

State Road (S.R.) 789 (Longboat Key) Project Development & Environment (PD&E) Study From North Shore Road to Coquina Park Entrance

Manatee County, Florida
Financial Project ID No. 436676-1



Public Hearing – March 12, 2026 (In-Person) March 17, 2026 (Virtual)

INTRODUCTION

Welcome to the public hearing for the State Road (S.R.) 789 (Longboat Key) Project Development & Environment (PD&E) Study. The purpose of this hearing is to present information about the preferred alternative and to provide interested persons the opportunity to express their views about the proposed improvements. Maps, display boards, project documents and other project information are available for public review this evening. Team representatives are also available to discuss the proposed improvements, answer questions and receive comments.

PROJECT GOALS

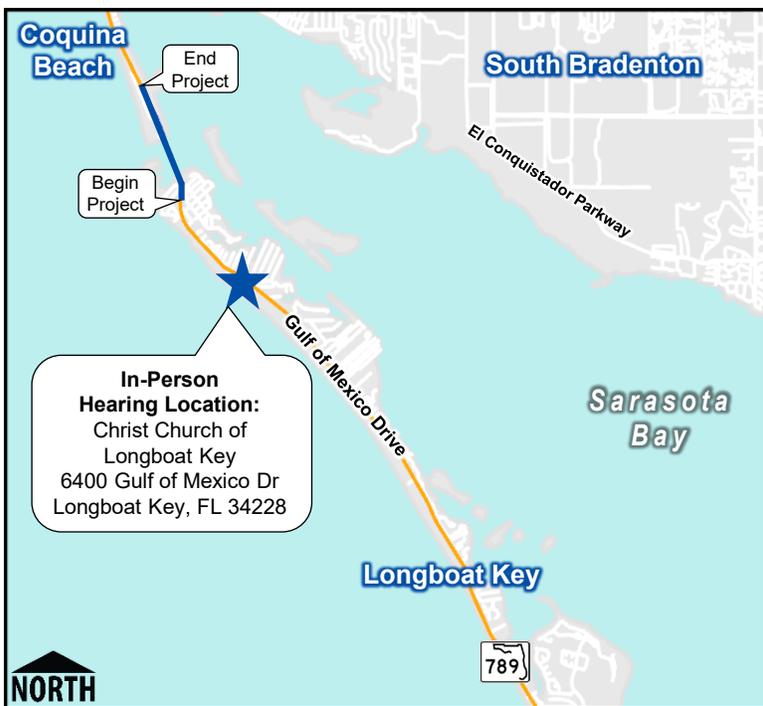
1. Address the structural integrity of the bridge.
2. Enhance multi-modal mobility.
3. Improve bicycle and pedestrian facilities.
4. Improve emergency evacuation and response times.

ABOUT THE PROJECT

The Florida Department of Transportation (FDOT), District One, initiated a PD&E study in February 2020 to evaluate alternative bridge replacement designs along a one-mile segment of S.R. 789 from North Shore Road to Coquina Park Entrance in Manatee County. A public kickoff meeting was held in early 2021 to announce the project and provide opportunity for input. Since the public kickoff meeting was held, three alternatives, including a no-build alternative, were chosen as viable options to be presented at the Alternatives Public Workshop on March 14, 2024, for public input. Since the Workshop was held, a preferred alternative, a 78-foot high-level fixed bridge was selected and is being presented tonight to give the public the opportunity to provide feedback. The proposed improvements are adjacent to the Coquina Bayside Park/Boat Ramp. As proposed, the project will impact approximately 0.23 acres of property from this recreation area. As part of the project development process and in accordance with Section 4(f) of the Department of Transportation Act of 1966, the FDOT is seeking comments from the public concerning the effects of the project on the activities, features and attributes of this recreation area. FDOT intends to make a programmatic Section 4(f) impact determination for this resource.

WHAT IS A PD&E STUDY?

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



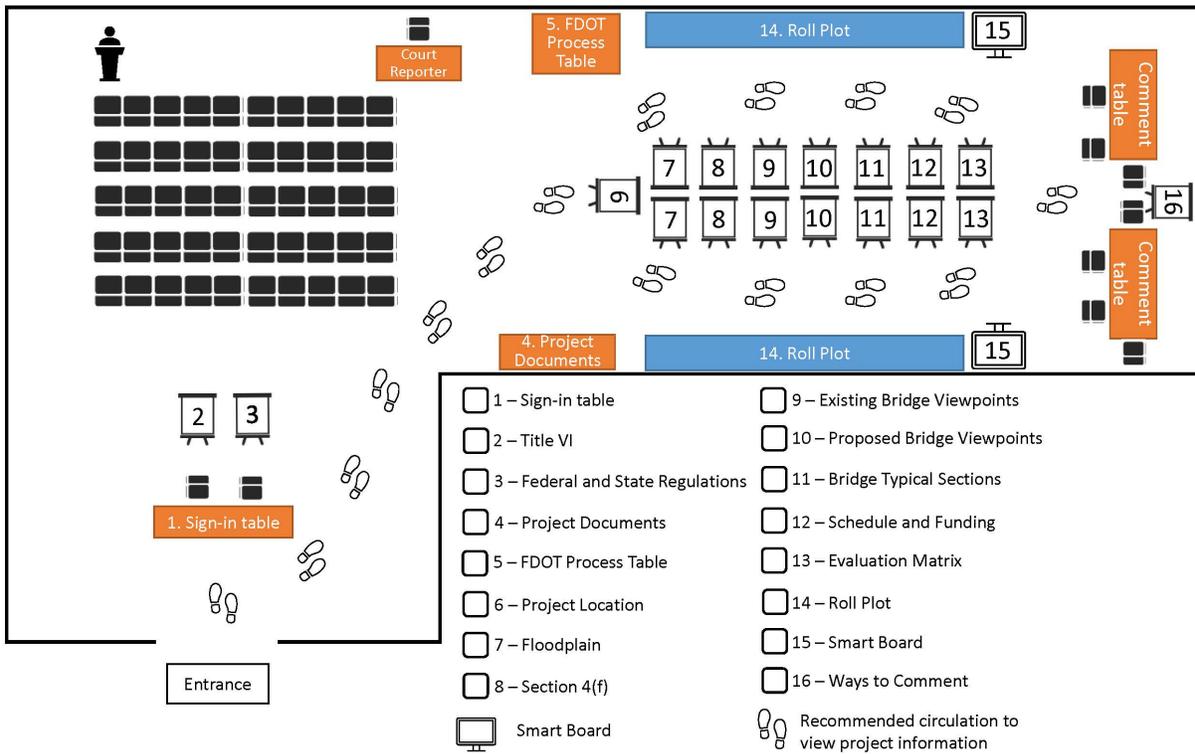
Find this symbol on the following page for a map guiding you through the materials presented tonight.

Para Información En Español

Para información en español contacte Sra. Karina Della Sera de la Oficina del Departamento de Transporte de Florida por teléfono al (863) 519-2750. También puede usar el correo electrónico: Karina.Dellasera@dot.state.fl.us.

WHAT TO EXPECT: PROJECT MATERIALS

Around the room you will find various display boards, comment tables, and roll plots. The project video will be played during the formal testimony portion of the evening. Below you will find a simple layout of the room with a checklist to ensure you observed all project materials on display tonight. Members of the project team will be available to answer any questions you may have.



EXISTING ROADWAY SOUTHBOUND APPROACH

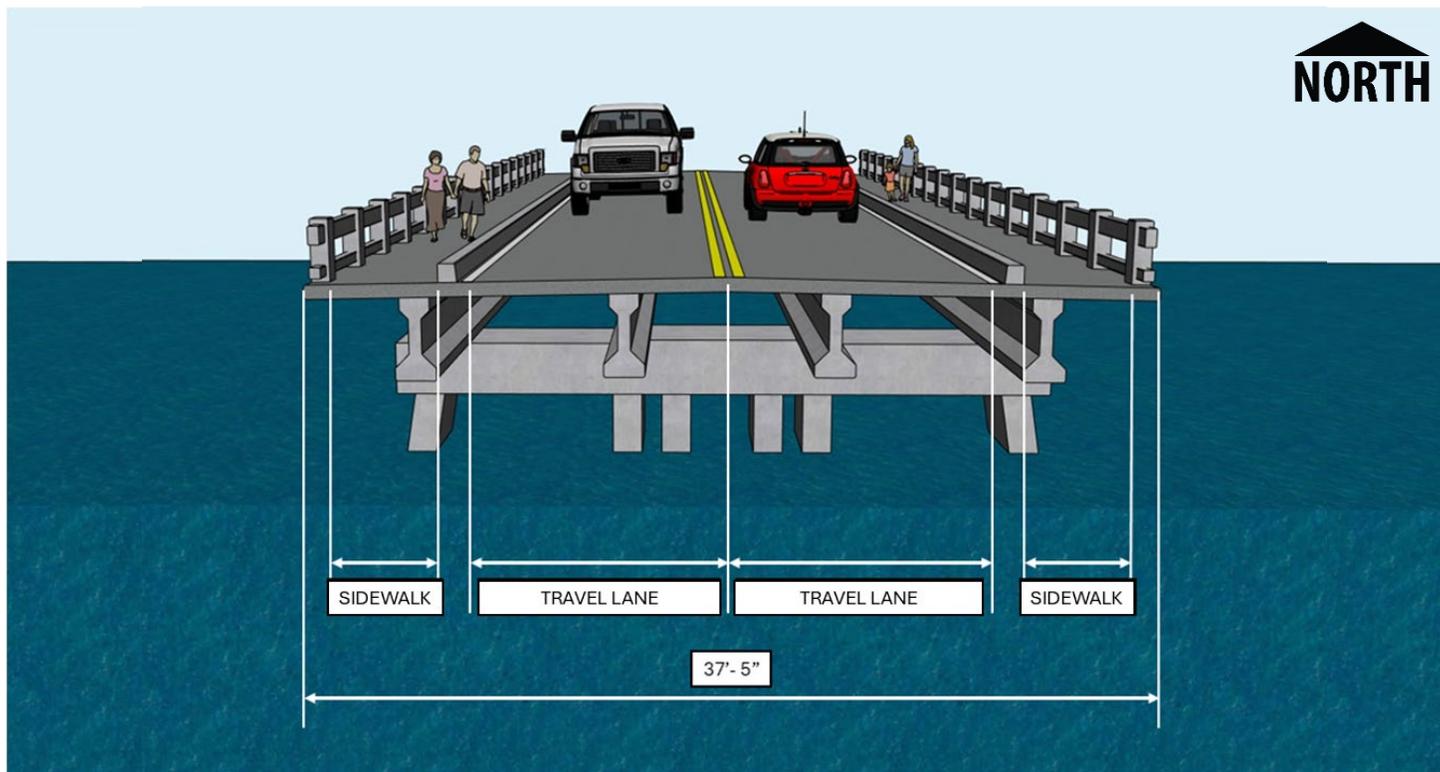


S.R. 789 looking southbound on the Coquina Beach side of the Longboat Key Bridge is an undivided two-lane facility with 12-foot travel lanes, four-foot bike lanes, and no existing sidewalk. The preferred alternative will tie into the existing S.R. 789 roadway typical section. The current driveway at the Coquina Beach South Entrance will be shifted approximately 500 feet to the north and will still be accessible from both northbound and southbound traffic. In addition, the current driveway at the Coquina Beach South Entrance will become an underpass underneath the proposed bridge and will give recreational access to the “bay side” or east side of S.R.789 for both northbound and southbound traffic.

Evaluation Criteria		Preferred Alternative: High Level Fixed Bridge (Reduced)	No-Build Alternative
BENEFITS	Addresses the Age and Existing Conditions of the Bridge		
	Provides Improvements to Bicycle and Pedestrian Facilities		
	Enhances Safety for All Users Including Emergency Evacuation		
BRIDGE	Vertical Height Above Mean High Water	78 feet	17 feet
	Horizontal Width Between Fenders	90 feet	45.9 feet
	Benefit to Marine Traffic	Yes	No change
	Estimated Life of Alternative (Years)	75	10
RIGHT-OF-WAY IMPACTS	Number of Residential Parcels Potentially Impacted	0	0
	Number of Business Parcels Potentially Impacted	0	0
	Additional Right-of-Way Required (Acres)	0.23	0.00
ENVIRONMENTAL	Potential Impacts to Threatened and Endangered Species	Low	No change
	Potential Contamination Sites (High Risk)	1	No change
	Direct Impacts to Wetlands and Surface Waters (Acres)	0.37	No change
	Direct Impacts to Seagrasses ¹ (Acres)	0.01	No change
	Section 4(f) Sites / Public Lands Potentially Impacted	1	No change
	Number of Historic Sites and Archaeological Sites Potentially Impacted	0	No change
	Number of Noise-Sensitive Sites Impacted	4	No change
	Aquatic Preserves / Outstanding Florida Waters (Acres Impacted)	0/2.51	No change
COST	Design	\$4.5 million	\$0
	Right-of-Way Acquisition	\$0*	\$0
	Construction	\$137.64 million	\$0
	Utility Relocation	\$725,000	\$0
	Wetland Mitigation	\$25,000	\$0
	Construction Engineering and Inspection (CEI)	\$16.5 million	\$0
	Total Project Costs (2025)	\$159.39 million	0**
	*Right-of-way needed from Manatee County Parcel		
**Does not include annual maintenance costs and major repairs. The no-build alternative would involve increasingly expensive maintenance and repair projects causing continued disruption to traffic.			

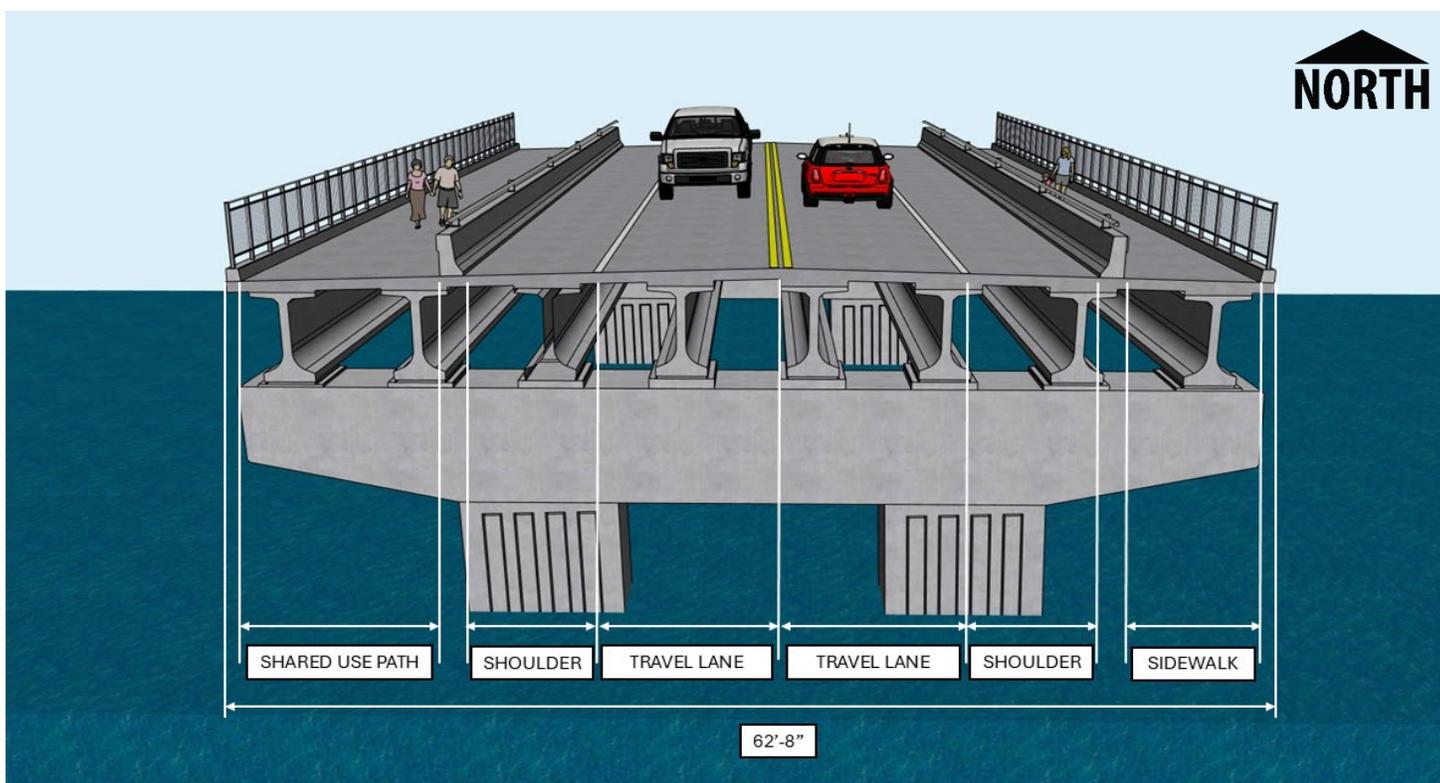
1. Seagrass Survey performed prior to 2024 hurricane season.

EXISTING BRIDGE TYPICAL SECTION



Within the project limits, Longboat Key Bridge is a two-lane, undivided facility with two travel lanes (one in each direction) and no paved shoulders. There are five-foot-wide sidewalks on each side of the roadway separated from the travel lanes by a nine-inch concrete separator.

PROPOSED BRIDGE TYPICAL SECTION



The proposed bridge typical section is a two-lane undivided roadway with 11-foot-wide travel lanes. Compared with the existing typical section, the proposed typical section adds eight-foot-wide shoulders in each direction, increases the width of the northbound sidewalk from five feet to eight feet and addresses both bicyclist and pedestrian traffic by turning the existing five-foot-wide southbound sidewalk into a 12-foot-wide shared use path.

PROJECT SCHEDULE



PHASE	FISCAL YEAR	FUNDING
Design	2026	\$4.5M
Right-of-Way	No Private Right-of-Way Acquisition	\$0
Construction	N/A	Unfunded

COMMENTS

FDOT encourages your feedback and comments on the improvements presented at the public hearing. There are multiple ways to submit comments:

At In-Person Venue:

- Fill out the comment form and return in the comment box or take it home to fill out and send via mail.

Email Comments to:

- David Turley, P.E.
Project Manager
David.Turley@dot.state.fl.us

Visit the Project Website:

- <https://www.swflroads.com/project/436676-1>



By Mail to:

- David Turley, P.E., MS 1-40
Florida Department of Transportation
801 N. Broadway Ave
Bartow, FL 33830

All comments submitted at the hearing, emailed, or postmarked by March 23, 2026, will become part of the official project record.

WHAT HAPPENS NEXT?

Engineering, environmental evaluations and public outreach efforts related to the project will be documented and finalized. Then, FDOT District One will make its final recommendation and submit the completed project documentation to the FDOT Office of Environmental Management for acceptance.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns about Title VI may do so by contacting Cynthia Sykes, District One Title VI Coordinator, at (863) 519-2287, or via email at Cynthia.Sykes@dot.state.fl.us.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by FHWA and FDOT.