

BRADENTON-PALMETTO CONNECTOR PD&E STUDY PROJECT SCHEDULE

2025				2026			
1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
Jan/Feb/March	April/May/June	July/Aug/Sept	Oct/Nov/Dec	Jan/Feb/March	April/May/June	July/Aug/Sept	Oct/Nov/Dec
PD&E STUDY START							
TRAFFIC ANALYSIS & DATA COLLECTION							
DEVELOP & EVALUATE ALTERNATIVES							
ALTERNATIVES PUBLIC WORKSHOP							
STUDY DOCUMENTS							
FINAL DOCUMENTS							
PUBLIC HEARING							
STUDY APPROVAL LOCATION DESIGN CONCEPT ACCEPTANCE (LDCA)							
CONTINUOUS PUBLIC INVOLVEMENT							

PRELIMINARY - Subject to change



HOW TO COMMENT

There are multiple ways to submit your comments:

1. Complete and submit this form at the workshop.
2. Email: Michelle.Rutishauser, Project Manager at Michelle.Rutishauser@dot.state.fl.us
3. Mail: Florida Department of Transportation, 801 N Broadway Avenue, MS 1-40 Bartow, FL 33830
Attn: Bradenton-Palmetto Connector PD&E Study
4. Complete the online comment form at www.swflroads.com/project/444843-1

Comments received via email or postmarked by **Monday, February 16, 2026**, will be included in the official meeting record.

CONTACT INFORMATION

Michelle Rutishauser

Project Manager
Florida Department of Transportation
801 N Broadway Avenue, MS 1-40
Bartow, FL 33830
Attn: Bradenton-Palmetto Connector PD&E Study
Email: Michelle.Rutishauser@dot.state.fl.us

Stay Informed
Visit the Project Website
swflroads.com/project/444843-1



TRANSPORTATION DEVELOPMENT PROCESS



FDOT solicits public participation without regard to race, color, national origin, age, sex, religion, disability or family status. People who require special accommodations under the Americans with Disabilities Act or who require translation services (free of charge) should contact Cynthia Sykes, District One Title VI Coordinator, at (863) 519-2287, or email at Cynthia.Sykes@dot.state.fl.us at least seven days prior to the public meeting.

The Environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by 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.

Para Materiales del Proyecto En Español

Por favor contacte a Karina Della Sera para información en español: Karina.DellaSera@dot.state.fl.us o 863-519-2750.

Bradenton-Palmetto Connector
Project Development and Environment (PD&E) Study

Manatee County, Florida

Financial Project Identification Number: 444843-1

Maps, drawings, and other materials illustrating the proposed improvements are available for public review and comments. Project team representatives are available to discuss the improvements, answer questions, and receive comments.

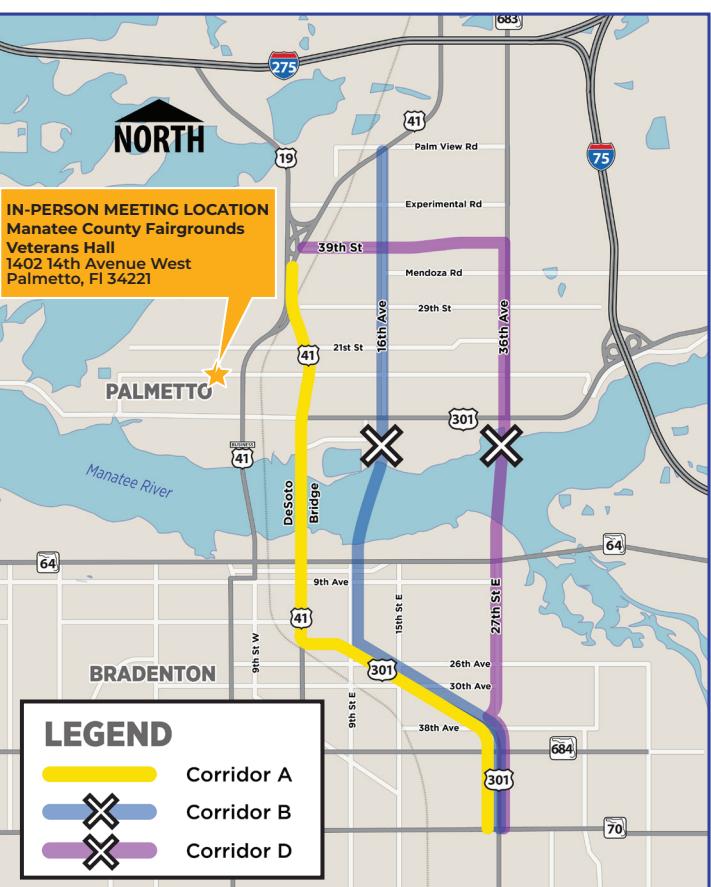
ABOUT THE STUDY

The Bradenton-Palmetto Connector (PD&E) Study began in early 2025 to evaluate corridors for additional roadway capacity and improve regional mobility. The study area is located in Manatee County and includes an important north-south connection that crosses the river, and serves local and regional travel needs.

As part of this PD&E study, three corridor alternatives are being evaluated, each beginning at State Road (S.R.) 70 at the south and ending at CSX Railroad at the north end. A no-build alternative is also being considered. During the PD&E study, the project team assessed the natural, social, cultural, and physical environmental impacts associated with the proposed corridor and met with various agencies and stakeholders throughout the process to gather input.

WHAT IS A PD&E STUDY?

A PD&E Study is an environmental and engineering process developed by the Florida Department of Transportation (FDOT) to determine social, economic, natural, and physical environmental effects associated with a proposed transportation improvement project. The process follows procedures set forth in the National Environmental Policy Act (NEPA) of 1969 and federal and state laws and regulations. It requires the combined efforts of professional engineers, planners, and scientists who collect and analyze project-related information to develop the best solution for transportation needs. An important component of the process is public and agency coordination.



Community Outreach is taking place throughout the study

STUDY PURPOSE

The purpose of this PD&E study is to identify reasonable alternatives by evaluating additional capacity and transportation demand across the Manatee River as part of the regional transportation system.

- Increase roadway capacity
- Address future transportation demand
- Enhance safety

ALTERNATIVES EVALUATION MATRIX

As part of this study, three corridor alternatives are being evaluated, each beginning at S.R. 70 at the south and ending at CSX Railroad at the north end. A no-build alternative is also being considered. During the PD&E study, the project team assessed the natural, social, cultural, and physical environmental impacts associated with the proposed corridor and met with various agencies and stakeholders throughout the process to gather input.

The evaluation matrix below shows a summary of study results to-date and a preliminary analysis of the corridor alternatives.

Evaluation Criteria	Alternative	No Build	Corridor A (Interim)	Corridor A (ultimate) ¹	Corridor A (8 Lanes)	Corridor B	Corridor D
		No Improvements	2 Lanes added	2 lanes elevated 4 lanes added	4 Lanes added	4 Lanes	4 Lanes
Ability to meet purpose and need							
Capacity		✗	✓	✓	✓	✓	✓
Transportation Demand		✗	✓	✓	✓	✓	✓
Safety							
Traffic							
Future (2045) Traffic Projection on Bridge Crossing Manatee River (Annual Average Daily Traffic)	DeSoto Bridge	83,000	94,000	73,000	104,000	59,000	64,000
	Proposed Bridge	N/A	N/A	53,000	N/A	74,000	79,000
	Total Traffic	83,000	94,000	126,000	104,000	133,000	143,000
Volume/Capacity Ratio	DeSoto Bridge	2.26	1.74	1.32	1.62	1.08	1.17
	Proposed Bridge	N/A	N/A	1.28 (Elevated)	N/A	1.97	2.11
Social Impacts							
Total Parcels	# of parcels	-	22	78	133	253	396
Residential	# of parcels	-	5	24	60	132	340
	acres	-	0.11	0.67	2.84	34.14	153.42
Commercial	# of parcels	-	10	36	42	28	20
	acres	-	1.31	2.18	4.12	8.46	7.82
Other (excluding residential and commercial)	# of parcels	-	7	18	31	93	36
	acres	-	0.82	1.17	6.44	31.66	36.66
Potential Total Takes/Relocations *	# of parcels	-	5	25	25	50	120
Potential Stormwater Ponds *	# of parcels	-	5	32	27	36	37
Cultural Impacts							
Historic Resources, Archeological Sites, Cemeteries (#)	-	0	0	0	1	2	
Parks, Preserves, Conservation Lands (#)	-	2	2	2	0	2	
Physical Impacts							
Contamination Sites (#)	-	17	35	48	26	22	
Utility Conflicts (# of Crossings)	-	0	1	0	4	3	
Railroad Crossings (# of Crossings)	-	1	2	4	3	2	
Environmental Impacts							
Threatened & Endangered Species (Low/Medium/High)	-	Medium	Medium	High	High	High	
Floodplains (Zones A, AE) (acres)	-	31.54	37.06	47.84	41.30	50.57	
Wetland (acres)	-	1.2	2.3	2.8	9.92	9.28	
Seagrass (acres)	-	0.00	0.00	0.00	0.63	0.43	
Essential Fish Habitat (acres)	-	53.09	65.78	67.02	139.76	120.34	
Estimated Project Costs (2026 \$)							
Right of Way Estimate	-	\$15,000,000	\$45,000,000	\$60,000,000	\$195,000,000	\$300,000,000	
Final Design & Roadway Construction	-	\$7,892,000	\$52,957,000	\$28,853,000	\$49,830,000	\$45,172,000	
Construction Engineering & Inspection (CEI)	-	\$7,892,000	\$52,957,000	\$28,853,000	\$49,830,000	\$45,172,000	
Construction	-	\$78,917,000	\$529,574,000	\$288,527,000	\$498,299,000	\$451,722,000	
Preliminary Estimate of Total Project Cost	-	\$109,701,000	\$680,488,000	\$406,233,000	\$792,959,000	\$842,066,000	

* Preliminary and subject to change/Pending Stormwater Pond Site Selection

¹ Corridor A Ultimate Impacts are cumulative and include all the impacts from Corridor A Interim.

RECOMMENDED PD&E STUDY CORRIDOR

As a result of the analysis of traffic, environmental impacts, social impacts, as well as Cost and Benefit, the Corridor A eight-lane option, as well as Corridors B and D, have been eliminated from further consideration due to high impacts to properties and environmental resources, higher costs, and public input, as shown in the evaluation matrix.

Maximizing the benefits of improvements to existing roadways while minimizing the impacts on the community. This includes evaluating roadway conditions, addressing safety concerns, reviewing land use and environmental factors, analyzing costs, and considering community feedback. Concepts have been evaluated for Corridor A in a phased approach to interim and ultimate configurations. The interim Corridor A improvements would be constructed in a way to allow for future ultimate corridor improvements when funding can be identified.

Corridor A (Interim) The Interim configuration is proposed as three through lanes in each direction, right turn lanes, 6-foot sidewalks on both sides and a raised median. The DeSoto Bridge also is proposed as three through lanes in each direction, 6-foot inside and outside shoulders, and a shared-use path on both sides. Interim improvements limits are from S.R. 64 in the south to the CSX railroad on the north end.

Corridor A (Ultimate) The Ultimate configuration is proposed to build upon the interim improvements when funding allows construction of 2 additional free-flow lanes (one in each direction) above the at-grade 6 lanes. The DeSoto Bridge is proposed to include 3 general-purpose lanes and 1 buffer-separated lane in each direction, which would transition to and from the elevated structure. Ultimate improvements project limits are from U.S. 301 and 9th Street East on the south side and on the north end at the CSX railroad.

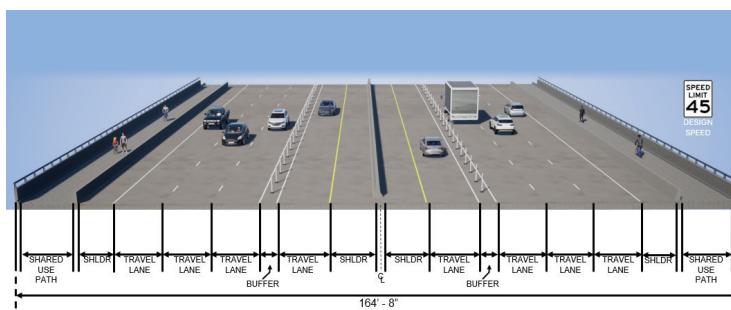


North and South of the Bridge
Typical Section



Corridor A Ultimate Improvements:
6-Lanes At-Grade + 2-Lanes Elevated

DeSoto Bridge
Typical Section



Corridor A Ultimate Bridge Improvements:
6-Lanes + 2-Lanes Separated