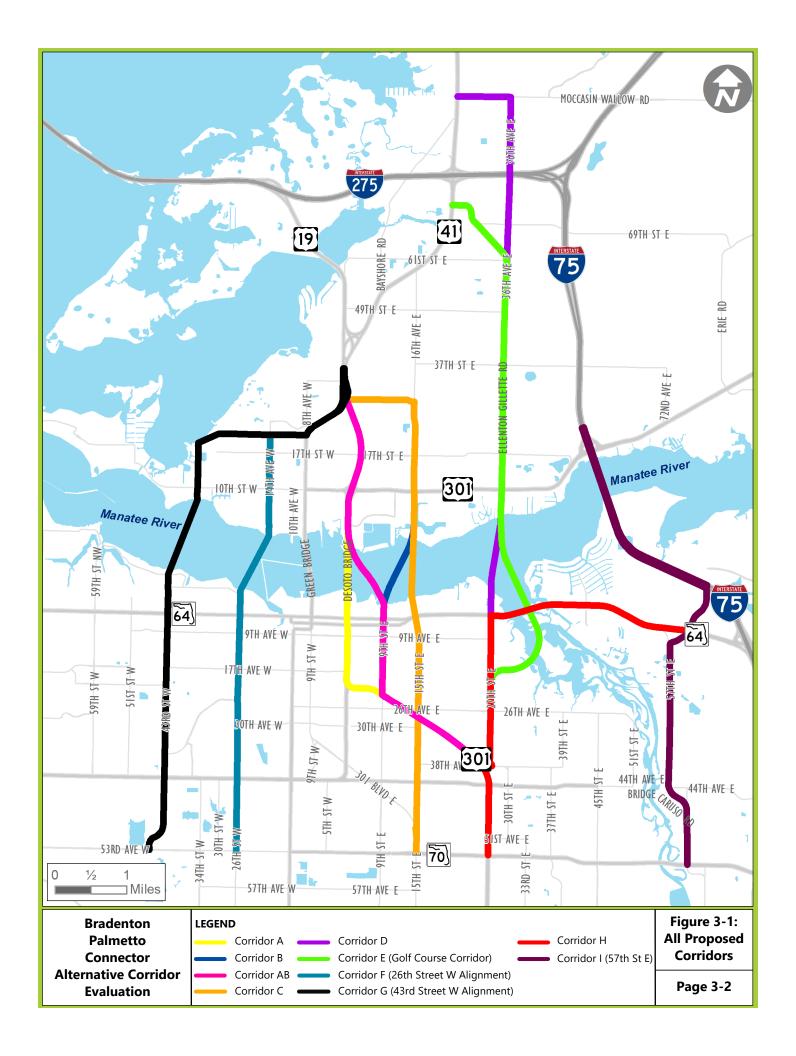
#### 3.1 Needs for Alternate Modes

The ACE process will evaluate multi-modal corridors that accommodate automobiles, trucks, transit, pedestrians, and bicyclists. The project need identified how the lack of bicycle/pedestrian/transit facilities across the Manatee River hamper multi-modal connectivity and discourage residents from considering alternative modes for recreational, work, and other trips.

Therefore, multi-modal considerations will be addressed as part of the Bradenton-Palmetto Connector project.

# 3.2 Alternative Corridors Description

A total of ten corridors are being evaluated as part of the Bradenton-Palmetto Connector ACE. All ten corridors are illustrated in **Figure 3-1**.



#### 3.2.1 Corridor A

Corridor A (see **Figure 3-2**) traverses the cities of Bradenton and Palmetto plus three unincorporated areas: Samoset, West Samoset, and Memphis in Manatee County. Corridor A begins at the SR 70 (53rd Avenue East)/US 301 intersection, travels along US 41, and ends between 33rd Street West and the US 19/US 41 split. Corridor A is approximately 9 miles long and travels across the existing DeSoto Bridge. Corridor A utilizes existing roadways with the Level of Service (LOS) ranging from LOS C to LOS E. The posted speed along the corridor ranges from 45 miles per hour (MPH) to 55 MPH. Some segments of Corridor A are designated evacuation routes, such as US 41 and US 301, that connect to other designated evacuation routes, such as SR 64. The FDOT's ConnectPed Tool identified the following preliminary context classifications along Corridor A:

- Limited Access (LA) from SR 70 to 38th Avenue East
- Rural (C2) from 38th Avenue East to 34th Avenue East
- Suburban Residential (C3R) from 34th Avenue East to 15th Street East
- Suburban Commercial (C3C) from 15th Street East to south of CSX railroad track
- Rural (C2) from south of the CSX railroad track to the CSX railroad track
- Suburban Residential (C3R) from the CSX railroad track to US 41



#### 3.2.2 Corridor B

Corridor B (see **Figure 3-3**) begins at the SR 70 (53rd Avenue East)/US 301 intersection, travels along US 301 and 9th Street East with a new bridge crossing over the Manatee River, then traverses along 16th Avenue East, turns onto 29th Street East, and ends at the US 19/US 41 split. Corridor B traverses the cities of Bradenton and Palmetto plus three unincorporated areas: Samoset, West Samoset, and Memphis in Manatee County. Corridor B is approximately 9 miles long and utilizes existing roadways with a LOS C. The posted speed along Corridor B ranges from 30 MPH to 55 MPH. Some segments of Corridor B are designated evacuation routes, such as US 41 and US 301, that connect to other designated evacuation routes, such as SR 64. The FDOT's ConnectPed Tool identified the following preliminary context classifications along Corridor B:

- Limited Access (LA) from SR 70 to 38th Avenue East
- Rural (C2) from 38th Avenue East to 34th Avenue East
- Suburban Residential (C3R) from 34th Avenue East to 15th Street East
- Suburban Commercial (C3C) from 15th Street East to 9th Street East
- No designation for the remainder segment



#### 3.2.3 Corridor AB

Corridor AB (see **Figure 3-4**) begins at the SR 70 (53rd Avenue East)/US 301 intersection, travels along US 301 and 9th Street East with a new crossing over the Manatee River, ties into US 41 north of the river, and ends at the US 19/US 41 split. Corridor AB traverses the cities of Bradenton and Palmetto plus three unincorporated areas: Samoset, West Samoset, and Memphis in Manatee County. Corridor AB is approximately 8 miles long. Corridor AB utilizes existing roadways with a LOS ranging from LOS C to LOS E. The posted speed along the corridor ranges from 35 MPH to 55 MPH. Some segments of Corridor AB are designated evacuation routes, such as US 41 and US 301, that connect to other designated evacuation routes, such as SR 64. The FDOT's ConnectPed Tool identified the following preliminary context classifications along Corridor AB:

- Limited Access (LA) from SR 70 to 38th Avenue East
- Rural (C2) from 38th Avenue East to 34th Avenue East
- Suburban Residential (C3R) from 34th Avenue East to 15th Street East
- Suburban Commercial (C3C) from 15th Street East to 9th Street East
- Suburban Residential (C3R) from north of DeSoto Bridge to US 41



#### 3.2.4 Corridor C

Corridor C (see **Figure 3-5**) begins at the SR 70 (53rd Avenue East)/15th Street East intersection, travels along 15th Street East with a new bridge crossing over the Manatee River, then ties into Corridor B north of the river and traverses along 16th Avenue East, turns onto 29th Street East, and ends at the US 19/US 41 split. The route traverses the cities of Bradenton and Palmetto plus three unincorporated areas: Samoset, West Samoset, and Memphis in Manatee County. Corridor C is approximately 8 miles long. Corridor C utilizes existing roadways with a LOS C. The posted speed along Corridor C ranges from 30 MPH to 45 MPH. Some segments of Corridor C are designated evacuation routes, such as US 301, that connect to other designated evacuation routes, such as SR 64. The FDOT's ConnectPed Tool identified the following preliminary context classifications for 15th Street East segments along Corridor C:

- Suburban Commercial (C3C) from the 301 Boulevard East span to 38th Avenue East
- Urban General (C4) from 38th Avenue East to US 301
- Suburban Residential (C3R) from US 301 to 14th Avenue East
- Suburban Commercial (C3C) from 14th Avenue East to SR 64
- No designation for the remainder segment



#### 3.2.5 Corridor D

Corridor D (see **Figure 3-6**) begins at the SR 70 (53rd Avenue East)/US 301 intersection, ends at US 41, and traverses the cities of Bradenton and Palmetto plus two unincorporated areas: Samoset and Ellenton in Manatee County. Corridor D follows US 301 and connects to 27th Street East via 38th Avenue East heading north. The corridor proposes a new connection from 27th Street East in Bradenton to Leffingwell Avenue in Palmetto with a new bridge crossing the Manatee River. Corridor D continues along Leffingwell Avenue/36th Avenue East and then traverses along Moccasin Wallow Road to US 41. Corridor D is approximately 11.5 miles long. Corridor D utilizes existing roadways with the LOS ranging from LOS B to LOS C. The posted speed along the corridor ranges from 30 MPH to 55 MPH. The segment of Corridor D on US 301 is a designated evacuation route, and Corridor D connects to other designated evacuation routes, such as SR 64 and US 41. The FDOT's ConnectPed Tool identified the preliminary context classification for US 301 segments along Corridor D:

- Limited Access (LA) from SR 70 to 38th Avenue East
- No designation for the remainder segment



# 3.2.6 Corridor E (Golf Course Corridor)

Corridor E (see **Figure 3-7**), or the Golf Course Corridor, begins at the SR 70 (53rd Avenue East)/US 301 intersection, ends at US 41, and traverses the cities of Bradenton and Palmetto plus two unincorporated areas: Samoset and Ellenton in Manatee County. Corridor E follows US 301 and connects to 27th Street East via 38th Avenue East heading north. The corridor proposes a new connection from 27th Street East in Bradenton to Leffingwell Avenue in Palmetto with a new bridge crossing over the Manatee River - the corridor cuts through River Run Golf Links-Bradenton Recreational Park, with a new bridge over the Braden River and SR 64, and ties into Corridor D north of the Manatee River. Corridor E continues along Leffingwell Avenue/36th Avenue East up to Palm View Road/61st Street East. At this point, Corridor E creates a new connection to 69th Street East and follows 69th Street East to US 41. The proposed corridor is approximately 10 miles in length. Corridor E utilizes existing roadways; the LOS along the Corridor is LOS C. The posted speed along the corridor ranges from 30 MPH to 55 MPH. The segment of Corridor E on US 301 is a designated evacuation route, and Corridor E connects to other designated evacuation routes, such as SR 64 and US 41.

The FDOT's ConnectPed Tool identified the following preliminary context classification along Corridor E:

- Limited Access (LA) from SR 70 to 38th Avenue East
- No designation for the remainder segment



# 3.2.7 Corridor F (26th Street W Alignment)

Corridor F (see **Figure 3-8**), or the 26<sup>th</sup> Street W Alignment, begins at the 53rd Avenue East/26th Street West intersection, ends at the US 19/US 41 split, and traverses the cities of Bradenton and Palmetto plus the unincorporated area of West Bradenton in Manatee County. Corridor F follows 26th Street West and proposes a new connection from 26th Street West in Bradenton to 14th Avenue West in Palmetto with a new bridge crossing the Manatee River. Corridor F continues along 14th Avenue West north of the river, then follows 21st Street West, and creates a new connection between 21st Street West and US 41. At this point, the corridor follows US 41 to the north and ends at the US 19/US 41 split. Corridor F is approximately 8 miles long. The posted speed along the corridor ranges from 25 MPH to 50 MPH. The FDOT's ConnectPed Tool identified the following preliminary context classifications along Corridor F:

- No classification from beginning of corridor to 21st Street West
- Urban General (C4) from 21st Street West to 23rd Street West
- Rural (C2) from 23rd Street West to 26th Street W/US 41 Business split
- Suburban Commercial (C3C) from 26th Street W/US 41 Business split to US 41 merge
- No designation for the remainder segment

This corridor intersects the proposed Gulf Coast Trail (formerly the Mid-County Trail), an off-road, multi-use trail that is part of the FDOT's Shared Use Nonmotorized (SUN) trail network. Currently, sidewalks on most roadways composing Corridor F are present. Corridor F travels parallel to a CSX railroad track along Bayshore Road for a short segment.



# 3.2.8 Corridor G (43rd Street W Alignment)

Corridor G (see **Figure 3-9**), or the 43<sup>rd</sup> Street W Alignment, begins at the 53rd Avenue East/43rd Street West intersection, ends between 33rd Street West and the US 19/US 41 split, and traverses the cities of Bradenton and Palmetto plus the unincorporated area of West Bradenton in Manatee County. Corridor G follows 43rd Street West and proposes a new connection from 43rd Street West in Bradenton to 28th Avenue West in Palmetto with a new bridge crossing the Manatee River. Corridor G continues along 28th Avenue West north of the river and creates a new connection between 28th Avenue West and 21st Street West. The corridor then follows 21st Street West and creates a new connection between 21st Street West and US 41. At this point, the corridor follows US 41 to the north and ends at the US 19/US 41 split. The corridor is approximately 9 miles long. Corridor G utilizes existing roadways, and the LOS along the corridor is LOS C. The posted speed along the corridor ranges from 30 MPH to 50 MPH.

Corridor G travels parallel to a CSX railroad track along Bayshore Road for a short segment. The FDOT's ConnectPed Tool identified the following preliminary context classification along Corridor G:

- No designation from 53rd Avenue to 21st Street West
- Rural (C2) for the norther segment of US 41 from 21st Street West to 26th Street West
- Suburban Residential (C3R) and Suburban Commercial (C3C) alternating for the northbound US 41 segments from where the US 41 Business/Bayshore Road corridor merges/diverges with/from US 41
- Suburban Commercial (C3C) for southbound US 41 segment

Corridor G intersects the proposed Gulf Coast Trail (formerly the Mid-County Trail), an off-road, multi-use trail that is part of the FDOT's SUN trail network.



#### 3.2.9 Corridor H

Corridor H (see **Figure 3-10**) begins at the SR 70 (53rd Avenue East)/US 301 intersection and ends at the I-75/US 301 interchange located north of the Manatee River. Corridor H follows US 301 and connects to 27th Street East via 38th Avenue East heading north. The corridor follows 27th Street East, SR 64 (Manatee Avenue East) to the east, Cypress Creek Boulevard to the north, Kay Road to the north, and I-75 (via a new connection with Kay Road) to the west and north. Corridor H is approximately 13 miles long and includes a new bridge over the Manatee River parallel to the I-75 Bridge. Corridor H utilizes existing roadways with a LOS ranging from LOS C to LOS D. The posted speed along Corridor H ranges from 30 MPH to 70 MPH. The FDOT's ConnectPed Tool identified the following preliminary context classification along Corridor H:

- Limited Access (LA) from SR 70 to 38th Avenue East
- No designation for the segment from 38th Avenue East to SR 64
- Suburban Commercial (C3C) and Suburban Residential (C3R) alternating on SR 64 segment
- Limited Access (LA) on I-75 segment

There are no bicycle or pedestrian facilities on I-75. Bicycle facilities can be found on SR 64 (Manatee Avenue East) from the intersection of Carlton Arms Boulevard to Cypress Creek Boulevard.



# 3.2.10 Corridor I (57th Street E Corridor)

Corridor I (see **Figure 3-11**), or the 57<sup>th</sup> Street E Corridor, begins at the SR 70 (53rd Avenue East)/Caruso Road intersection, follows Caruso Road connecting to 57th Street East via a new connection, runs along 57th Street East connecting to Cypress Creek Boulevard via a new connection, follows Cypress Creek Boulevard to the north, Kay Road to the north, flies over I-75 (via a new connection with Kay Road) to create a collector - distributor system with new bridges over the Manatee River parallel to I-75 to the west and north, and ends at the I-75/US 301 interchange located north of the Manatee River. Corridor I is approximately 10 miles long. Corridor I utilizes existing roadways, and the LOS ranges from LOS C to LOS D. The posted speed along the corridor ranges from 30 MPH to 70 MPH. The FDOT's ConnectPed Tool identified the following preliminary context classification along Corridor H:

- No designation for the segment from SR 70 to SR 64
- Suburban Commercial (C3C) on SR 64 segment
- Limited Access (LA) on I-75 segment

There are no bicycle or pedestrian facilities on I-75.



#### 3.3 Data Needs

Various data sources and tools will be used to evaluate the ability of each corridor to meet the project purpose and need, quantify environmental impacts, develop project costs, and analyze traffic operations. This section discusses the data sources and tools that will be used in the evaluation.

The data needs can be subdivided into the following categories:

#### 3.3.1 Traffic Data

The CMNAA conducted a large data collection effort including traffic counts, turning movements, origin-destination data, and transit ridership. The ACE process will utilize the existing data collection effort with minor updates using current FDOT Traffic Counts.

Other metrics such as travel time (uncongested and congested), vehicle miles traveled, vehicle hours traveled, and traffic projections will be obtained from the District 1 Regional Planning Model (D1RPM).

# 3.3.2 Safety Data

Crash data involving automobiles, pedestrians, and bicyclists will be obtained from FDOT Signal 4 Analytics.

#### 3.3.3 Socio-economic and Environmental Data

Geographic Information Systems (GIS) datasets will be used to evaluate the project corridor's impact on the social, cultural, natural, and physical resources. Various GIS datasets from the City of Bradenton, City of Palmetto, Manatee County, Southwest Florida Water Management District (SWFWMD), Florida Department of Environmental Protection (FDEP), FDOT, Florida Geographical Data Library (FGDL), Florida Natural Areas Inventory (FNAI), U.S. Census, U.S. Environmental Protection Agency (US EPA), U.S. Fish & Wildlife Service (FWS), National Park Service (NPS), as well as other agencies and organizations will be used. In addition, field and literature reviews will be performed to verify key project corridor constraints. A preliminary list of GIS data that may be used in the assessment of the project study area is presented in **Table 3-1**.

Table 3-1. Socio-economic and Environmental Data Layers						
Downloaded File	Source	Date of Data				
Social & Economic						
Minority Population	United States Census Bureau DEC Redistricting Data	2020				
Low Income	US EPA	07/01/2021				
Public Assistance Income or Food Stamps/SNAP in the Past 12 Months for Households	United States Census Bureau ACS 5-Year	2022				
Public Housing Buildings	US Housing and Urban Development	02/07/2022				
Public Housing Development	US Housing and Urban Development	02/02/2022				
Private Schools	FGDL	07/20/2020				
Public Schools	FGDL	07/13/2021				

Table 3-1. Socio-economic and Environmental Data Layers					
Downloaded File	Source	Date of Data			
Worship Centers	FGDL	07/06/2022			
Hospitals	FGDL	10/15/2017			
Health Centers	FGDL	04/02/2016			
Fire Stations	FGDL	07/02/2018			
Police Stations	FGDL	11/01/2018			
Parcels	Manatee County	05/04/2023			
Municipal Boundaries	Manatee County	04/01/2022			
Future Land Use	Manatee County	03/24/2023			
Florida State Parks Boundaries	FDEP	05/10/2022			
Public Libraries	Manatee County	03/24/2022			
Evacuation Routes	Manatee County	03/24/2022			
Evacuation Levels	Manatee County  Manatee County	03/24/2022			
Evacuation Shelters	Manatee County  Manatee County	03/24/2022			
Bike Lane	FDOT	09/22/2022			
MCAT Bus Routes	-	03/24/2022			
	Manatee County				
Developed Existing Land Use	SWFWMD	09/01/2020			
Existing Land Use	Manatee County	03/24/2022			
Farmlands (based of NRCS - Soils Data)	FGDL	04/07/2022			
Dataj	Cultural				
SHPO Cemeteries	FGDL	02/13/2022			
SHPO Resource Groups	FGDL	02/13/2022			
SHPO Historic Structures	FGDL	02/13/2022			
Tribal Lands	FGDL	11/03/2017			
Cemeteries	Manatee County	07/29/2020			
National Register of Historic Places	NPS	03/27/2023			
National Register Historic Sites	Manatee County	03/24/2022			
Scenic Highways	FDOT	09/15/2022			
Parks and Preserves	Manatee County	03/24/2023			
T alks allu i leselves	Natural	03/24/2023			
Federal Threatened and					
Endangered Species	FGDL	02/07/2022			
Florida Threatened and Endangered					
Species	FGDL	02/07/2022			
Essential Fish Habitat	FGDL	02/07/2022			
Environmentally Endangered Land	FGDL	02/01/2022			
Sites	Manatee County	03/06/2019			
National and State Parks	FGDL	02/07/2022			
Flood Hazard Zones of The Digital	FGDL	02/12/2023			
Flood Insurance Rate Map (DFIRM)	I GDL	02/12/2023			
FNAI Managed Areas	FGDL	03/05/2023			
Wood stork CFA	FDEP	10/07/2021			
Wetlands	SWFWMD	10/22/2019			
Sea Turtle Strandings Florida	FWC	08/05/2022			
Eagle Nesting	FWC	02/21/2023			
Seagrass Habitat in Florida	FWC	08/05/2022			
Impaired Waters	FDEP	08/23/2018			
Wildlife Crossings	FGDL	02/15/2023			
Artificial Reefs in Florida	FWC	06/21/2022			
7	Physical	30/21/2022			
Superfund Sites	FGDL	09/02/2022			
Petroleum Contaminated Sites	FGDL	04/03/2023			
State-Funded Hazardous Waste					
Cleanup Sites	FGDL	04/05/2023			

Table 3-1. Socio-econo	omic and Environmental Da	ta Layers
Downloaded File	Source	Date of Data
Manatee County Landfills	FGDL	05/04/2023
Solid Waste Facilities	FDEP	12/21/2017
Large Quantity Hazardous Waste Generator	FDEP	02/01/2017
Small Quantity Hazardous Waste Generator	FDEP	1012/2017
Hazardous Waste Facilities	FDEP	04/04/2017
Toxic Release Sites	FGDL	09/02/2022
Biomedical Waste Sites	FGDL	07/19/2018
Certified Power Plants	FDEP	11/14/2017
FL Transmission Lines	FDEP	11/13/2017
Public Water Supply Plants	FDEP	02/07/2020
Public Water Supply Tanks	FDEP	02/07/2020
Public Water Supply Wells	FDEP	02/07/2020
Railroads	Manatee County	04/13/2017

#### 3.3.4 Construction Cost Data

The construction cost of the project will be developed using the FDOT Long Range Estimate (LRE) system. The LRE system accounts for all roadway components such as drainage, earthwork, lighting, signing and pavement markings, etc. The LRE system updates the cost of every pay item on a semi-annual basis based on bids received during that time period.

Cost for Design and Construction Engineering & Inspection (CEI) will be based on a percentage of total construction cost while Right-of-Way and Environmental Mitigation costs will be calculated based on potential impacts and be reconciled once impacts are determined. **Table 3-2** lists the process of how the cost of each phase will be calculated.

Table 3-2. Estimate for Each Project Phase							
Project Phase	Basis of Estimate						
Design	10% of construction cost						
Wetland Mitigation	Cost per acre based on available mitigation banks in th service area						
Right-of-Way	Parcels impacted based on GIS analysis						
Construction	LRE System						
Construction Engineering & Inspection	12% of construction cost						

#### 3.4 Alternative Corridor Evaluation Criteria

The corridor alternatives described in **Section 3.2** will be evaluated based on avoidance and/or minimization of potential impacts to environmental resources, engineering feasibility, cost estimates, a narrative assessment of the corridors, and agency/public input. These evaluation criteria allow for the corridors to be compared on an equal basis.

#### 3.4.1 Purpose and Need Evaluation

The Purpose and Need evaluation assesses how well each corridor satisfies the project's purpose and need. For a corridor to meet the project purpose and need, it would need to operate better when compared with the No Build (or No Action) Alternative.

A two-tiered system will be used for Purpose and Need evaluation. 'Tier 1' will evaluate the ability of each corridor to meet the primary need. Corridors that do not meet primary need will be dropped. 'Tier 2' will evaluate the ability of remaining corridors to meet the secondary need.

The criteria and proposed metrics to be used are listed in **Table 3-3**.

Table 3-3. Purpose and Need Evaluation Criteria								
Criteria	Metrics							
Capacity	2040 AADT projection on the bridges, Volume/Capacity Ratio on the bridges, LOS (using FDOT generalized LOS tables) on the bridges							
Transportation Demand	Vehicle Miles Traveled (VMT), Vehicle Hours Traveled (VHT)							
Safety	Total number of predicted crashes, crash rate, capacity of roadways across the Manatee River available during emergency evacuations							
Modal Interrelationships	Number of bicycle and sidewalk lane miles on the corridor, transit route miles on each corridor							

**Table 3-4** lists the evaluation matrix that will be used to summarize the ability of each corridor to meet the primary need.

	Table 3-4. Primary Need Evaluation Matrix											
Criteria		Corridor										
Criteria	Α	В	AB	С	D	Е	F	G	Н	I		
Capacity												
Transportation Demand												

**Table 3-5** lists the evaluation matrix that will be used to summarize the ability of each corridor to meet the secondary need. Only corridors that meet the primary and secondary need will proceed forward towards social & environmental and traffic & engineering evaluation.

	Table 3-5. Secondary Need Evaluation Matrix											
Cuitania		Corridor										
Criteria	Α	В	AB	С	D	E	F	G	Н	I		
Safety												
Modal Interrelationships												

These measurements are quantitative and will allow for the corridors to be ranked.

#### 3.4.2 Social and Environmental Evaluation

The potential environmental effects will be considered for alternative corridor(s) that meets the project's purpose and need. **Table 3-6** provides an evaluation matrix table that will be populated with potential impacts to the social, cultural, natural, and physical environment. The evaluation matrix will also identify the buffer width used in the analysis. Impacts to the social, cultural, natural, and physical environment will be quantified in percentage, number of units, acres, or parcels. To avoid comparison of impacts across different resources, the impacts will be converted to a ranking system (none, low, medium, and high). This ranking assignment will be customized based on importance, uniqueness, and sensitivity of each resource.

Some issues such as compatibility with Existing and Future Land Use will require a qualitative assessment. Nonquantifiable criteria will be given a likelihood of impact score (high [10], medium [5], low [1], or no involvement [0]), the basis of which will be documented in the ACER.

The corridors' involvement with environmental issues will be compared and ranked.

	Т	able 3	-6. Env	ironme	ental Ev	valuati	on Mat	rix			
Criteria	Unit of						ridor				
Oritoria	Measure	A	В	AB	С	D	E	F	G	Н	I
		Soci	ial & Eco	nomic (v I	vithin a si	pecified	buffer)	l	l	1	Ī
Minority Population	%										
Percentage of Population below poverty level	%										
Household receiving Cash Public Assistance / Food Stamp	%										
Households with Zero Vehicles	%										
Percent of Population with limited English Proficiency	%										
Educational Facilities	#										
Religious Facilities	#										
Healthcare Facilities	#										
Emergency Management Facilities	#										
Evacuation Shelters	#										

	Ta	able 3-	·6. Env	ironme	ental Ev	/aluatio	on Mat	rix			
Criteria	Unit of					Cori	ridor				
Criteria	Measure	Α	В	AB	С	D	E	F	G	Н	I
Impact to Emergency Service Response Time	minutes										
Residential Parcels	# of parcels										
Commercial / Business / Office Parcels	# of parcels										
Industrial Areas	# of parcels										
Residential Relocations	#										
Business Relocations	#										
Compatible with Existing & Future Land Use	Yes/No										
			Cultura	(within	a specific	ed buffer	)				
Cemeteries	#										
Historic Sites	#										
Archaeological Sites	#										
Parks/ Recreation Areas	#, acres										
			Natural	(within a	specifie	d buffer)	)	ı	ı	1	T
Floodplains	acres										
Seagrass and Mangrove	acres										
Forested Wetlands	acres										
Non-forested Wetlands	acres										
Federal Threatened & Endangered Species <sup>a</sup>	acres, #										
Florida Threatened & Endangered Species	acres, #										
Conservation Lands	acres										

	Table 3-6. Environmental Evaluation Matrix										
Criteria	Unit of	Corridor									
Officeria	Measure	Α	В	AB	С	D	E	F	G	Н	- 1
Rivers / Lakes / Waterbodies	#										
Essential Fish Habitat	acres										
			Physica	l (within	a specific	ed buffer	·)				
Contamination Sites	#										
Railroad	#										
Bridges	#										
Utilities Conflicts	#										

<sup>&</sup>lt;sup>a</sup>- Includes candidate species such as tri-colored bat and recently approved Eastern black rail.

As part of the social and environmental evaluation, corridors will be compared and ranked based on their impacts. Corridors that meet the project's purpose and need but have significant impacts to the social, cultural, natural, and physical environment will be eliminated.

#### 3.4.3 Engineering and Traffic Considerations

Considerations for cost, engineering, and traffic operations use are listed in **Table 3-7**. The project cost will consist of construction cost, right-of-way cost, major utility relocation cost, and environmental mitigation cost. Design and CEI costs will be determined as a percentage of construction cost.

Construction costs will be based on general FDOT LRE for roadways and structures using the length of the project and the proposed typical section. Roadway and structure cost estimates will provide provision for transit and trail components where necessary. Wetland mitigation costs will be based on typical mitigation bank credit costs.

Other issues such as Maintenance of Traffic (MOT)/ Temporary Traffic Control (TTC) would likely require a qualitative assessment. Non-quantifiable criteria will be given a likelihood of impact score (high [10], medium [5], low [1], or no involvement [0]), the basis of which will be documented in the ACER. The corridors' impact scores will be totaled to obtain an overall engineering factor total for each corridor. The corridors' involvement with engineering issues will be compared and ranked.

Traffic operational issues will focus on future traffic projections and the ability of each corridor to accommodate future demand.

Table 3-7. Engineering and Traffic Evaluation Matrix											
Criteria	Unit of	Unit of Corridor									
Criteria	Measure	Α	В	AB	С	D	E	F	G	Н	1
				User B	enefits						
Benefits due to reduction in congestion	\$										

	Table 3-7. Engineering and Traffic Evaluation Matrix										
Cuitouio	Unit of	Unit of Corridor									
Criteria	Measure	Α	В	AB	С	D	E	F	G	Н	ı
Benefits due to reduction in crashes <sup>a</sup>	\$										
				Co	ost						
Design	\$										
Wetland Mitigation	<b>&amp;</b>										
Utility Relocation	\$										
Right-of-Way Acquisition	\$										
Construction	\$										
Construction Engineering & Inspection	\$										
Maintenance of Traffic/ Temporary Traffic Control	Qualitative ranking										
Total	\$										

a - Based on the American Association of State Highway and Transportation Officials (AASHTO) User and Non-User Benefit Analysis for Highway

As part of the traffic and engineering evaluation, corridors will be compared and ranked based on their ability to reduce congestion and enhance safety while minimizing overall project costs. Corridors that provide minimal benefits in reducing congestion and enhancing safety and have significant engineering challenges will be eliminated.

#### 3.5 Evaluation Tools

Several specialized tools will be used to evaluate the performance of each corridor and to measure its impact on the environment. Two such tools are:

#### 3.5.1 District 1 Regional Planning Model

Travel demand modeling will be performed to evaluate the ability of the corridors to accommodate future traffic demands and improve network-wide traffic operations by providing relief to the existing arterial network.

The travel demand modeling for the corridor evaluation will be performed for the 2040 design year. The D1RPM covers a 12-county area and represents the travel characteristics of a population of approximately 4.1 million. The D1RPM is a four-step trip-based model subdivided into 5,268 traffic analysis zones (TAZ) and includes both a highway and transit component. The D1RPM is used by all MPOs within FDOT District 1 for their LRTP development.

The No-Build Alternative and the ten corridors being evaluated in the ACE will be coded in the D1RPM to develop traffic forecasts for the major corridors. The socio-economic data will be reviewed prior to developing any forecasts to ensure that the latest large-scale developments are

included in the D1RPM. Similarly, the highway and transit network will also be reviewed to ensure that it includes the latest assumptions and plans for future improvements.

The No-Build model will serve as the base model for comparison.

For each corridor, summary performance statistics from D1RPM comparing each corridor with the Design Year No-Build scenario will be documented. The performance measures obtained from the D1RPM will include volume-to-capacity (v/c) ratio, travel time, vehicle miles traveled (VMT), and projected traffic demand (AADT).

#### 3.5.2 Geographic Information Systems

A GIS based process will be used to quantify the impacts to the social, cultural, natural, and physical resources.

The process involves four steps:

- a) identifying resources within the study area,
- b) developing a base map of all social, cultural, natural, and physical resources,
- c) overlaying the proposed corridors on the base map, and
- d) determining an appropriate buffer for corridors and quantifying the impacts for each corridor. A different buffer width is being proposed for arterial vs. limited access roadways. The reason for proposing different buffer widths is because limited access roadways generally have a much wider median and more available right-of-way than arterials. Different buffer widths will allow the impacts to extend beyond the original roadway footprint and allow for similar treatment of corridors.

#### 3.6 Approach to Eliminating Alternatives

Any corridor that does not meet the project's purpose and need is considered unreasonable and will be eliminated from further consideration. The corridors considered reasonable for detailed study as a result of the purpose and need evaluation will be compared using the evaluation criteria described in Section 3.4. The corridor evaluation will involve both quantitative and qualitative comparisons of the evaluation criteria.

Corridors that meet the project's purpose and need with significant impacts to the social, cultural, natural, and physical environment or have significant engineering challenges will be eliminated. It is anticipated that the three best performing corridors will advance to the PD&E Study.

#### 4.0 PUBLIC AND AGENCY INPUT

Input from the public, local, and regional agencies, and the Environmental Technical Advisory Team (ETAT) members during the screening process will be used to refine the corridor constraints and evaluation criteria in order to evaluate the corridors.

The project website (<a href="https://www.swflroads.com/project/444843-1">https://www.swflroads.com/project/444843-1</a>) will be utilized to inform the public of project updates.

The ACER includes the development of a comprehensive stakeholder database that includes property and business owners, residents, and tenants located within proximity to and along the study corridor. Stakeholders include Manatee County, City of Palmetto, City of Bradenton and Sarasota/Manatee MPO staff and government officials; local law enforcement; emergency management services; fire and rescue; schools/universities; hospitals; homeowner and neighborhood associations; special interest groups; under-served, under-represented, and Limited English Proficiency (LEP) communities; local chambers of commerce; Manatee County Area Transit (MCAT); local media; and other interested parties. The database will be used for mailouts, website distribution, and/or email of project notifications, etc. The database will leverage FDOT's ability to reach as many people as possible.

A complete description of the opportunities for public input into the corridor evaluation process will be documented in the ACER. The final ACER will be available to the public through the EST for a 30-calendar day period. Notification of the public meetings will be distributed to all the individuals on the project mailing list including local officials, agencies including appropriate Native American tribes, stakeholders, special interest groups and property owners within the affected study area.

Table 4-1 lists the public and agency meetings that have been conducted to date.

	Table 4-1. Public and Agency Meetings	;
Date	Meeting	Туре
09/13/2019	Sarasota Manatee Metropolitan Planning Organization Chamber Retreat	Agency - Stakeholder Meeting
09/23/2019	Sarasota Manatee Metropolitan Planning Organization Board Meeting	Agency - Stakeholder Meeting
09/25/2019	Phone Update – Representative Wengay Newton	Agency - Stakeholder Meeting
10/07/2019	City of Palmetto City Council Meeting	Agency - Stakeholder Meeting
10/08/2019	Manatee County Board of County Commissioners	Agency - Stakeholder Meeting
10/09/2019	City of Bradenton	Agency - Stakeholder Meeting
11/21/2019	Town Hall Meeting (Commissioner Bellamy)	Agency - Stakeholder Meeting
02/17/2020	Meeting with Commissioner Bellamy (TEAMS)	Agency - Stakeholder Meeting
06/11/2020	Riviera Dunes Community Meeting	Small group - neighborhood
10/22/2020	Manatee NAACP President	Small group - neighborhood
09/21/2021	Manatee NAACP General Meeting	Small group - neighborhood
02/28/2022	Sarasota Manatee Metropolitan Planning Organization Board Meeting	Agency - Stakeholder Meeting
03/09/2022	City of Bradenton CRA	Agency - Stakeholder Meeting
04/19/2022	Sarasota Manatee MPO BPTAC Meeting	Agency - Stakeholder Meeting

	Table 4-1. Public and Agency Meeting	gs
Date	Meeting	Туре
05/09/2022	Sarasota Manatee Technical Advisory Committee Meeting	Agency - Stakeholder Meeting
05/23/2022	Sarasota Manatee Metropolitan Planning Organization Board Meeting	Agency - Stakeholder Meeting
05/25/2022	City of Bradenton Council Meeting	Agency - Stakeholder Meeting
06/15/2022	City of Bradenton Council Meeting	Agency - Stakeholder Meeting
06/15/2022	City of Palmetto Meeting with Lead Staff	Agency - Stakeholder Meeting
06/27/2022	City of Palmetto Council Meeting	Agency - Stakeholder Meeting
08/22/2022	City of Bradenton - BPC & DeSoto Meeting	Agency - Stakeholder Meeting
02/01/2023	Manasota Black Chamber of Commerce	Agency - Stakeholder Meeting
02/01/2023	City of Bradenton Staff Meeting	Agency - Stakeholder Meeting
02/07/2023	City of Bradenton Meeting	Agency - Stakeholder Meeting
03/08/2023	St. Mary's Missionary Baptist Church	Stakeholder
05/23/2023	Project Kickoff Public Meeting - In-Person	Public Meeting
05/25/2023	Project Kickoff Public Meeting - Virtual	Public Meeting
07/28/2023	Manatee Memorial Hospital	Stakeholder
08/24/2023	Riviera Dunes - The Palms	Neighborhood Meeting
09/15/2023	City of Palmetto Mayor Bryant	Elected - Stakeholder Meeting
09/15/2023	City of Palmetto Commissioner Sunshine Matthews	Elected - Stakeholder Meeting
09/18/2023	City of Palmetto Commissioner Sheldon Jones	Elected - Stakeholder Meeting
09/18/2023	City of Palmetto Commissioner Brian Williams	Elected - Stakeholder Meeting
09/18/2023	City of Palmetto Commissioner Harold Smith	Agency - Stakeholder Meeting
09/18/2023	City of Palmetto CRA Director Edward Johnson	Agency - Stakeholder Meeting
09/19/2023	NAACP	Stakeholder
10/06/2023	City of Bradenton Councilman Josh Cramer	Elected - Stakeholder Meeting
10/07/2023	Downtown Bradenton Market	Community Outreach Event
10/11/2023	Manatee County Commissioner Kevin Van Ostenbridge	Elected - Stakeholder Meeting
10/11/2023	Manatee County Commissioner Amanda Ballard	Elected - Stakeholder Meeting
10/11/2023	Manatee County Commissioner Mike Rahn	Elected - Stakeholder Meeting
10/11/2023	Manatee County Commissioner James Satcher	Elected - Stakeholder Meeting
10/11/2023	Manatee County Commissioner Ray Turner	Elected - Stakeholder Meeting
10/11/2023	Manatee County Commissioner James Bearden	Elected - Stakeholder Meeting
10/11/2023	Manatee County Commissioner George Kruse	Elected - Stakeholder Meeting
10/13/2023	City of Bradenton Mayor Gene Brown	Elected - Stakeholder Meeting
10/13/2023	City of Bradenton Councilwoman Pam Coachman	Elected - Stakeholder Meeting
10/16/2023	City of Bradenton	Elected - Stakeholder Meeting

	Table 4-1. Public and Agency Meeting	S
Date	Meeting	Туре
	Councilwoman Jayne Kocher	
10/16/2023	City of Bradenton Councilwoman Lisa Gonzalez Moore	Elected - Stakeholder Meeting
10/17/2023	DeSoto Bridge PD&E Alternatives Meeting-In-Person	Public Meeting - Alternatives
10/19/2023	DeSoto Bridge PD&E Alternatives Meeting - Virtual	Public Meeting - Alternatives
10/28/2023	Manatee County Safety Garden	Community Outreach Event
10/31/2023	Manatee Memorial Hospital	Stakeholder Meeting
11/06/2023	Sarasota Manatee Metropolitan Planning Organization Citizen Advisory Committee	Elected - Stakeholder Meeting
11/06/2023	Sarasota Manatee Metropolitan Planning Organization Technical Advisory Committee	Agency Stakeholder Meeting
11/6/2023	Sarasota Manatee Metropolitan Planning Organization, Island Transportation Planning Organization	Presentation
11/15/2023	City of Bradenton Councilwoman Marianne Barnebey	Agency Stakeholder Meeting
11/15/2023	Lakewood Ranch Business Alliance	Stakeholder
11/20/2023	Sarasota Manatee Metropolitan Planning Organization	Presentation
11/26/2023	Lakewood Ranch Market	Community Outreach Event
12/06/2023	City of Palmetto - Department Heads	Stakeholder Meeting
12/06/2023	Aria Apartments Bradenton	Stakeholder Meeting
12/10/2023	Red Barn Market	Community Outreach Event
12/13/2023	Manatee Sarasota Builders Association	Stakeholder Meeting
12/20/2023	Feld Entertainment	Stakeholder Meeting
01/09/2024	Palmetto Mobile Home Club	Neighborhood Meeting
01/13/2024	St. Petersburg Saturday Market	Community Outreach Event
01/14/2024	Manatee County Fair	Community Outreach Event
01/18/2024	Riviera Dunes - The Palms	Neighborhood Meeting
01/25/2024	Jet Park	Neighborhood Meeting
02/14/2024	Palms of Terra Ceia	Neighborhood Event
02/19/2024	Tropic Isles	Neighborhood Event
02/19/2024	Palmetto CRA Mr. Washington	Stakeholder Meeting
02/19/2024	Palmetto CRA Mr. Cadena	Stakeholder Meeting
02/23/2024	Manatee County EMS	Stakeholder Meeting
02/23/2024	Manatee County Neighborhood Summit	Community Outreach Event
03/02/2024	Skyway 10K Run	Community Outreach Event
04/02/2024	DeSoto Bridge Public Hearing	Public Meeting

### 4.1 Agency Coordination

Agency coordination was initiated with the ETAT review during the ETDM Planning Screen. The Planning Screen Review was initiated on April 21, 2023, and ended on June 20, 2023. The ETAT reviewed all ten corridors and provided comments on potential impacts to resources and recommended Avoidance, Minimization, and Mitigation Opportunities.

After the project review, the FDOT District 1 ETDM Coordinator responded to ETAT comments and assigned a Summary Degree of Effect to each topic (see **Table 4-2**).

Table 4-2. Summary Degree of Effect																						
Lege	end		Soc	cial a	nd E	cono	mic			ultur d Tril		Natural				Physical						
N/ A 0 1 2 3 4 5	N/A / No Involvement None Enhanced Minimal Moderate Substantial Dispute Resolution	Social	Economic	Land Use Changes	Mobility	Aesthetic Effects	Relocation Potential	Farmlands	Section 4(f) Potential	Historic and Archaeological Sites	Recreational and Protected Lands	Wetlands and Surface Waters	Water Resources	Floodplains	Protected Species and Habitat	Coastal and Marine	Noise	Air Quality	Contamination	Infrastructure	Navigation	Special Designations
					ETAT	Rev	iew F	erio	d fron	n <b>04</b> /2	21/20	23 to	06/2	0/20	23							
	Corridor A	4	4	2	1	3	4	N/ A	3	3	2	3	3	3	3	2	3	2	3	3	3	0
	Corridor B	4	4	2	1	4	4	N/ A	4	4	2	3	3	3	3	3	3	2	3	3	3	0
	Corridor AB	4	4	2	1	4	4	N/ A	4	4	2	4	3	3	3	4	3	2	3	3	3	0
	Corridor C	4	4	2	1	4	4	N/ A	4	4	2	4	3	3	3	4	3	2	3	3	3	0
	Corridor D	4	4	2	1	4	4	N/ A	4	4	3	4	3	3	3	4	3	2	4	3	3	0
	Corridor E	4	4	2	1	4	4	N/ A	4	4	4	4	3	3	4	4	3	2	4	3	4	0
	Corridor F	4	4	2	1	4	4	N/ A	4	4	4	4	3	3	3	4	3	2	3	3	3	0
	Corridor G	4	4	2	1	4	4	N/ A	4	4	4	4	3	3	3	4	3	2	4	3	4	2
	Corridor H	4	4	2	1	2	4	N/ A	3	2	3	4	3	3	3	3	3	2	4	3	4	N/ A
	Corridor I	4	4	2	1	3	4	N/ A	3	2	3	4	3	3	3	3	3	2	3	3	3	N/ A

#### 5.0 CONCLUSION

In conclusion, the purpose of this MM is to document the methodology used for the elimination and recommendation of alternative corridors for the Bradenton Palmetto Connector in Manatee County, Florida. The MM details the goals of the evaluation, the methodology, the process for obtaining stakeholder/public input, and the basis for decision making. The evaluation of the corridors will be described in the ACER, and the results will identify the viable alternative corridor(s) that could be advanced to the ETDM Programming Screen.

# APPENDIX B

Sociocultural Data Report (SDR)



## **Sociocultural Data Report (Intersecting)**

#### **BPC Study Area - BPC Study Area**

Area: 2 75.32 square miles

Jurisdiction - Cities: 3 Bradenton, Palmetto

Jurisdiction - Counties: 3 Manatee

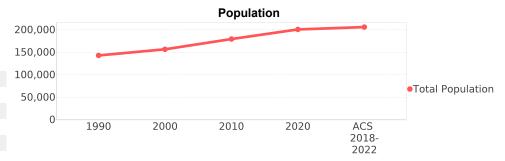
#### **General Population Trends**

•					ACS 2018-
Description	1990	2000	2010 <mark>1</mark>	2020 <mark>1</mark>	2022
Total Population	142,852	156,535	179,319	200,625	205,912
Total Households	60,560	65,048	73,539	82,342	79,775
Average Persons per Acre	4.59	4.52	4.86	5.41	5.35
Average Persons per Household	2.59	2.42	2.83	2.48	2.60
Average Persons per Family	2.97	2.99	3.38	3.51	3.29
Males	68,052	75,629	86,798	97,029	99,585
Females	74,800	80,906	92,521	103,596	106,327

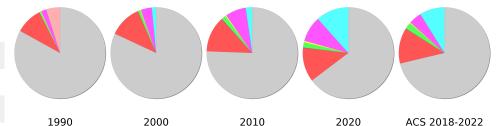
#### Race and Ethnicity Trends 5, 8, 9

<b>,</b>		_			ACS 2018-
Description	1990	2000	2010 <sup>1</sup>	2020 <sup>1</sup>	2022
White Alone	124,714	128,274	135,552	129,838	146,758
	(87.30%)	(81.95%)	(75.59%)	(64.72%)	(71.27%)
Black or African American Alone	14,233	17,943	22,750	24,258	26,115
	(9.96%)	(11.46%)	(12.69%)	(12.09%)	(12.68%)
Native Hawaiian and Other Pacific Islander Alone	NA	66	178	190	95
	(NA)	(0.04%)	(0.10%)	(0.09%)	(0.05%)
Asian Alone	757	1,327	2,861	3,716	4,670
	(0.53%)	(0.85%)	(1.60%)	(1.85%)	(2.27%)
American Indian or Alaska Native Alone	345	406	680	1,040	661
	(0.24%)	(0.26%)	(0.38%)	(0.52%)	(0.32%)
Some Other Race Alone	2,747	6,105	13,152	18,224	9,359
	(1.92%)	(3.90%)	(7.33%)	(9.08%)	(4.55%)
Claimed 2 or More Races	NA	2,414	4,146	23,359	18,254
	(NA)	(1.54%)	(2.31%)	(11.64%)	(8.86%)
Hispanic or Latino of Any Race (Ethnicity)	7,417	17,670	33,055	45,822	45,264
	(5.19%)	(11.29%)	(18.43%)	(22.84%)	(21.98%)
Not Hispanic or Latino (Ethnicity)	135,435	138,865	146,264	154,803	160,648
	(94.81%)	(88.71%)	(81.57%)	(77.16%)	(78.02%)
Minority (Race and Ethnicity)	22,457	38,612	61,395	81,409	82,373
	(15.72%)	(24.67%)	(34.24%)	(40.58%)	(40.00%)





#### Race



● White Alone ● Black or African American Alone ● Native Hawaiian and Other Pacific Islander Alone ● Asian Alone

American Indian or Alaska Native Alone Some Other Race Alone Claimed 2 or More Races (after 1990)

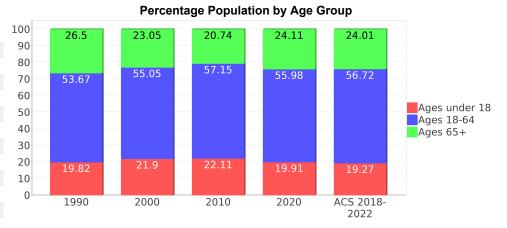
Hispanic or Latino of Any Race (Ethnicity) (1990 only)

#### Minority (Race and Ethnicity) Percentage Population 40 35 30 25 20 AOI 15 Manatee 26.95 10 5 1990 2000 2010 2020 ACS 2018-

2022

#### Age Trends 5

Description	1990	2000	2010 <u>1</u>	2020 <u>1</u>	ACS 2018- 2022
Under Age 5	6.21%	6.22%	6.54%	5.01%	4.82%
Ages 5-17	13.61%	15.68%	15.57%	14.90%	14.45%
Ages 18-21	4.23%	4.26%	4.66%	4.30%	4.06%
Ages 22-29	10.57%	9.37%	9.38%	9.00%	10.06%
Ages 30-39	13.71%	12.94%	11.30%	11.75%	11.23%
Ages 40-49	10.20%	13.15%	12.36%	10.65%	11.52%
Ages 50-64	14.97%	15.33%	19.45%	20.27%	19.85%
Age 65 and Over	26.50%	23.05%	20.74%	24.11%	24.01%
-Ages 65-74	15.02%	11.32%	10.53%	13.42%	12.82%
-Ages 75-84	8.83%	8.89%	7.36%	7.76%	7.93%
-Age 85 and Over	2.65%	2.84%	2.85%	2.94%	3.25%
Median Age	NA	40	42	45	46



#### Income Trends 12, 13, 5

Description	1990	2000	2010 <mark>1</mark>	2020 <mark>1</mark>	ACS 2018- 2022
Median Household Income	\$22,354	\$36,523	\$42,212	\$50,977	\$56,613
Median Family Income	\$26,875	\$41,154	\$47,838	\$58,884	\$68,648
Population below Poverty Level	10.93%	11.66%	14.63%	14.37%	13.19%
Households below Poverty Level	10.27%	10.63%	12.39%	11.30%	11.81%
Households with Public Assistance Income	5.47%	2.52%	1.49%	2.39%	2.36%

#### Disability Trends 10

See the Data Sources section below for an explanation about the differences in disability data among the various years.

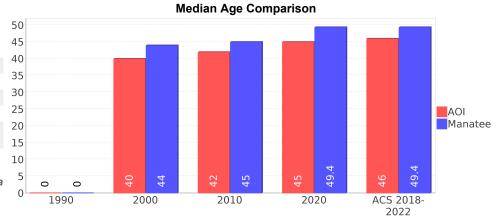
ACS 2018-

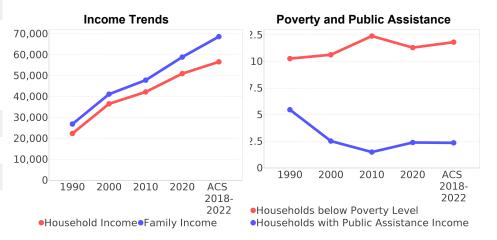
Description	1990	2000	2010 <mark>1</mark>	2020 <mark>1</mark>	2022
Population 16 To 64 Years with a disability	7838 (NA)	20493 (NA)	(NA)	(NA)	(NA)
Population 20 To 64 Years with a disability	(NA)	(NA)	(NA)	13769 (12.50%)	13136 (11.80%)

#### Educational Attainment Trends 11, 5

4ge	25	and	Over
_			

Description	1990	2000	2010 <mark>1</mark>	2020 <mark>1</mark>	ACS 2018- 2022
Less than 9th Grade	9,708	8,209	7,976	7,268	7,496
	(9.33%)	(7.42%)	(6.41%)	(4.85%)	(4.97%)
9th to 12th Grade, No Diploma	18,288	16,562	13,048	14,520	12,087
	(17.57%)	(14.96%)	(10.48%)	(9.69%)	(8.01%)
High School Graduate or Higher	76,102	85,923	103,466	128,031	131,227
	(73.11%)	(77.62%)	(83.11%)	(85.46%)	(87.01%)
Bachelor's Degree or Higher	14,248	18,130	25,532	35,111	37,511
	(13.69%)	(16.38%)	(20.51%)	(23.44%)	(24.87%)





## Language Trends 5 Age 5 and Over

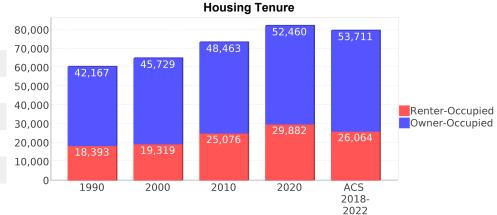
age o and over					
Description	1990	2000	2010 <u>1</u>	2020 <u>1</u>	ACS 2018- 2022
Speaks English Well	2,248 (1.68%)	4,122 (2.81%)	6,636 (3.98%)	7,676 (3.95%)	8,427 (4.30%)
Speaks English Not Well	NA (NA)	3,169 (2.16%)	6,620 (3.97%)	5,896 (3.03%)	5,953 (3.04%)
Speaks English Not at All	NA (NA)	1,833 (1.25%)	3,037 (1.82%)	1,803 (0.93%)	2,084 (1.06%)
Speaks English Not Well or Not at All	2,283 (1.70%)	5,002 (3.41%)	9,657 (5.80%)	7,699 (3.96%)	8,037 (4.10%)

NA

(NA)

NA (NA) 15,375 (7.91%) 16,464 (8.40%)

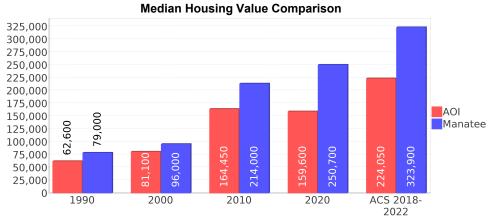
16,293 (9.78%)

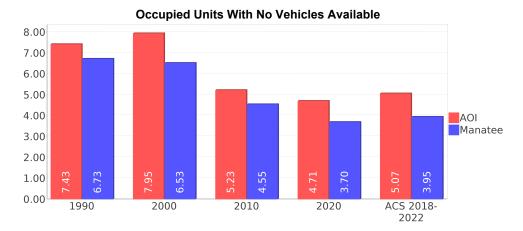


#### Housing Trends 5

Speaks English Less than Very Well

Description	1990	2000	2010 <sup>1</sup>	2020 <sup>1</sup>	ACS 2018- 2022
Total	75,363	78,476	92,118	99,331	100,722
Units per Acre	0.26	0.29	0.85	1.12	1.14
Single-Family Units	31,643	38,794	47,998	50,430	53,902
Multi-Family Units	15,953	20,412	24,402	26,001	28,582
Mobile Home Units	12,382	18,437	17,926	18,894	17,918
Owner-Occupied Units	42,167	45,729	48,463	52,460	53,711
Renter-Occupied Units	18,393	19,319	25,076	29,882	26,064
Vacant Units	14,803	13,428	18,579	16,989	20,947
Median Housing Value	\$62,600	\$81,100	\$164,450	\$159,600	\$224,050
Occupied Housing Units w/No Vehicle	4,498 (7.43%)	5,169 (7.95%)	3,848 (5.23%)	3,879 (4.71%)	4,046 (5.07%)





#### **Geographic Mobility**

Description	2020 <u>1</u>	ACS 2018- 2022
Median year householder moved into unit - Total	2012	2013
Median year householder moved into unit - Owner Occupied	2008	2011
Median year householder moved into unit - Renter Occupied	2016	2016
Abroad 1 year ago	1,896	1,646
Different house in United States 1 year ago	28,227	27,194
Same house 1 year ago	173,087	175,548
Geographical Mobility in the Past Year - Total	203.210	204.388

#### **Computers and Internet**

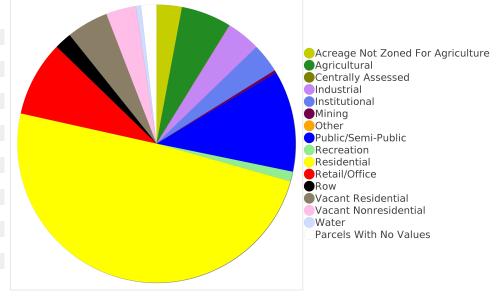
Description	2020 <u>1</u>	2018- 2022
Total Households Types of Computers in HH	75,770	79,775
Households with 1 or more device	70,199	76,077
Households with no computer	5,571	3,698
Total Households Presence and Types of Internet Subscriptions	75,770	79,775
Households with an internet subscription	64,237	70,908
Households with internet access without a subscription	3,136	3,245
Households with no internet access	8,397	5,622

#### **Household Languages**

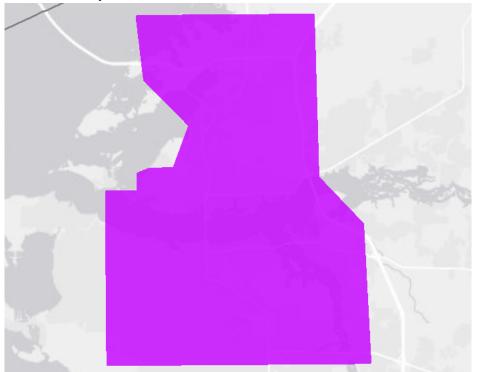
Description	2020 <u>1</u>	ACS 2018- 2022
Total Households by Household Language	75,770	79,775
Household Not Limited English Speaking Status	73,484	77,303
Spanish: Limited English speaking household	1,676	1,851
Indo-European languages: Limited English speaking household	374	403
Asian and Pacific Island languages: Limited English speaking household	175	151
Other languages: Limited English speaking	61	67

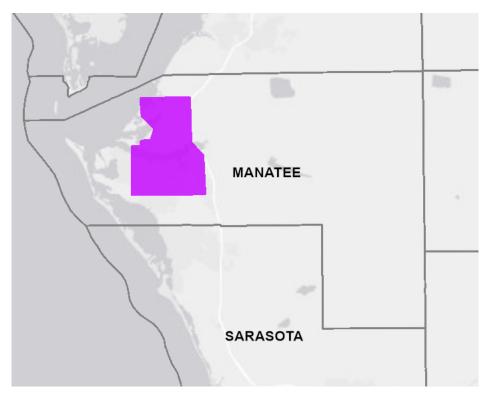
## Existing Land Use 15, 56

Land Use Type	Acres	Percentage
Acreage Not Zoned For Agriculture	1,077	2.23%
Agricultural	2,131	4.42%
Centrally Assessed	18	0.04%
Industrial	1,449	3.01%
Institutional	1,244	2.58%
Mining	116	0.24%
Other	0	0.00%
Public/Semi-Public	4,303	8.93%
Recreation	418	0.87%
Residential	17,977	37.29%
Retail/Office	3,212	6.66%
Row	738	1.53%
Vacant Residential	1,776	3.68%
Vacant Nonresidential	1,283	2.66%
Water	219	0.45%
Parcels With No Values	649	1.35%



## **Location Maps**





## **Community Facilities**

The community facilities information below is useful in a variety of ways for environmental evaluations. These community resources should be evaluated for potential sociocultural effects, such as accessibility and relocation potential. The facility types may indicate the types of population groups present in the project study area. Facility staff and leaders can be sources of community information such as who uses the facility and how it is used. Additionally, community facilities are potential public meeting venues.

**Assisted Rental Housing Units** 

Facility Name	Address	Zip Code
HOLY CROSS	504 WEST 26TH STREET	34221
VILLAGE CENTRAL	5TH STREET WEST	34205
MIRA LAGOS	358 34TH AVE DRIVE EAST	34208
THE COURTNEY	699 HABEN BLVD	34221
MANATEE POND	1449 17TH STREET CIRCLE EAST	34208
CENTRE COURT - BRADENTON	4255 52ND PLACE WEST	34210
LA MIRADA	1515 55TH AVENUE DRIVE E	34203
DESOTO TOWERS	1523 6TH AVENUE WEST	34205
PALMETTO TRACE	708 2ND AVENUE EAST	34221
FREED TOWERS	1029 SEVENTH AVENUE EAST	34208
WOODWINDS APARTMENTS	1800 WOODWINDS DR	34208
WATER'S EDGE OF BRADENTON APARTMENTS	2015 32ND AVENUE WEST	34205
BRADENTON VILLAGE II	104 17TH AVENUE WEST	34205
OAKS AT ELLENTON	1651 EAST 36TH AVENUE	34222
HIGHLAND APARTMENTS	670 20TH LN EAST	34221
RIVER TRACE SENIOR APARTMENTS	2710 RIVER TRACE CIRCLE	34208
SABAL COVE	5385 30TH STREET EAST	34203
BRADENTON VOA LIVING CENTER	1128 11TH ST W	34205
BRADENTON VILLAGE	101 15TH AVENUE CIRCLE WEST	34205
TUSCANY LAKES	3550 58TH PLACE EAST	34222
HOLIDAY HEIGHTS VOA LIVING CENTER	4807 18TH ST W.	34207
HOLY CROSS MANOR II	520 W. 26TH STREET	34221
SHERIDAN PLACE	26TH AVENUE WEST	34205
LAKE EAST II	2511 16TH ST. CT. EAST	34208
LAKE EAST I	2511 16TH ST. CT. EAST	34208
ROSEWOOD MANOR	1673 40TH AVENUE CIRCLE EAST	34206
NEW SINGELTARY	1403 3RD STREET WEST	34205
PALMETTO VILLAS	2407 13TH AVENUE DRIVE EAST	34221
OAKMEADE APARTMENTS	1831 13TH AVE E	34208
WOODBURY	955 53RD STREET EAST	34208

**Community and Fraternal Centers** 

Facility Name	Address	Zip Code
MANATEE RIVER GARDEN CLUB INC	3120 1ST AVE W	34205
YMCA - MANATEE COUNTY - SOUTH BRANCH & SCHOOL AGE PROGRAM	3675 53RD AVE E	34201
GIRL SCOUTS OF AMERICA - BRADENTON	1801 17TH AVE W	34205

Facility Name	Address	Zip Code
MOOSE FAMILY CENTER 2117 - PALMETTO	203 9TH ST DR W	34221
MOOSE FAMILY CENTER 1223 - BRADENTON	310 44TH AVE E	34203
VFW POST 9226 - ELLENTON	3511 12TH ST E	34222
LIONS CLUB - ELLENTON PARRISH	3911 US HWY 301 N	34222
KNIGHTS OF COLUMBUS 5604	2203 30TH AVE W	34205
FRATERNAL ORDER OF POLICE	1825 11TH ST W	34205
MASONIC LODGE - MANATEE 31 F & AM	402 15TH ST E	34208
GIRL SCOUTS OF AMERICA - CAMP HONI HONTA	4820 51ST ST W	34210
4-H CLUBS - MANATEE COUNTY	1303 17TH ST W	34221
WOMANS CLUB - BRADENTON	1705 MANATEE AVE W	34205
MANATEE COUNTY GIRLS CLUB INC	936 TAMIAMI TRL	34205
VFW POST 2488 - MANATEE	810 6TH ST W	34221
KNIGHTS OF COLUMBUS 7414 - HOLY CROSS	506 26TH ST W	34221
AMERICAN LEGION POST 309	2419 BAYSHORE RD	34221
WOMEN OF THE MOOSE CHAPTER 1224 - PALMETTO	203 9TH ST DR W	34221
ROGERS COMMUNITY CHILD DEVELOPMENT CENTER	1050 15TH ST E	34208
BOYS & GIRLS CLUB - MANATEE COUNTY	1001 26TH ST E	34208
KNIGHTS OF COLUMBUS 5604 - SAINT JOSEPHS	2704 33RD AVE W	34205
CHAMBER OF COMMERCE - MANATEE	222 10TH ST W	34201
PALMETTO YOUTH CENTER	501 17TH ST W	34221
RUBONIA COMMUNITY CENTER	1309 72ND ST E	34221
MEALS ON WHEELS PLUS	811 23RD AVE E	34208
JUST FOR GIRLS	1011 21ST ST E	34208
AMERICAN LEGION POST 325	3420 US HWY 301N	34222
TARA COMMUNITY CENTER	4136 53RD AVE W	34210
BOYS & GIRLS CLUB - MANATEE COUNTY	5211 MANATEE AVE W	34209
ELKS LODGE 2449	4611 4TH AVE E	34221
LIONS CLUB - BRADENTON MANATEE RIVER	4646 9TH AVE W	34209
BOYS & GIRLS CLUB - MANATEE COUNTY	1600 10TH ST W	34221
ONECO KIWANIS COMMUNITY CENTER	1720 53RD AVE E	34203
MASONIC LODGE - BRADENTON 99 F & AM	520 30TH AVE W	34205
THIRTEENTH AVENUE DREAM CENTER	201 13TH AVE W	34205
BOYS & GIRLS CLUB - MANATEE COUNTY	5231 34TH ST W	34210
MARINE CORPS LEAGUE DETACHMENT 588	5225 26TH ST W	34207
MANATEE COUNTY GIRLS CLUB INC	1500 10TH ST W	34221
LIONS CLUB - BRADENTON	2108 CORTEZ RD	34207
KNIGHTS OF COLUMBUS 8037 - MOST SACRED HEART OF JESUS	1220 15TH ST W	34205
COMMUNITY CENTER FOR THE DEAF & HARD OF HEARING	5107 14TH ST W	34207
BOYS & GIRLS CLUB - MANATEE COUNTY	1415 9TH ST W	34205
AMVETS POST 301	2443 US HWY 301 N	34222

#### **Correctional Facilities**

Facility Name	Address	Zip Code
MANATEE REGIONAL JUVENILE DETENTION CENTER	1803 FIFTH ST W	34205

#### **Cultural Centers**

Facility Name	Address	Zip Code
MANATEE COUNTY LAW LIBRARY - MANATEE COUNTY JUDICIAL CENTER	1051 MANATEE AVE W	34203
THE PARKER MANATEE AQUARIUM	201 10TH ST W	34205
MANATEE PLAYERS RIVERFRONT THE	502 3RD AVE W	34205
MANATEE VILLAGE HISTORICAL PARK	1404 MANATEE AVE E	34208
MANATEE COUNTY AGRICULTURAL MUSEUM INC	1025 6TH ST W	34220
MANATEE COUNTY PUBLIC LIBRARY - LITTLE DISCOVERY CENTER	321 15TH STREET WEST	34205
SOUTH FLORIDA MUSEUM AND BISHOP PLANETARIUM INC	201 10TH ST W	34205
BRADEN RIVER BRANCH LIBRARY	4915 53RD AVE E	34203
THE PALMETTO HISTORICAL COMMISSION INC	1025 6TH ST W	34220
ARTS COUNCIL OF MANATEE CTY	926 12TH ST W	34205
CARMIKE CINEMAS - BRADENTON	5125 26TH ST E	34203
PALMETTO BRANCH LIBRARY	923 6TH ST W	34221
REGAL OAKMONT 8	4801 CORTEZ RD W	34210
MANATEE COUNTY PUBLIC LIBRARY SYSTEM	1301 BARCARROTA BLVD W	34205

**Fire Department and Rescue Station Facilities** 

Facility Name	Address	Zip Code
BRADENTON FIRE DEPARTMENT STATION 1	1010 9TH AVE W	34205
BRADENTON FIRE DEPARTMENT STATION 2	1401 6TH AVE E	34208
SOUTHERN MANATEE FIRE DEPARTMENT STATION 4	5228 45TH ST E	34203
SOUTHERN MANATEE FIRE DEPARTMENT STATION 2	1911 30TH AVE E	34208
EAST MANATEE FIRE DEPARTMENT AND RESCUE STATION 2	803 60TH ST CT E	34208
NORTH RIVER FIRE DEPARTMENT STATION 5	9805 GATEWAY BLVD	34221
NORTH RIVER FIRE DEPARTMENT AND RESCUE STATION 2	823 49TH ST E	34221
NORTH RIVER FIRE DEPARTMENT AND RESCUE STATION 1	1225 14TH AVE W	34221
WEST COAST SOUTHERN MEDICAL SERVICE AMBULANCE SERVICE	934 14TH ST W	34205
MANATEE COUNTY RESCUE STATION 16	206 2ND ST E	34208
NORTH RIVER FIRE DEPARTMENT STATION 3	3618 CEDAR ST	34222
CEDAR HAMMOCK FIRE DEPARTMENT AND RESCUE STATION 1	5200 26TH ST W	34207
CEDAR HAMMOCK FIRE DEPARTMENT AND RESCUE STATION 2	908 36TH AVE W	34205

#### **Government Buildings**

Facility Name	Address	Zip Code
MANATEE COUNTY TAX COLLECTOR	819 301 BLVD W	34206
MANATEE COUNTY HEALTH DEPARTMENT - TILLMAN FULL SERVICE	1450 28TH ST CT E	34221
MANATEE COUNTY HEALTH DEPARTMENT	410 6TH AVE E	34208
U S POST OFFICE - PALMETTO	520 7TH ST W	34221
MANATEE COUNTY CIRCUIT AND COUNTY COURTS - MANATEE COUNTY COURTHOUSE	1115 MANATEE AVE W	34206
U S POST OFFICE - ONECO	2333 53RD AVE E	34264

Facility Name	Address	Zip Code
U S POST OFFICE - BRADEN RIVER	4112 53RD AVE E	34203
U S POST OFFICE - TERRA CEIA	1891 CENTER RD	34250
MANATEE COUNTY EMERGENCY MANAGEMENT	2101 47TH TERRACE E	34206
CITY OF PALMETTO CITY HALL	516 8TH AVE W	34221
MANATEE COUNTY TAX COLLECTOR	4333 US 301 N	34222
CITY OF BRADENTON CITY HALL	101 12TH ST W	34205
MANATEE COUNTY PROPERTY APPRAISER	915 W 4TH AVE	34206
U S POST OFFICE - BRADENTON	815 4TH AVE W	34205
MANATEE COUNTY SUPERVISOR OF ELECTIONS	600 301 BLVD W	34205

## **Hospital Facilities**

Facility Name	Address	Zip Code
MANATEE MEMORIAL HOSPITAL	206 SECOND ST E	34208
SUNCOAST BEHAVIORAL HEALTH CENTER	4480 51ST ST W	34210
CENTERSTONE HOSPITAL AND ADDICTION CENTER - FORMERLY MANATEE GLENS HOSPITAL	2020 26TH AVE E	34208

#### **Law Enforcement Facilities**

Facility Name	Address	Zip Code
MANATEE COUNTY SHERIFF'S OFFICE - DISTRICT 1	600 US HIGHWAY 301	34205
MANATEE COUNTY SHERIFF'S OFFICE - COURT SERVICES	1115 W MANATEE AVE	34205
FLORIDA HIGHWAY PATROL BRADENTON - TROOP F	5023 53RD AVE E	34203
PALMETTO POLICE DEPARTMENT	1115 TENTH ST W	34221
BRADENTON POLICE DEPARTMENT	100 10TH ST W	34205

#### Florida Parks and Recreational Facilities

Facility Name	Address	Zip Code
LOVE PARK	118 11TH AVE W	34205
LAMB/SUTTON PARK	950 6TH ST W	34221
MARTIN LUTHER KING JR PARK	509 9TH AVE W	34205
BRADENTON WATERFRONT PARK	502 W 3RD AVE	34205
TERRA CEIA PRESERVE STATE PARK - FROG CREEK KAYAK LAUNCH	77TH STREET EAST	34250
BRADEN RIVER CONSERVATION	5201 51ST ST E	34203
JUDAH P. BENJAMIN CONFEDERATE MEMORIAL AT GAMBLE PLANTATION HISTORIC STATE PARK (MAIN ENTRANCE)	3710 N US 301	34222
STATE ROAD 64 BOAT RAMP	3020 MANATEE AVE E	34208
J P MILLER TENNIS COURTS	4201 MANATEE AVE W	34209
PARK AT OLDE WESTFIELD	2905 6TH AVE W	34205
ROSSI PARK	204 2ND ST E	34205
RUBONIA COMMUNITY PARK	1309 E 72ND ST	34221
JOHN H MARBLE RECREATION COMPLEX	3675 53RD AVE EAST	34203
HIGHLAND SHORES BOAT RAMP	353 SHORE DR	34222
BENNETT PARK	280 KAY RD NE	34208
LEWIS PARK	3120 1ST AVE W	34205

Facility Name	Address	Zip Code
HIDDEN LAKE PARK	1712 12TH ST W	34221
PALMETTO HISTORICAL PARK	1015 W 10TH AVE	34221
LINCOLN COMMUNITY PARK	501 17TH ST W	34221
INDIAN SPRINGS PARK	1312 E 2ND AVE	34208
EAST BRADENTON PARK	1119 13TH ST E	34208
BLACKSTONE PARK	2112 14TH AVE W	34221
NORMA LLOYD PARK	1024 24TH ST E	34208
RIVER RUN GOLF LINKS - BRADENTON RECREATIONAL PARK	1801 E 27TH ST	34208
CONNOR PARK	505 5TH ST W	34221
TAYLOR PARK	309 8TH ST W	34221
PALMETTO ESTUARY NATURE PRESERVE PARK	101 N US HWY 41	34221
TERRA CEIA PRESERVE STATE PARK - WILLIAMS BAYOU KAYAK LAUNCH	STOTZ ROAD	34250
TERRA CEIA BAY HIGHWAY 19 ACCESS POINT SOUTH BOAT RAMP (NOT RECOMMENDED)	5611 US HIGHWAY 19	34221
WASHINGTON BORROW PIT PARK	605 39TH ST E	34221
28TH STREET PARK	2718 13TH AVE W	34205
14TH AVENUE PARK	1401 10TH ST W	34221
17TH AVENUE PARK	1801 17TH AVE W	34205
PALMETTO 17TH STREET PARK	901 17TH ST W	34221
SYLVAN OAKS PARK	715 17TH ST E	34221
BISHOP HARBOR PRIMITIVE BOAT RAMP	NORTHWEST END OF BISHOP HARBOR RD	34221
BRADEN RIVER PARK	5201 51ST ST E	34203
BLACKBURN TENNIS COURTS	3904 E 17TH ST	34221
PALMETTO TENNIS COURTS	1450 10TH ST W	34221
HYDRANT PARK	1227 14TH AVE W	34221
7TH STREET PARK	618 W MANATEE AVE	34205
RIVERSIDE PARK & BOAT RAMP	801 RIVERSIDE DR	34221
VETERANS MEMORIAL PARK	1ST ST E & WATERFRONT DR	34208
GLAZIER GATES PARK	1015 MANATEE AVE E	34208
TERRA CEIA BAY HIGHWAY 19 ACCESS POINT NORTH BOAT RAMP	US HWY 19 AT TERRA CEIA BAY	34250
TERRA CEIA PRESERVE STATE PARK (MAIN ENTRANCE)	130 E 77TH ST	34221
TERRA CEIA PRESERVE STATE PARK (MAIN ENTRANCE)	8705 BISHOP HARBOR RD	34221
JUDAH P. BENJAMIN CONFEDERATE MEMORIAL AT GAMBLE PLANTATION HISTORIC STATE PARK (SECONDARY ENTRANCE)	3708 PATTEN AVE	34222
FROG CREEK PARK TRAILHEAD	2519 85TH STREET EAST	34221

#### **Religious Centers**

Facility Name	Address	Zip Code
CHURCH OF CHRIST	201 10TH AVENUE EAST	34208
COMMUNITY OUTREACH	650 27TH STREET EAST	34208
MT RAYMOND MISSIONARY BAPTIST	2410 4TH AVENUE EAST	34221
FAITH TEMPLE COGIC	1803 18TH STREET COURT EAST	34221
BRADENTON GOSPEL TABERNACLE	1218 7TH AVENUE EAST	34208
SPIRITUAL HOUSE OF PRAISE	307 41ST STREET BOULEVARD EAST	34221
FIRST COMMUNITY C O G I C - BELLS TEMPLE CHURCH OF GOD IN CHRIST	1107 29TH STREET EAST	34221

Facility Name	Address	Zip Code
GREATER MT PILGRIM CHURCH	126 9TH AVENUE WEST	34205
BRADENTON FIRST BORN CHURCH OF THE LIVING GOD	217 E 10TH AVE	34208
SAINT STEPHENS AFRICAN METHODIST EPISCOPAL CHURCH	629 MARTIN LUTHER KING AVENUE EAST	34208
REFUGE CHURCH OF OUR LORD	1101 8TH AVENUE EAST	34208
MANATEE BAPTIST CHURCH	1501 7TH AVENUE EAST	34208
BERACA SDA FRENCH CHURCH	2212 8TH AVENUE EAST	34208
PENTACOSTAL OF FAITH CHURCH	2211 3RD AVENUE EAST	34221
ST JAMES AME CHURCH	2315 5TH AVENUE DRIVE EAST	34221
EMMANUEL MISSIONARY BAPTIST CHURCH	129 E 9TH AVE	34208
PENTECOSTAL CHURCH OF GOD	304 9TH AVENUE EAST	34208
AMAZING GRACE CHURCH OF GOD IN CHRIST	905 E 9TH AVE	34221
ELLENTON UNITED METHODIST CHURCH	3607 US HIGHWAY 301 NORTH	34222
GOD'S PRAISE FAITH & DELIVERANCE MINISTRY	1509 E 1ST AVE	34221
RESURRECTED POWER CHURCH OF GOD	1908 1ST AVENUE EAST	34221
PALM VIEW FIRST BAPTIST CHURCH	415 49TH STREET EAST	34221
NEW HOPE HOLINESS DELIVERENCE	516 30TH STREET EAST	34221
ST JOHN'S FIRST BAPTIST CHURCH	1108 29TH STREET EAST	34221
SAINT PAUL MISSIONARY BAPTIST CHURCH	507 MARTIN LUTHER KING AVENUE EAST	34208
TRIUMPH THE CHURCH AND KINGDOM OF GOD IN CHRIST	611 13TH AVE E	34208
MISSIONARY ASSEMBLY OF GOD	706 15TH STREET EAST	34208
CHURCH OF GOD PROPHECY	623 E 18TH ST	34208
CHURCH OF CHRIST EAST BRADENTON	1835 MANATEE AVENUE EAST	34208
ST JOHN'S BAPTIST CHURCH	1700 1ST AVENUE EAST	34221
HOUSE OF GOD CHURCH	116 17TH STREET EAST	34221
SKYWAY COMMUNITY CHAPEL	512 61ST STREET EAST	34221
COLONY BAPTIST CHURCH	2920 US HIGHWAY 301 N	34222
PENTECOSTAL REVIVAL CENTER	3204 US HIGHWAY 301 NORTH	34222
FIRST HAITIAN BAPTIST CHURCH	802 23RD ST E	34221
MANATEE SOUTHERN BAPTIST ASSOCIATION	3510 17TH STREET EAST	34221
MIRACLE HEALING & DELIVERANCE	115 12TH STREET COURT EAST	34221
GRACE BAPTIST CHURCH	507 26TH AVENUE EAST	34208
JESUS CARES DELIVERANCE CENTER	411 7TH STREET EAST	34208
TRUTH BIBLE CHURCH OF GOD	726 12TH STREET EAST	34208
MANATEE UNITED METHODIST CHURCH	315 15TH STREET EAST	34208
MT OLIVE MISSIONARY CHURCH	507 21ST STREET EAST	34221
ETERNITY TEMPLE FIRST BORN	716 29TH STREET EAST	34221
INCREASING JOY MINISTRIES	2515 37TH STREET EAST	34221
ST MARY MISSIONARY BAPTIST CHURCH	1006 1ST STREET	34208
BRADENTON CHURCH OF GOD	1011 7TH AVENUE EAST	34208
LA LUZ DEL MUNDO	1202 MANATEE AVE E	34208
ROGERS MEMORIAL UNITED MTHDST	1100 15TH STREET EAST	34208
BRADENTON WESLEYAN CHURCH	1938 MANATEE AVENUE EAST	34208
IGLESIA EVANGELICA CRISTIANA E	2716 2ND AVE E	34221
JESUS CHRIST MINISTRIES	2314 9TH AVE E	34221

Facility Name	Address	Zip Code
PALMETTO DRIVE IN METHODIST	5601 16TH AVENUE EAST	34221
EAST PALMETTO CHURCH OF CHRIST	1608 28TH STREET CT E	34221
UNITY CHURCH IN THE WOODS	4200 WEST 32ND STREET	34205
TRINITY BAPTIST CHURCH	5116 26TH STREET WEST	34207
ST JOSEPH CATHOLIC CHURCH	3100 26TH STREET WEST	34205
CASA DE DIOS EN BRADENTON	2902 9TH STREET WEST	34205
JEHOVAH'S WITNESSES	1808 10TH STREET WEST	34221
APOSTOLIC ASSEMBLY	718 7TH AVENUE WEST	34205
ST ANDREWS AME CHURCH	203 17TH STREET WEST	34221
CHURCH OF CHRIST	3705 7TH STREET EAST	34208
BRADEN RIVER PRESBYTERIAN CHURCH	5150 PERIDIA BOULEVARD EAST	34203
MOUNT OLIVE AME CHURCH	1124 72ND STREET COURT EAST	34221
JEHOVAH'S WITNESSES-BRADENTON	2109 57TH STREET EAST	34208
CHURCH OF JESUS CHRIST OF LATTER DAY SAINTS	3400 CORTEZ ROAD WEST	34210
CHURCH OF THE CROSS	2511 W 51ST AVE DR	34207
CHURCH OF CHRIST 43RD ST	2300 43RD STREET WEST	34209
IGLESIA DE DIOS NUEVA VIDA	1619 10TH AVENUE WEST	34205
NEW LIFE BAPTIST CHURCH	609 9TH STREET WEST	34221
BIBLE BAPTIST CHURCH-PALMETTO	510 17TH STREET WEST	34221
CHRISTIAN FELLOWSHIP MINISTRIES	1506 2ND AVE W	34221
FULL GOSPEL TABERNACLE	2903 11TH STREET CT E	34208
HAITIAN MINISTRY THEOPHILE CHURCH IN CHRIST	4915 15TH ST E	34203
FIRST BAPTIST CHURCH	1700 51ST AVENUE EAST	34203
CHURCH OF GOD OF SAMOSET	3612 18TH STREET EAST	34208
SPANISH COMMUNITY CHURCH	1804 53RD AVENUE EAST	34203
MINISTERIOS PUERTA ABIERTA	3021 21ST STREET COURT EAST	34208
HOUSE OF PRAYER PENTECOSTAL	2420 33RD AVENUE DRIVE EAST	34208
LIVING GRACE FELLOWSHIP CORP	8020 BAYSHORE RD	34221
SOURCE MINISTRIES	5412 E STATE ROAD 64	34208
EMMANUEL UNITED METHODIST CHURCH	5115 CORTEZ ROAD WEST	34210
BETHEL BAPTIST CHURCH	1805 30TH AVENUE WEST	34205
THRONE OF GRACE MINISTRIES	1416 W 55TH AVE	34207
CHRISTIAN FAMILY FELLOWSHIP	3301 14TH STREET WEST	34205
CHRIST EPISCOPAL CHURCH	4030 MANATEE AVENUE WEST	34205
SEVENTH-DAY ADVENTIST CHURCH	2106 17TH AVENUE WEST	34205
STILLPOINT HOUSE OF PRAYER INC	1606 W 14TH ST	34205
MOUNT GILLEAD SDA	1803 13TH W ST	34205
GRACE PROGRESSIVE MISSIONARY	1107 6TH STREET WEST	34205
MR CARMEL MISSIONARY CHURCH	1301 2ND AVENUE WEST	34221
KIDS ON THE ROCK	1475 14TH AVE W	34221
HOLY CROSS CATHOLIC CHURCH	504 26TH STREET WEST	34221
FIRST HAITIAN BAPTIST CHURCH OF BRADENTON	3104 15TH STREET EAST	34208
BRADEN RIVER CONGREGATION OF JEHOVAH'S WITNESSES	2803 E 38TH AVE	34208
HOPE PRESBYTERIAN CHURCH	4455 30TH STREET EAST	34203

Facility Name	Address	Zip Code
FIRST BAPTIST CHURCH OF GILLETTE	3301 97TH STREET EAST	34221
FAITH UNITED CHURCH OF CHRIST	4850 EAST STATE ROAD 64	34208
FELLOWSHIP ALLIANCE CHURCH	5735 69TH STREET EAST	34221
BRADENTON CHRISTIAN REFORMED CHURCH	4208 26TH STREET WEST	34205
SAINT VINCENT DEPAUL	2704 33RD AVENUE WEST	34205
UNITED CHURCH OF CHRIST	3700 26TH STREET WEST	34205
FIRST ASSEMBLY OF GOD	1820 53RD AVENUE WEST	34207
MANASOTA CHRISTIAN CHAPEL	1450 46TH AVE DR W	34207
FIRST CHRISTIAN CHURCH	1815 18TH AVENUE WEST	34205
SOUTHSIDE BAPTIST CHURCH	1604 17TH STREET WEST	34205
PALMETTO FIRST BAPTIST CHURCH	1020 4TH ST W	34221
PALMETTO PRESBYTERIAN CHURCH	1115 10TH AVENUE WEST	34221
CENTRAL CHRISTIAN CHURCH	926 15TH STREET WEST	34205
RESTORATION & DELIVERANCE CENTER	606 10TH STREET WEST	34221
ST LUKE BAPTIST CHURCH	540 12TH STREET DRIVE WEST	34221
11TH STREET CHURCH OF CHRIST	513 11TH STREET WEST	34221
CHURCH OF GOD OF PALMETTO	608 3RD AVENUE WEST	34221
FULL GOSPEL HOLINESS	1450 24TH AVENUE WEST	34221
PALMETTO CHURCH OF CHRIST	1575 14TH AVENUE WEST	34221
TERRA CEIA METHODIST CHURCH	599 KEN HUBBARD RD	34250
HAITIAN MISSIONARY THEOPHILE CHURCH & CHRIST	3319 9TH STREET EAST	34208
DIEU PHAP BUDDHIST ASSOCIATION	2512 34TH AVE E	34208
LIFE COVENANT SANCTUARY	5428 E 39TH ST	34203
MACEDONIA M B C	1026 72ND STREET COURT EAST	34221
ELWOOD PARK BAPTIST CHURCH	3516 45TH STREET EAST	34208
ST MARK ORTHODOX CHURCH	1517 57TH ST E	34208
CHRIST UNITED METHODIST CHURCH	5512 26TH STREET WEST	34207
MANATEE YOUTH FOR CHRIST INC	1901 W 30TH AVE	34205
FIRST CHURCH OF GOD	2520 43RD STREET WEST	34209
WEST BRADENTON BAPTIST CHURCH	1305 43RD ST W	34209
FIRST UNITED METHODIST CHURCH	330 11TH AVENUE WEST	34221
FIRST CHURCH OF CHRIST SCIENTIST	702 15TH ST W	34205
FIRST UNITED METHODIST CHURCH OF BRADENTON	603 11TH STREET WEST	34205
WORD OF GOD LOVE CENTER	600 7TH STREET WEST	34221
THE CHURCH OF THE LIVING GOD	1015 SEVENTH ST CT W	34205
WARD TEMPLE A M E CHURCH	1005 5TH STREET WEST	34205
FIRST HAITIAN CHURCH OF THE NAZARENE	236 W 9TH AVE	34205
FIRST BAPTIST CHURCH	1800 CENTER RD	34250
FAITH FAMILY CHURCH OF MANATEE	3207 15TH STREET EAST	34208
FIRST HAITIAN BAPTIST CHURCH	3408 E 17TH ST	34208
HAPPY GOSPEL CENTER	1915 53RD AVENUE EAST	34203
FREE METHODIST CHURCH	2204 26TH AVENUE EAST	34208
CROSSROAD COMMUNITY CHURCH	3708 53RD AVENUE EAST	34203
TRUE DELIVERANCE FELLOWSHIP	215 KAY RD	34208

Facility Name	Address	Zip Code
FAMILY CHRISTIAN STORES	5203 CORTEZ RD W	34210
COLONIAL BAPTIST CHURCH	2616 51ST ST W	34209
WESTSIDE CHRISTIAN CHURCH	3512 15TH AVENUE WEST	34205
ST MARYS EPISCOPAL CHURCH	1010 W 24TH AVE	34221
SUNCOAST BAPTIST CHURCH	1816 10TH STREET WEST	34221
PALMETTO CHURCH OF THE NAZARENE	1400 10TH ST W	34221
MANATEE UNITARIAN UNIVERSALIST FELLOWSHIP	322 15TH STREET WEST	34205
CARTER TEMPLE CME CHURCH	540 11TH AVENUE WEST	34205
GETHSEMANE BAPTIST CHURCH	501 9TH AVENUE WEST	34205
SAMOSET FIRST BAPTIST CHURCH	3200 15TH ST E	34208
ONECO UNITED METHODIST CHURCH	2112 53RD AVENUE EAST	34203
FIRST GENERAL BAPTIST CHURCH	5535 33RD STREET EAST	34203
JOURNEY ASSEMBLY OF GOD	5019 37TH STREET EAST	34203
FAITH OF DELIVERENCE	1020 70TH STREET COURT EAST	34221
RIVER LIFE CHURCH	1012 E 57TH ST	34208
HOPE LUTHERAN CHURCH	4635 26TH STREET WEST	34207
PEACE LUTHERAN CHURCH	1611 30TH AVENUE WEST	34205
CASA DE DIOS IN VICTORIA	915 29TH AVE W	34205
TRINITY UNITED METHODIST CHURCH	3200 MANATEE AVENUE WEST	34205
WESTMINSTER PRESBYTERIAN CHURCH	3011 19TH AVENUE WEST	34205
TRINITY LUTHERAN CHURCH	2200 26TH STREET WEST	34205
SACRED HEART CATHOLIC CHURCH	1505 12TH AVENUE WEST	34205
FIRST PRESBYTERIAN CHURCH	1402 MANATEE AVENUE EAST	34205
PROVIDENCE MISSIONARY BAPTIST	501 11TH STREET DRIVE WEST	34221
TURNER CHAPEL AME CHURCH	317 11TH STREET WEST	34221
CHURCH ON THE ROCK	1401 14TH AVENUE WEST	34221
FULL GOSPEL HOLINESS CHURCH	4955 15TH ST E	34203
COMMUNITY BAPTIST CHURCH	5500 18TH STREET EAST	34203
HOPE INTERNATIONAL MINISTRIES	5425 39TH STREET EAST	34203
BRADEN RIVER UNITED METHODIST	5858 44TH AVENUE EAST	34203
EVANGELICAL FREE CHURCH - FAITH BIBLE CHURCH OF BRADENTON	1511 MORGAN JOHNSON ROAD	34208
BIBLE BAPTIST CHURCH	2113 MORGAN JOHNSON ROAD	34208
JEHOVAH'S WITNESSES	3915 26TH STREET WEST	34205
BRADENTON CHURCH OF CHRIST	2306 53RD AVENUE WEST	34207
CHURCH OF CHRIST	2715 4TH STREET WEST	34205
SEVENTH DAY ADVENTIST CHURCH	3307 10TH STREET WEST	34221
CALVARY BAPTIST CHURCH	3006 9TH AVENUE WEST	34205
PALMETTO ASSEMBLY OF GOD	1706 9TH STREET WEST	34221
THE 11TH COMMANDMENT CHURCH	730 W 11TH AVE	34221
BRADENTON FIRST BAPTIST CHURCH	1306 MANATEE AVE W	34205
HARVEST CHAPEL CHRISTIAN	1300 17TH AVENUE WEST	34205
NEW HORIZEIN CHURCH OF GOD IN CHRIST	804 22ND AVE W	34205
CHURCH OF THE UNITED BRETHREN IN CHRIST	3505 5TH STREET EAST	34208
CHURCH OF CHRIST	3412 53RD AVENUE EAST	34203

#### **Public Schools**

Facility Name	Address	Zip Code
ELECTA LEE MAGNET MIDDLE SCHOOL	4000 53RD AVE W	34210
WILLIAM MONROE ROWLETT ACADEMY FOR ARTS AND COMMUNICATION	3500 9TH ST E	34210
MANATEE HIGH SCHOOL	902 33RD STREET CT W	34205
IMAGINE CHARTER SCHOOL AT NORTH MANATEE	9275 49TH AVE E	34203
BAYSHORE HIGH SCHOOL	5401 34TH ST W	34210
JESSIE P. MILLER ELEMENTARY SCHOOL	601 43RD ST W	34209
PALMETTO ELEMENTARY SCHOOL	1540 10TH ST W	34221
MANATEE SCHOOL FOR THE ARTS	700 HABEN BLVD	34221
PALMSHORES BEHAVIOR HEALTH CENTER	1324 37TH AVE EAST	34208
ONECO ELEMENTARY SCHOOL	5214 22ND STREET CT E	34203
ROBERT H. PRINE ELEMENTARY SCHOOL	3801 SOUTHERN PKWY W	34205
PALMETTO CHARTER SCHOOL	1607 17TH ST W	34221
HOLA! ELEMENTARY @ MSA	700 HABEN BLVD	34221
BRADEN RIVER HIGH SCHOOL	6545 SR 70 E	34203
MANATEE ELEMENTARY SCHOOL	1609 6TH AVE E	34208
JUST FOR GIRLS ELEMENTARY SCHOOL	1011 21ST ST E	34208
SOUTHEAST HIGH SCHOOL	1200 37TH AVE E	34208
JUST FOR GIRLS MIDDLE SCHOOL	1500 10TH ST W	34221
HOSPITAL HOMEBOUND INSTRUCTION	1400 1ST AVE E	34208
JAMES TILLMAN ELEMENTARY MAGNET SCHOOL	1415 29TH ST E	34221
LOUISE R JOHNSON K-8 SCHOOL OF INTERNATIONAL STUDIES	2121 26TH AVE E	34208
PACE CENTER FOR GIRLS	3508 26TH ST W	34205
BALLARD ELEMENTARY SCHOOL	912 18TH ST W	34205
PALMETTO HIGH SCHOOL	1200 17TH ST W	34221
G D ROGERS GARDEN- BULLOCK ELEMENTARY	515 13TH AVE W	34205
MANATEE DISTRICT OFFICE	215 MANATEE AVE W	34205
MANATEE VIRTUAL INSTRUCTION PROGRAM	1400 1ST AVE E	34221
MANATEE CHARTER SCHOOL	4550 30TH ST E	34203
WILLIAM H. BASHAW ELEMENTARY	3515 57TH ST E	34208
MANATEE VIRTUAL SCHOOL ( VIRTUAL FRANCHISE)	1400 1ST AVE E	34221
HORIZONS ACADEMY	1910 27TH ST E	34208
BLACKBURN ELEMENTARY SCHOOL	3904 17TH ST E	34221
MANATEE SCHOOL OF ARTS/SCIENCES	3700 32ND ST W	34205
MIGRANT NON-ENROLLED STUDENTS	215 MANATEE AVE W	34205
LINCOLN MEMORIAL MIDDLE SCHOOL	305 17TH ST E	34221
TEAM SUCCESS A SCHOOL OF EXCELLENCE	202 13TH AVE E	34208
PALM VIEW K-8 SCHOOL	6025 BAYSHORE RD	34221
SAMOSET ELEMENTARY SCHOOL	3300 19TH ST E	34208
ROWLETT MIDDLE ACADEMY	400 30TH AVE W	34205

Facility Name	Address	Zip Code
MANATEE COMMUNITY ACTION AGENCY-HEAD START	302 MANATEE AVE E STE 100	34208
MANATEE TECHNICAL COLLEGE	6305 STATE ROAD 70 E	34203

## Veteran Organizations and Facilities

Facility Name	Address	Zip Code
MARINE CORPS LEAGUE DETACHMENT 588	5225 26TH ST W	34207
VFW POST 9226 - ELLENTON	3511 12TH STREET EAST	34222
AMVETS POST 301	2443 US HIGHWAY 301 NORTH	34222
VFW POST 2488 - MANATEE	810 6TH STREET WEST	34221
AMERICAN LEGION POST 309	2419 BAYSHORE ROAD	34221
MANATEE COUNTY VETERANS SERVICE OFFICE	1002 W MANATEE AVE	34205
AMERICAN LEGION POST 325	3420 US HWY 301N	34222

#### **Mobile Home Parks**

Facility Name	Address	Zip Code
KOZY MOBILE HOME PARK	3113 CORTEZ RD	34207
RAINBOW MOBILE HOME PARK	1015 12TH AVE W	34221
BRADENTON TROPICAL PALMS INC	2310 14TH ST W	34205
JET MOBILE HOME PARK	506 5TH AVE W	34221
STAR TRAILER PARK	204 41ST AVE E	34208
PALM BAY MHP	751 10TH STREET E	34221
HI-WAY AND SHORES MOBILE HOME PARK	4901 HIGHWAY 301	34222
PALM VILLAGE MOBILE HOME PARK	3528 14 ST W	34205
LINCOLN ARMS MHP	5030 14TH ST W	34207
M & K MOBILE HOME PARK	711 30TH AVE W	34205
CORTEZ PLAZA MOBILE PARK	616 CORTEZ RD W	34207
PEGEL POINT ESTATES	327-3RD ST DR W	34221
EL RANCHO VILLAGE	508 44TH AVE E	34203
COUNTRY LAKES VILLAGE II MOBILE HOME PARK	6100 BAYSHORE RD	34221
TWIN OAKS MHP	4530 9TH ST E	34203
COACH HOUSE INC OF PALMETTO	4907 28TH AVE E	34221
BRADEN CASTLE MHP	1 OFFICE DR BRADEN CASTLE PARK	34208
WESTWINDS VILLAGE	5316 53RD AVE E	34203
WINDMILL MANOR	5320 53RD AVE E	34203
GARFAIR MOBILE VILLAGE INC	3103 9TH ST W	34205
LONE OAK PARK	115 10TH ST N	34221
SKYWAY VILLAGE MHP	420 49TH ST E	34221
CARLYN ESTATES TP	5611 BAYSHORE RD	34221
PLANTATION GROVE	4801 9TH ST E	34203
SOUTHERN PINES MOBILE HOME PARK	925 301 BLVD E	34203
MANATEE TP	2204 MANATEE AVE E	34208
LAZY ACRE TP	515 77TH ST E	34221
BEAR BEACH TP	4314 19TH AVE W	34209

Facility Name	Address	Zip Code
WATERSIDE CLUB	4516 CALM HARBOR ST	34207
LLOYD'S TP	1419 26TH AVE W	34205
CASA DEL REY MHP	515 53RD AVE W	34207
MARY ANN MOBILE HOME PARK	3608 14TH ST W	34205
CAPITAL MOBILE HOME PARK	5110 14TH ST W	34207
LEISURE LAKE CO-OP INC	2900 8TH AVE W	34221
VISTA DEL LAGO	801 53RD AVE W	34207
FISHERMAN'S COVE VILLAS	100 PALMVIEW ROAD	34221
PIONEER TRAILER PARK	1615 51ST AVE E	34203
MEL MAR VILLAGE	2802 14TH ST W	34205
MILES TRAILER PARK	2801 14TH ST W	34205
MERMAIDS MANOR COMMUNITY	3720 14TH ST W	34205
SUNSET VILLAGE	3715 14TH ST W	34205
K & K MOBILE HOME PARK	4918 14TH ST W	34207
ALOHA ESTATES	5310 14TH ST W	33507
COUNTRY LAKES VILLAGE MOBILE HOME PARK	5700 BAYSHORE RD	34221
BELLE GROVES VILLAGE	624 US 301 BLVD E	34203
COLONIAL MOBILE MANOR	900 9TH AVE E	34221
WHISPERING PALMS MANUFACTURED HOME COMMUNITY	1219 51ST AVE E	34203
GOLD TREE MOBILE HOME PARK	5707 45TH AVE E	34203
TROPIC ISLES CO-OP INC	3100 TENTH ST W	34221
ORANGE GROVE TRAILER PARK LTD	2615 CORTEZ RD W	34207
WAYSIDE GLEN COMMUNITY	5120 14TH ST W	33507
SUN KEY VILLAGE	8607 26TH STREET EAST	34221
PLAZA MOBILE COURT	3701 14TH ST W	34205
SUNNY ACRES MOBILE HOME PARK	5210 14TH ST W	34207
CHATEAU VILLAGE	612 53RD AVE W	34207
CITRUS GROVE ESTATES	599 301 BLVD E	34208
TERRA CEIA MANOR	5619 BAYSHORE RD	34221
TWO RIVERS MHP	2800 MANATEE AVE	34208
ROCKY BLUFF TP & FISH CAMP	5709-18TH ST E	34222

#### **Group Care Facilities**

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Facility Name	Address	Zip Code
CORTEZ CARE	5015 29TH AVENUE W	34209
PALM SHORES BEHAVIORAL HEALTH CENTER	1324 37TH AVE E	34208
MANATEE ASSISTED LIVING FACILITY	2524 9TH AVENUE E	34208
LINCOLN-MEMORIAL MIDDLE SCHOOL	305 17TH STREET E	34221
ST JOSEPH CATHOLIC SCHOOL	2990 26 STREET W	34205
SERENITY GARDENS OF BRADENTON	2211 29TH AVENUE W	34205
WESTMINSTER ASBURY, THE MANOR	1700 21 AVENUE W	34205
OUR HOME OF WARE'S CREEK	1725 MANATEE AVENUE W	34205
PARADISE REST	1207 30TH AVENUE E	34208

Facility Name	Address	Zip Code
MANATEE ELEMENTARY SCHOOL	1609 6 AVENUE E	34208
HORIZONS ACADEMY	1910 27TH STREET E	34208
SHIRLEY ADULT CARE HOME	3105 CANAL ROAD	34221
LT HOME CARE	1712 24TH ST E	34221
JUST FOR GIRLS - PALMETTO CENTER	1500 10TH STREET W	34221
ONECO ELEMENTARY SCHOOL	5214 22ND ST COURT E	34203
MANATEE CHARTER SCHOOL	4550 30TH ST E	34203
PALM VIEW ELEMENTARY SCHOOL	6025 BAYSHORE ROAD	34221
TILLMAN ELEMENTARY SCHOOL	1415 29 STREET E	34221
LEE MIDDLE SCHOOL	3600 53RD AVENUE W	34210
MANATEE SCHOOL OF ARTS AND SCIENCES, INC.	3700 32ND STREET W	34205
DORCAS HOUSE 2	2601 13TH AVENUE W	34205
BROACH SCHOOL	2615 26TH STREET W	34205
TIDEWELL HOSPICE INC - BRADENTON	2504 34TH AVENUE W	34205
WATER'S EDGE OF BRADENTON II	3229 19TH STREET W	34205
PEACE LUTHERAN CHRISTIAN DAY SCHOOL	1611 30TH AVENUE W	34205
WESTMINSTER POINT PLEASANT	1533 4TH AVENUE W	34205
PALMETTO ELEMENTARY SCHOOL	1540 10TH ST W	34221
PALMETTO CHARTER SCHOOL	1601 17TH STREET W	34221
PALMETTO HIGH SCHOOL	1200 17 STREET W	34221
MANATEE SCHOOL FOR THE ARTS	700 HABEN BOULEVARD	34221
LOUISE R JOHNSON MIDDLE SCHOOL	2121 26TH AVENUE E	34208
WAKELAND ELEMENTARY SCHOOL	1812 27 STREET E	34208
BROOKDALE BRADENTON GARDENS	5612 26TH STREET W	34207
BRADENTON CHRISTIAN SCHOOL	3304 43RD STREET W	34209
MILLER ELEMENTARY SCHOOL	601 43RD STREET W	34205
WOODLANDS VILLAGE, THE	1055 301 BOULEVARD E	34203
GULF COAST CHRISTIAN ACADEMY	1700 51ST AVENUE E	34203
TABERNACLE CHRISTIAN SCHOOL	1218 7TH AVENUE E	34208
CENTERSTONE OF FLORIDA INC	2020 26TH AVE E	34208
HARMONY PALMS BRADENTON	4207 STATE ROAD 64 E	34208
BRADEN RIVER HIGH SCHOOL	5202 60TH STREET E	34203
PRIME CARE	1801 51ST STREET W	34209
ST STEPHENS SCHOOL	315 41ST STREET W	34209
PRINE ELEMENTARY SCHOOL	3801 SOUTHERN PARKWAY W	34205
MANATEE HIGH SCHOOL	1000 32 STREET W	34205
PACE CENTER FOR GIRLS	3508 26TH STREET W	34205
MANATEE REGIONAL JUVENILE DETENTION CENTER SCHOOL	1803 5TH STREET W	34205
FAITHFUL FRIENDS ALF	1902 49TH AVE E	34203
WILLIAM MONROE ROWLETT ACADEMY FOR ARTS AND COMMUN	3505 9TH STREET E	34208
SOUTHEASTERN GUIDE DOGS	4210 77TH STREET E	34221
TIDEWELL HOSPICE INC - ELLENTON	4151 37TH STREET E	34221
BAYSHORE HIGH SCHOOL	5401 34TH STREET W	34210
SELECT GROUP HOME (WHITE HOUSE)	4730 30TH STREET W	34207

Facility Name	Address	Zip Code
TWIN ANGELS ASSISTED LIVING FACILITY INC	323 49TH STREET NW	34209
DORCAS HOUSE	1304 26TH STREET W	34205
OUR KIDS WEST	2425 38TH AVENUE W	34205
BALLARD ELEMENTARY SCHOOL	912 18TH STREET W	34205
SHORES OF BRADENTON, THE	1700 3 AVENUE W	34205
MANATEE RIVER ASSISTED LIVING	820 5TH STREET W	34221
BEACON PREPARATORY ACADEMY 2	1017 5TH STREET W	34205
WEST COAST CHRISTIAN ACADEMY	1112 49 AVENUE E	34203
COMMUNITY CHRISTIAN SCHOOL	5500 18TH STREET E	34203
TEAM SUCCESS A SCHOOL OF EXCELLENCE	202 13TH AVENUE E	34208
OASIS MIDDLE SCHOOL	4304 32ND ST W	34205
SAMOSET ELEMENTARY ACCELERATED SCHOOL	3300 19TH STREET E	34208
BASHAW ELEMENTARY SCHOOL	3515 MORGAN JOHNSON ROAD	34208
BLACKBURN ELEMENTARY SCHOOL	3904 17TH STREET E	34221
INSPIRED LIVING AT HIDDEN LAKES	1200 54TH AVE W	34207
SUNSHINE ACADEMY	2520 43RD STREET W	34209
SUNSET SCHOOL OF PROFESSIONAL STUDIES	4201 32ND ST W	34207
SUMMERFIELD RETIREMENT RESIDENCE	3409 26TH STREET W	34205
G D ROGERS GARDEN ELEMENTARY	515 13TH AVENUE W	34205
BRADENTON OAKS COURTYARD (BUILDING 1)	1015 7TH AVENUE E	34208
BRADENTON OAKS COURTYARD (BUILDING 2)	1029 7TH AVENUE E	34208
RESIDENCE AT BAY VUE/BAY VUE NURSING AND REHABILIT	105 15TH STREET E	34208
SOUTHEAST HIGH SCHOOL	1200 37 AVENUE E	34208
PALM SHORES BEHAVIORAL HEALTH CENTER	1324 37TH AVENUE E	34208
JOSEPH JONALD ELISCARD	3707 17TH STREET E	34208
JUST FOR GIRLS ELEMENTARY	1011 21ST ST E	34208
BEST FAMILY CARE HOME	4222 30TH LANE E	34208
IMAGINE CHARTER SCHOOL AT N MANATEE	9275 49TH AVENUE E	34221

## **Migrant Camps**

Facility Name	Address	Zip Code
PALMETTO LAND COMPANY APTS	501 11TH STREET W	34221
PEERLESS 5TH AVE WEST APTS	710 5TH AVENUE W	34221
DOCTOR'S CAMP	400 6TH W	34221
BAXTER MOTEL	3225 14TH STREET W	34205
OVERPASS APARTMENTS III	1000 1ST AVE COURT W	34221
FOY-TAYLOR INC.	701 11TH STREET W	34221
KNIGHT'S INN AKA SHREE SHIV STUTI LLC	2303 1ST STREET	34208
BLUE BOY MOTEL DBA SEASHELL DEVELOPMENT INC.	1839 14 STREET W	34205
OAKRIDGE APTS UTOPIA FARMS	523 13TH STREET W	34221
FARM-OP INC FARM 15 SITE 5	2202 2ND AVENUE W	34221
PACIFIC TOMATO GROWERS I	1001 1ST AVE COURT W	34221
KENTUCKY COLONEL MOTEL DBA RPH INC.	1431 14 STREET W	34205

Facility Name	Address	Zip Code
SUNNY DALE 1 APTS	2716 6TH AVENUE E	34221
SUNNY DALE 3 APTS/WEST COAST TOMATO	723 44TH AVENUE E	34207
FARM-OP INC FARM 15 SITE 4	917 25TH STREET E	34221
PALMETTO MIGRANT FACILITY	713 17TH STREET W	34221
TAYLOR & FULTON 8TH ST W APTS	804 5TH AVENUE W	34221
FARM-OP INC FARM 15 SITE 3	1503 21 STREET E	34221

#### **Block Groups**

The following Census Block Groups were used to calculate demographics for this report.

#### 1990 Census Block Groups

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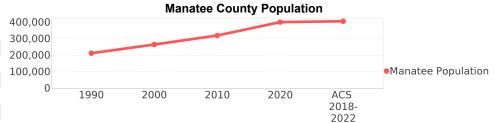
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# Manatee County Demographic Profile General Population Trends - Manatee 5

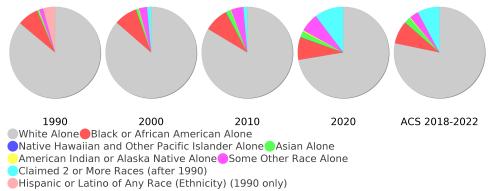
Description	1990	2000	2010 <mark>1</mark>	2020 <u>1</u>	ACS 2018- 2022
Total Population	211,707	264,002	318,619	399,710	405,069
Total Households	91,060	112,460	131,200	168,437	161,656
Average Persons per Acre	0.439	0.541	0.652	0.82	0.85
Average Persons per Household	2.325	2.294	2.00	2.34	2.47
Average Persons per Family	2.805	2.862	3.033	3.27	3.09
Males	100,147	127,294	154,353	192,728	196,808
Females	111,560	136,708	164,266	206,982	208,261



**Manatee County Race** 

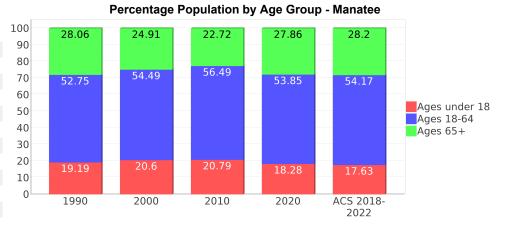
#### Race and Ethnicity Trends - Manatee 5, 8, 9

Description	1990	2000	2010 <mark>1</mark>	2020 <mark>1</mark>	ACS 2018- 2022
White Alone	190,328	227,927	266,303	289,188	316,986
	(89.90%)	(86.34%)	(83.58%)	(72.35%)	(78.25%)
Black or African American Alone	16,400	21,580	27,313	32,121	32,860
	(7.75%)	(8.17%)	(8.57%)	(8.04%)	(8.11%)
Native Hawaiian and Other Pacific Islander Alone	62	115	243	275	157
	(0.03%)	(0.04%)	(0.08%)	(0.07%)	(0.04%)
Asian Alone	1,165	2,237	5,512	8,555	8,935
	(0.55%)	(0.85%)	(1.73%)	(2.14%)	(2.21%)
American Indian or Alaska Native Alone	501	741	745	1,642	1,389
	(0.24%)	(0.28%)	(0.23%)	(0.41%)	(0.34%)
Some Other Race Alone	3,251	7,540	14,095	26,548	12,788
	(1.54%)	(2.86%)	(4.42%)	(6.64%)	(3.16%)
Claimed 2 or More Races	(NA)	3,862 (1.46%)	4,408 (1.38%)	41,381 (10.35%)	31,954 (7.89%)
Hispanic or Latino of Any Race (Ethnicity)	9,424	24,501	44,460	70,979	68,333
	(4.45%)	(9.28%)	(13.95%)	(17.76%)	(16.87%)
Not Hispanic or Latino (Ethnicity)	202,283	239,501	274,159	328,731	336,736
	(95.55%)	(90.72%)	(86.05%)	(82.24%)	(83.13%)
Minority (Race and Ethnicity)	27,139	51,521	85,883	126,609	122,435
	(12.82%)	(19.52%)	(26.95%)	(31.68%)	(30.23%)



#### Age Trends - Manatee 5

	_				ACS 2018-
Description	1990	2000	2010 <mark>1</mark>	2020 <u>1</u>	2022
Under Age 5	5.83%	5.68%	5.82%	4.36%	4.37%
Ages 5-17	13.35%	14.92%	14.97%	13.92%	13.26%
Ages 18-21	4.06%	3.77%	4.06%	3.95%	3.70%
Ages 22-29	9.88%	8.01%	8.11%	7.60%	8.10%
Ages 30-39	13.36%	12.68%	10.56%	10.39%	10.09%
Ages 40-49	10.34%	13.38%	13.34%	10.54%	11.13%
Ages 50-64	15.11%	16.66%	20.43%	21.38%	21.15%
Age 65 and Over	28.06%	24.91%	22.72%	27.86%	28.20%
-Ages 65-74	15.60%	12.50%	11.53%	15.81%	15.15%
-Ages 75-84	9.72%	9.45%	8.36%	8.94%	9.67%
-Age 85 and Over	2.74%	2.97%	2.83%	3.11%	3.39%
Median Age	NA	44	45	49.4	49.4



#### Income Trends - Manatee 5

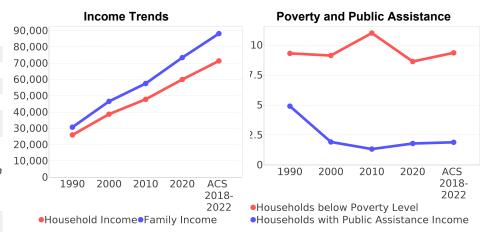
Description	1990	2000	2010 <mark>1</mark>	2020 <u>1</u>	2022
Median Household Income	\$25,951	\$38,673	\$47,812	\$59,963	\$71,385
Median Family Income	\$30,698	\$46,576	\$57,547	\$73,429	\$88,147
Population below Poverty Level	10.20%	10.08%	12.77%	10.96%	10.17%
Households below Poverty Level	9.31%	9.13%	11.01%	8.63%	9.36%
Households with Public Assistance Income	4.90%	1.92%	1.32%	1.79%	1.89%

**Disability Trends - Manatee** <sup>10</sup> See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 <sup>1</sup>	2020 <sup>1</sup>	ACS 2018- 2022
Population 16 To 64 Years with a disability	10,753 (6.25%)	32,131 (13.15%)	NA (NA)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	21,767 (10.63%)	21,154 (10.05%)

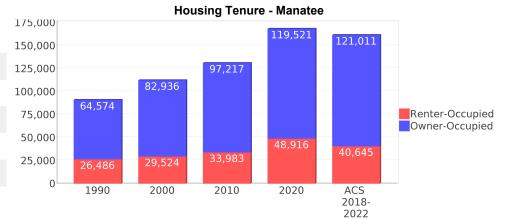
# Educational Attainment Trends - Manatee $\frac{11, 5}{2}$ Age 25 and Over

Description	1990	2000	2010 <u>1</u>	2020 <u>1</u>	ACS 2018- 2022
Less than 9th Grade	12,700	10,847	11,115	11,108	10,835
	(8.12%)	(5.63%)	(4.83%)	(3.75%)	(3.53%)
9th to 12th Grade, No Diploma	25,488	24,930	19,030	20,216	17,667
	(16.30%)	(12.93%)	(8.28%)	(6.83%)	(5.76%)
High School Graduate or Higher	118,189	157,012	199,808	264,641	278,047
	(75.58%)	(81.44%)	(86.89%)	(89.42%)	(90.70%)
Bachelor's Degree or Higher	24,178	40,059	58,929	89,374	100,646
	(15.46%)	(20.78%)	(25.63%)	(30.20%)	(32.83%)



## **Language Trends - Manatee** <sup>5</sup> Age 5 and Over

1990	2000	2010 <mark>1</mark>	2020 <mark>1</mark>	ACS 2018- 2022
3,288	6,459	10,169	13,367	14,215
(1.65%)	(2.59%)	(3.39%)	(3.56%)	(3.67%)
NA	4,552	9,106	8,971	8,933
(NA)	(1.83%)	(3.03%)	(2.39%)	(2.31%)
NA	2,427	3,809	2,188	2,873
(NA)	(0.97%)	(1.27%)	(0.58%)	(0.74%)
2,902	6,979	12,915	11,159	11,806
(1.46%)	(2.80%)	(4.30%)	(2.97%)	(3.05%)
NA	13,438	23,084	24,526	26,021
(NA)	(5.40%)	(7.69%)	(6.53%)	(6.72%)
	3,288 (1.65%) NA (NA) NA (NA) 2,902 (1.46%) NA	3,288 (3,459 (2.59%)  NA (4,552 (NA) (1.83%)  NA 2,427 (NA) (0.97%)  2,902 6,979 (1.46%) (2.80%)  NA 13,438	3,288 (6,459 (1,169 (1,65%) (2,59%) (3,39%)  NA (4,552 9,106 (1,83%) (3,03%)  NA (2,427 3,809 (1,27%)  2,902 6,979 12,915 (1,46%) (2,80%) (4,30%)  NA 13,438 23,084	3,288 (3,459 10,169 13,367 (1.65%) (2.59%) (3.39%) (3.56%)  NA 4,552 9,106 8,971 (2.39%)  NA 2,427 3,809 2,188 (NA) (0.97%) (1.27%) (0.58%)  2,902 6,979 12,915 11,159 (1.46%) (2.80%) (4.30%) (2.97%)  NA 13,438 23,084 24,526



#### Housing Trends - Manatee 5

Description	1990	2000	2010 <sup>1</sup>	2020 <sup>1</sup>	ACS 2018- 2022
Total	115,245	138,128	170,719	206,633	208,358
Units per Acre	0.239	0.283	0.35	0.42	0.44
Single-Family Units	48,723	72,151	97,709	116,977	125,454
Multi-Family Units	24,475	37,117	43,360	47,749	53,316
Mobile Home Units	16,910	27,891	29,316	29,891	29,217
Owner-Occupied Units	64,574	82,936	97,217	119,521	121,011
Renter-Occupied Units	26,486	29,524	33,983	48,916	40,645
Vacant Units	24,185	25,668	39,519	38,196	46,702
Median Housing Value	\$79,000	\$96,000	\$214,000	\$250,700	\$323,900
Occupied Housing Units w/No Vehicle	6,126 (6.73%)	7,342 (6.53%)	5,974 (4.55%)	6,231 (3.70%)	6,389 (3.95%)
Median year householder moved into unit - Total	NA	NA	NA	2012	2013
Median year householder moved into unit - Owner Occupied	NA	NA	NA	2010	2012
Median year householder moved into unit - Renter Occupied	NA	NA	NA	2016	2018
Abroad 1 year ago	NA	NA	NA	2,925	2,947
Different house in United States 1 year ago	NA	NA	NA	54,667	54,211
Same house 1 year ago	NA	NA	NA	333,133	344,949
Geographical Mobility in the Past Year - Total	NA	NA	NA	390,725	402,107

#### **Data Sources**

#### **ACS vs Census Data**

(1) The 2010 and 2020 Census data is represented by a combination of decennial and ACS data. The 2010 decennial is combined with the 5-year ACS data for 2006-2010 and the 2020 decennial is combined with the 5-year ACS data for 2016-2020. The General Population Trends, Race and Ethnicity Trends, and Age Trends are entirely from the decennial. The Income Trends, Disability Trends, Educational Attainment Trends, and Language Trends are entirely from the ACS. The Housing Trends section is derived from both: Decennial (Total # Housing Units, Housing Units per Acre, Owner-Occupied Units, Renter-Occupied Units, Vacant Units); ACS (Single-Family Units, Multi-family Units, Mobile Homes, Median Housing Value, Occupied Housing Units w/No Vehicle).

#### Area

(2) The geographic area of the community based on a user-defined community boundary or area of interest (AOI) boundary.

#### Jurisdiction

(3) Jurisdiction(s) includes local government boundaries that intersect the user-defined community or AOI boundary.

#### Goals, Values and History

(4) Information under the headings Goals and Values and History is entered manually by the user before the Sociocultural Data Report (SDR) is generated. This information is usually not available for communities with boundaries that are based on Census-defined places (i.e., not user-specified).

#### Demographic Data

(5) Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census for 1990 and 2000 and the American Community Survey (ACS) 5-year estimates for 2006-2010 and . The data was gathered at the block group level for user-defined communities, Census places, and AOIs, and at the county level for counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS). For more information about using demographic data, please see the training videos located here: https://www.fdot.gov/environment/pubs/sce/sce1.shtm.

#### About the Census Data

- (6) The block group analysis for project alternatives and AOIs do not always correspond precisely to block group boundaries. This report does not adjust the geographic area or data of affected block groups. It includes demographic summaries from any block group that overlaps the project alternative buffer or AOI boundary. Therefore, population that falls out of the SDR analysis area may be included in the results. Note that there may be areas where there is no population.
- (7) Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: https://www.census.gov/content/dam/Census/programs-surveys/acs/news/10ACS\_keyfacts.pdf) The U.S. Census Bureau provides help with this process: https://www.census.gov/programs-surveys/acs/guidance/comparing-acs-data.html
- (8) Race and ethnicity are separate questions on the Census questionnaire. Individuals can report multiple race and ethnicity answers; therefore, numbers in the Race and Ethnicity portion of this report may add up to be greater than the total population. In addition, use caution when interpreting changes in race and ethnicity over time. Starting with the 2000 Decennial Census, respondents could select one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: https://www.census.gov/library/publications/2001/dec/c2kbr01-01.html)
- (9) The "Minority" calculations use both the race and ethnicity responses from Census and ACS data. In this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities. We use the following formula: MINORITY = TOTALPOP WHITE\_NH where TOTALPOP is the Total Population and WHITE\_NH is the population with a race of White alone and an ethnicity of Not Hispanic or Latino. Translating this to the field names used in the census ACS source data, the formula looks like this: MINORITY = B01003\_E001 B03002\_E003. (Note, the WHITE\_NH population is not reported separately in this report.)
- (10) Disability data is not included in the 2010 Decennial Census or the 2006-2010 ACS. This data is available in the ACS 2018-2022 ACS. Because of changes made to the Census and ACS questions between 1990 and ACS, disability variables should not be compared from year to year. For example: 1) with the 1990 data, the disabilities are listed as a "work disability" while this distinction is not made with 2000 or ACS data; 2) the ACS data includes the institutionalized population (e.g. persons in prisons and group homes) while this population is not included in 1990 or 2000; and 3) the age groupings changed over the years.
- (11) The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.
- (12) Income of households. This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income.
- (13) Income of families. In compiling statistics on family income, the incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.
- (14) Age trends. The median age for 1990 is not available.

#### Land Use Data

(15) The Land Use information Indicates acreages and percentages for the generalized land use types used to group parcel-specific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

#### **Community Facilities Data**

- (16) Assisted Rental Housing Units Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- (17) Mobile Home Parks Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.
- (18) Migrant Camps Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- (19) Group Care Facilities Identifies group care facilities inspected by the Florida Department of Health.
- (20) Community Center and Fraternal Association Facilities Identifies facilities reported by multiple sources.
- (21) Law Enforcement Correctional Facilities Identifies facilities reported by multiple sources.
- (22) Cultural Centers Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and
  zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters;
  museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage
  facilities) reported by multiple sources.
- (23) Fire Department and Rescue Station Facilities Identifies facilities reported by multiple sources.
- (24) Government Buildings Identifies local, state, and federal government buildings reported by multiple sources.
- (25) Health Care Facilities Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.
- (26) Hospital Facilities Identifies hospital facilities reported by multiple sources.
- (27) Law Enforcement Facilities Identifies law enforcement facilities reported by multiple sources.
- (28) Parks and Recreational Facilities Identifies parks and recreational facilities reported by multiple sources.
- (29) Religious Center Facilities Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- (30) Private and Public Schools Identifies private and public schools reported by multiple sources.
- (31) Social Service Centers Identifies social service centers reported by multiple sources.
- (32) Veteran Organizations and Facilities

## **County Data Sources**

#### **ACS vs Census Data**

(1) The 2010 and 2020 Census data is represented by a combination of decennial and ACS data. The 2010 decennial is combined with the 5-year ACS data for 2006-2010 and the 2020 decennial is combined with the 5-year ACS data for 2016-2020. The General Population Trends, Race and Ethnicity Trends, and Age Trends are entirely from the decennial. The Income Trends, Disability Trends, Educational Attainment Trends, and Language Trends are entirely from the ACS. The Housing Trends section is derived from both: Decennial (Total # Housing Units, Housing Units per Acre, Owner-Occupied Units, Renter-Occupied Units, Vacant Units); ACS (Single-Family Units, Multi-family Units, Mobile Homes, Median Housing Value, Occupied Housing Units w/No Vehicle).

#### About the Census Data

(34) Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: https://www.census.gov/content/dam/Census/programs-surveys/acs/news/10ACS\_keyfacts.pdf) The U.S. Census Bureau provides help with this process: https://www.census.gov/programs-surveys/acs/guidance/comparing-acs-data.html

(35) Race and ethnicity are separate questions on the Census questionnaire. Individuals can report multiple race and ethnicity answers; therefore, numbers in the Race and Ethnicity portion of this report may add up to be greater than the total population. In addition, use caution when interpreting changes in race and ethnicity over time. Starting with the 2000 Decennial Census, respondents could select one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: https://www.census.gov/library/publications/2001/dec/c2kbr01-01.html)

(36) The "Minority" calculations use both the race and ethnicity responses from Census and ACS data. In this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities. We use the following formula: MINORITY = TOTALPOP - WHITE\_NH where TOTALPOP is the Total Population and WHITE\_NH is the population with a race of White alone and an ethnicity of Not Hispanic or Latino. Translating this to the field names used in the census ACS source data, the formula looks like this: MINORITY = B01003\_E001 - B03002\_E003. (Note, the WHITE\_NH population is not reported separately in this report.)

(37) Disability data is not included in the 2010 Decennial Census or the 2006-2010 ACS. This data is available in the ACS 2018-2022 ACS. Because of changes made to the Census and ACS questions between 1990 and ACS, disability variables should not be compared from year to year. For example: 1) with the 1990 data, the disabilities are listed as a "work disability" while this distinction is not made with 2000 or ACS data; 2) the ACS data includes the institutionalized population (e.g. persons in prisons and group homes) while this population is not included in 1990 or 2000; and 3) the age groupings changed over the years.

(38) The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

#### Metadata

- (39) Community and Fraternal Centers <a href="https://etdmpub.fla-etat.org/meta/gc\_communitycenter.xml">https://etdmpub.fla-etat.org/meta/gc\_communitycenter.xml</a>
- (40) Correctional Facilities in Florida <a href="https://etdmpub.fla-etat.org/meta/gc\_correctional.xml">https://etdmpub.fla-etat.org/meta/gc\_correctional.xml</a>
- (41) Cultural Centers in Florida https://etdmpub.fla-etat.org/meta/gc\_culturecenter.xml
- (42) Fire Department and Rescue Station Facilities in Florida https://etdmpub.fla-etat.org/meta/gc\_firestat.xml
- (43) Local, State, and Federal Government Buildings in Florida https://etdmpub.fla-etat.org/meta/gc\_govbuild.xml
- (44) Florida Health Care Facilities <a href="https://etdmpub.fla-etat.org/meta/gc\_health.xml">https://etdmpub.fla-etat.org/meta/gc\_health.xml</a>
- (45) Hospital Facilities in Florida https://etdmpub.fla-etat.org/meta/gc\_hospitals.xml
- (46) Law Enforcement Facilities in Florida https://etdmpub.fla-etat.org/meta/gc\_lawenforce.xml
- (47) Florida Parks and Recreational Facilities <a href="https://etdmpub.fla-etat.org/meta/gc\_parks.xml">https://etdmpub.fla-etat.org/meta/gc\_parks.xml</a>
- (48) Religious Centers <a href="https://etdmpub.fla-etat.org/meta/gc\_religion.xml">https://etdmpub.fla-etat.org/meta/gc\_religion.xml</a>
- (49) Florida Public and Private Schools <a href="https://etdmpub.fla-etat.org/meta/gc">https://etdmpub.fla-etat.org/meta/gc</a> schools.xml
- (50) Social Service Centers <a href="https://etdmpub.fla-etat.org/meta/gc\_socialservice.xml">https://etdmpub.fla-etat.org/meta/gc\_socialservice.xml</a>
- (51) Assisted Rental Housing Units in Florida https://etdmpub.fla-etat.org/meta/gc\_assisted\_housing.xml
- (52) Group Care Facilities <a href="https://etdmpub.fla-etat.org/meta/groupcare.xml">https://etdmpub.fla-etat.org/meta/groupcare.xml</a>
- (53) Mobile Home Parks in Florida https://etdmpub.fla-etat.org/meta/gc\_mobilehomes.xml
- (54) Migrant Camps in Florida https://etdmpub.fla-etat.org/meta/migrant.xml
- (55) Veteran Organizations and Facilities <a href="https://etdmpub.fla-etat.org/meta/gc\_veterans.xml">https://etdmpub.fla-etat.org/meta/gc\_veterans.xml</a>
- (56) Generalized Land Use https://etdmpub.fla-etat.org/meta/lu\_gen.xml
- (57) Census Block Groups in Florida https://etdmpub.fla-etat.org/meta/e2 cenacs cci.xml
- (58) 1990 Census Block Groups in Florida https://etdmpub.fla-etat.org/meta/e2\_cenblkgrp\_1990\_cci.xml
- (59) 2000 Census Block Groups in Florida https://etdmpub.fla-etat.org/meta/e2 cenblkgrp 2000 cci.xml
- (60) 2010 Census Block Groups in Florida https://etdmpub.fla-etat.org/meta/e2\_cenblkgrp\_2010\_cci.xml