



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

801 N Broadway Avenue  
Bartow, FL 33830

JARED W. PERDUE, P.E.  
SECRETARY

# Eliminated Corridors Memorandum

## Modified Corridor B and Modified Corridor D

<b>To</b>	Florida Department of Transportation District One
<b>From</b>	GFT, Inc.
<b>Date</b>	10/02/2025
<b>Subject</b>	Bradenton-Palmetto Connector (BPC) Eliminated Corridors Memorandum  <b>Modified Corridor B and Modified Corridor D</b>
<b>Financial Project Identification Number</b>	444843-1-22-01
<b>ETDM Project Number</b>	14507

### Purpose of this Memo:

The Florida Department of Transportation (FDOT) District One further evaluated Corridor A, Modified Corridor B, and Modified Corridor D. The corridors are shown below in **Figure 1**. FDOT District One performed a detailed traffic analysis to further evaluate whether the three corridors met the purpose and need and studied the best-performing lane configurations for Corridors A, Modified B, and Modified D. In addition, public input was solicited and considered in the evaluation of the corridors through a Public Workshop (February 2026) and through an Efficient Transportation Decision Making (ETDM) Programming Screen event. Based on public and agency input and the results of the environmental and engineering analyses, Modified Corridor B and Modified Corridor D were recommended for elimination and from further consideration in the Project Development and Environment (PD&E) phase. This memorandum documents the justification and decision-making process for eliminating Modified Corridor B and Modified Corridor D.

## **Corridors Elimination Justification**

The project's purpose is to evaluate additional capacity and transportation demand across the Manatee River as part of the regional transportation system. The need for the project is to provide additional roadway capacity, accommodate transportation demand across the Manatee River, and enhance safety.

Although it was concluded that all three corridors met the purpose and need for the project, the impacts to meet the purpose and need are significantly higher for Modified Corridor B and Modified Corridor D for the following reasons:

### **I. Modified Corridor B**

Modified Corridor B was eliminated from further consideration due to its severe community, environmental, and cost impacts combined with limited transportation benefits. The corridor would bisect the Sanctuary Cove neighborhood, creating substantial disruption to the neighborhood fabric. It would also traverse other established neighborhoods that include key community facilities such as schools, churches, and community centers. These potential impacts raised concerns by community members about social cohesion, access, and loss of neighborhood character as a result of the corridor. Strong and consistent public opposition for Modified Corridor B was expressed during meetings with residents citing impacts to neighborhood integrity and access to essential community destinations. From an environmental standpoint, Modified Corridor B would have high impacts on wetlands, floodplains, and the Manatee River habitat, contributing to ecological degradation and regulatory challenges. From a cost and constructability perspective, Modified Corridor B would require a new bridge structure and extensive additional right-of-way acquisition through developed areas, making it particularly expensive and complex to build. Furthermore, Modified Corridor B offers limited transportation benefits as it does not provide meaningful travel time savings compared to improvements along existing corridors, rendering the corridor unjustifiable.

### **II. Modified Corridor D**

Modified Corridor D was eliminated from further consideration due to its adverse community and environmental impacts, high associated costs, and limited transportation benefits. Modified Corridor D would directly affect the Braden Castle Park Historic District, a site listed on the National Register of Historic Places with significant cultural value; construction of this corridor would disrupt the surrounding community's character while impacting historic and archaeological resources associated with the site. Public outreach consistently revealed strong opposition from residents and local agencies, particularly due to concerns about increased noise levels, visual intrusions, and the potential displacement of vulnerable senior residents as a result of the corridor. From an environmental standpoint, Modified Corridor D would result in high impacts to wetlands, floodplains, and coastal habitats, creating risks to water quality and wildlife and requiring extensive environmental permitting and mitigation. From a cost perspective, Modified Corridor D would require the longest new bridge over the Manatee River of the three considered corridors (A, Modified B, and Modified D), making it prohibitively expensive to construct. In turn, the corridor would require extensive new right-of-way acquisition through developed and environmentally sensitive lands. While Modified Corridor D offers transportation benefits comparable to Corridor A, the benefits do not justify the substantially greater environmental, community, and financial impacts.

## Conclusion

Modified Corridor B and Modified Corridor D were evaluated based on community impacts, environmental sensitivity, cost, and public feedback. Neither Modified Corridor B nor Modified Corridor D sufficiently meets the project's purpose and need compared to potential associated implementation impacts. Implementation challenges for each include a high number of residential and business displacements, significant environmental risks, limited multimodal and safety benefits, and high construction costs. Based on these findings, Modified Corridor B and Modified Corridor D are recommended for elimination and from further consideration in the PD&E phase.

Corridor A remains the most balanced and feasible alternative, best meeting the project's purpose and need while minimizing adverse impacts to the surrounding environment and communities. Corridor A follows existing roadways, results in the fewest residential and business displacements as well as the least impacts to sensitive environmental and cultural resources, provides the highest traffic benefits, and is most cost-effective. Therefore, Corridor A is recommended for more detailed analysis during the PD&E Study.

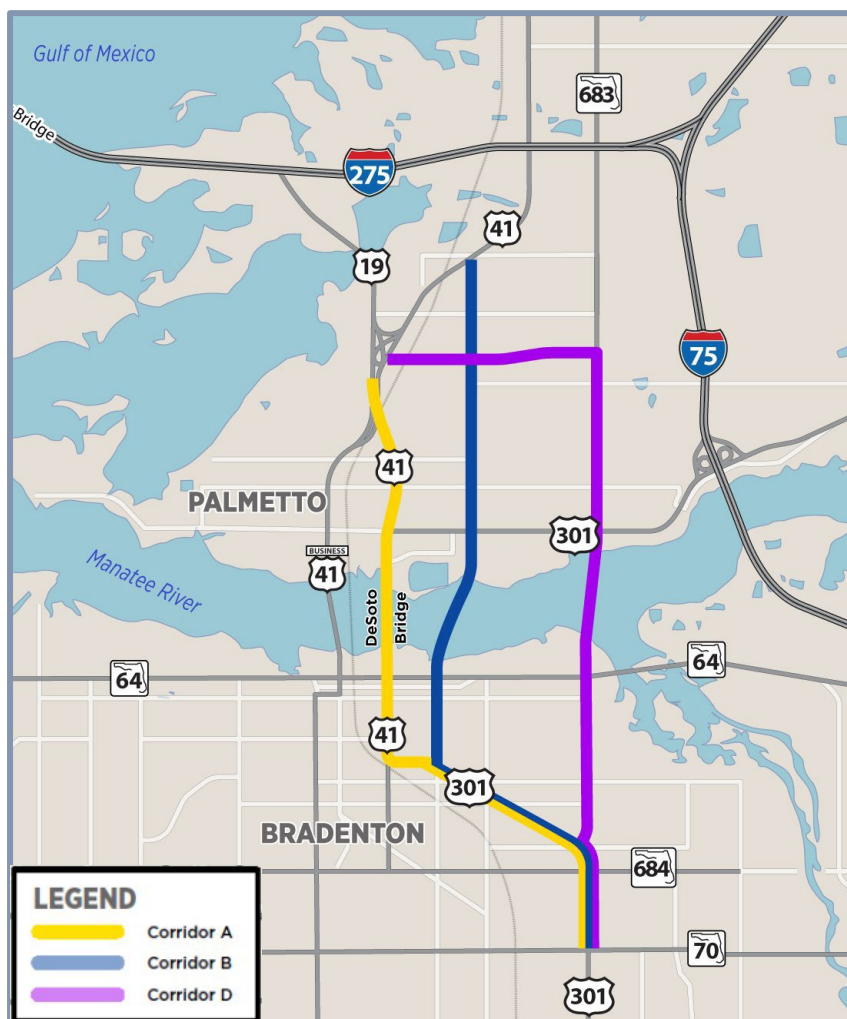


Figure 1. Corridors Map