

DRAFT TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

District One

S.R. 789 (Longboat Key) PD&E Study

Limits of Project: From North Shore Road to Coquina Park Entrance

Manatee County, Florida

Financial Management Number: 436676-1-22-01

ETDM Number: 14382

Date: February 2026

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.

ADMINISTRATIVE ACTION  
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation  
In cooperation with the US Coast Guard

SR 789 (LONGBOAT KEY) FROM NORTH SHORE RD TO COQUINA PARK ENT

District: FDOT District 1

County: Manatee County

ETDM Number: 14382

Financial Management Number: 436676-1-22-01

Federal-Aid Project Number: D120-032-B

Project Manager: David C. Turley

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This action has been determined to be a Categorical Exclusion, which meets the definition contained in 23 CFR 771.115(b), and based on past experience with similar actions and supported by this analysis, does not involve significant environmental impacts.

Signature below constitutes Location and Design Concept Acceptance:

Director Office of Environmental Management  
Florida Department of Transportation

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This document was prepared in accordance with the FDOT PD&E Manual.

This project has been developed without regard to race, color or national origin, age, sex, religion, disability or family status (Title VI of the Civil Rights Act of 1964, as amended).

On 03/20/2020 the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

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## 1. Project Information

### 1.1 Project Description

The Florida Department of Transportation (FDOT) District One has conducted a Project Development and Environment (PD&E) Study to evaluate the proposed improvements to State Road (S.R.) 789 (Longboat Key) from North Shore Road to Coquina Park Entrance in Manatee County which includes the replacement of the bridge over Longboat Pass. The total project length is approximately one mile. This project is within the City of Bradenton Beach and the Town of Longboat Key. A project location map is shown in **Figure 1**.

The S.R. 789 bridge (also known as Longboat Pass Bridge or Longboat Key Bridge, and therefore referred to throughout this document as the Longboat Key Bridge) serves as the only north-south connection between Longboat Key to the south and Bradenton Beach and Anna Maria Island to the north. Longboat Key Bridge crosses Longboat Pass, a navigable waterway and federal channel managed by the United States Coast Guard (USCG) which serves as a northwestern entry point from the Gulf of Mexico to Sarasota Bay. The original Longboat Key Bridge was built in 1926. In 1957, the original bridge was rebuilt due to damage from a hurricane. In 2005, the bridge underwent major rehabilitation including concrete and steel repairs, deck replacement, reconditioning of the Hopkins Frame, refurbishment of the drive and span lock machinery, and replacement of the electrical power and control systems; however, due to age of the bridge, it is in need of replacement.

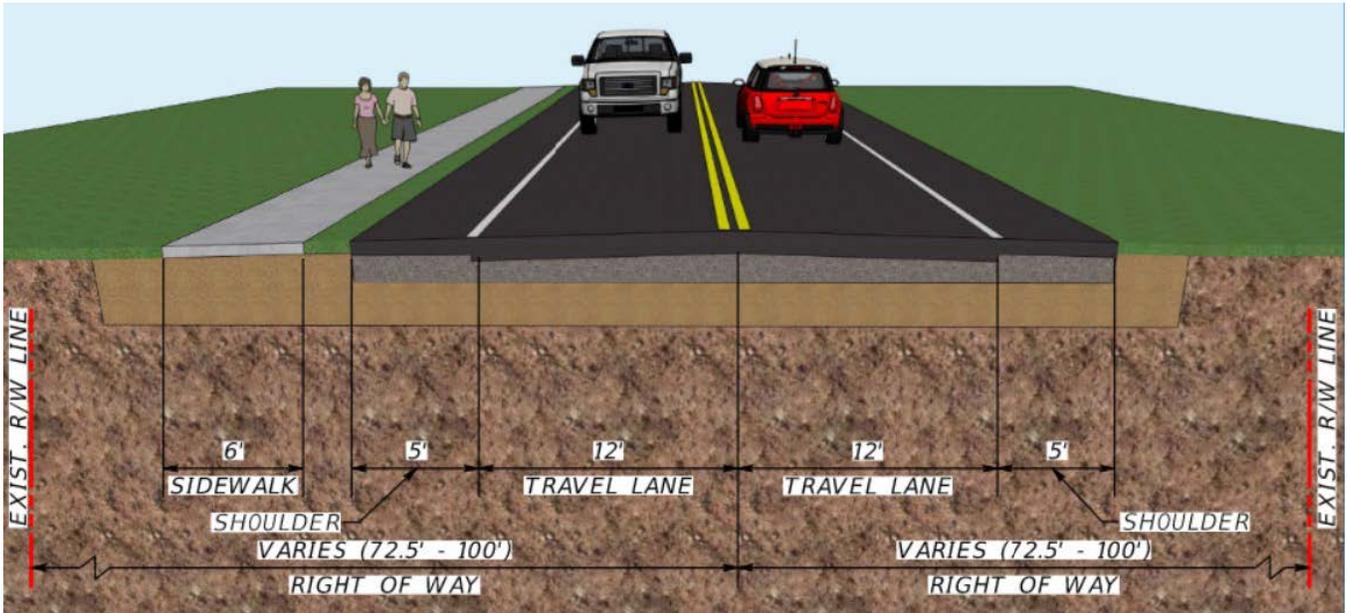
### Existing Facility

Within the project limits, S.R. 789 is a two-lane (one in each direction), undivided arterial roadway with 12-foot lanes. The existing right-of-way varies from 145 feet on the south end to 200 feet on the north end. The posted speed limit is 35 miles per hour (MPH). The context classification is C3R. S.R. 789 is also a designated hurricane evacuation route as per the Florida Division of Emergency Management (FDEM). Existing pedestrian and bicycle facilities vary along the project limits. Approaching the bridge, there is a six-foot sidewalk on the west side of S.R. 789 and 5-foot bicycle lanes/shoulders on both sides of the roadway. North of the bridge, there are 5-foot bicycle lanes/shoulders. On the bridge structure, there are five-foot sidewalks on both sides of the roadway; however, there are no designated bicycle facilities. The existing bridge is a two-lane bascule bridge, operated by a bridge tender. The existing navigable vertical clearance between bridge fenders is approximately 17 feet when the bascule span is closed, while the vertical clearance is unlimited when the bascule span is fully open. The existing horizontal clearance between the fender system of the bascule span is 45.9 feet. The existing bridge does not meet current USCG minimum guide clearances, which are 21 feet vertical clearance at the face of the fender system for a bascule bridge, and 90 feet horizontal clearance for a bascule bridge. **Figure 2** depicts the existing typical section for S.R. 789 roadway and **Figure 3** depicts the typical section for the Longboat Key Bridge.

Figure 1 - Project Location Map



Figure 2 - Existing Typical Sections of S.R. 789 Roadway  
South of Longboat Key Bridge



North of Longboat Key Bridge

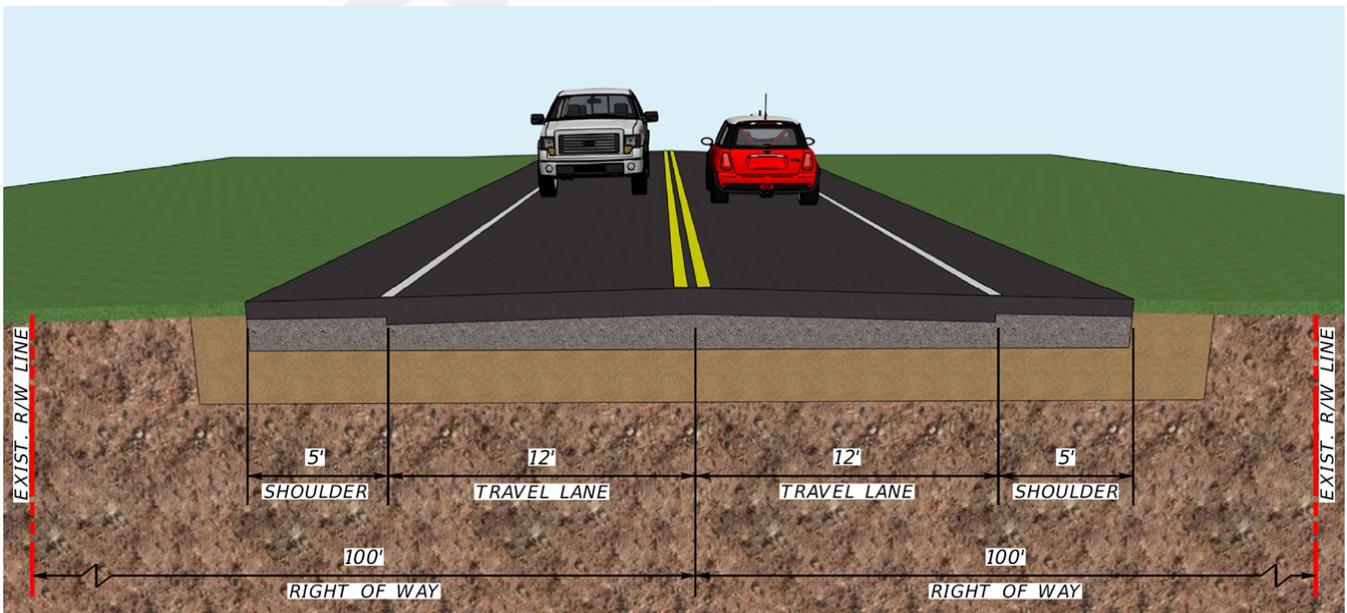
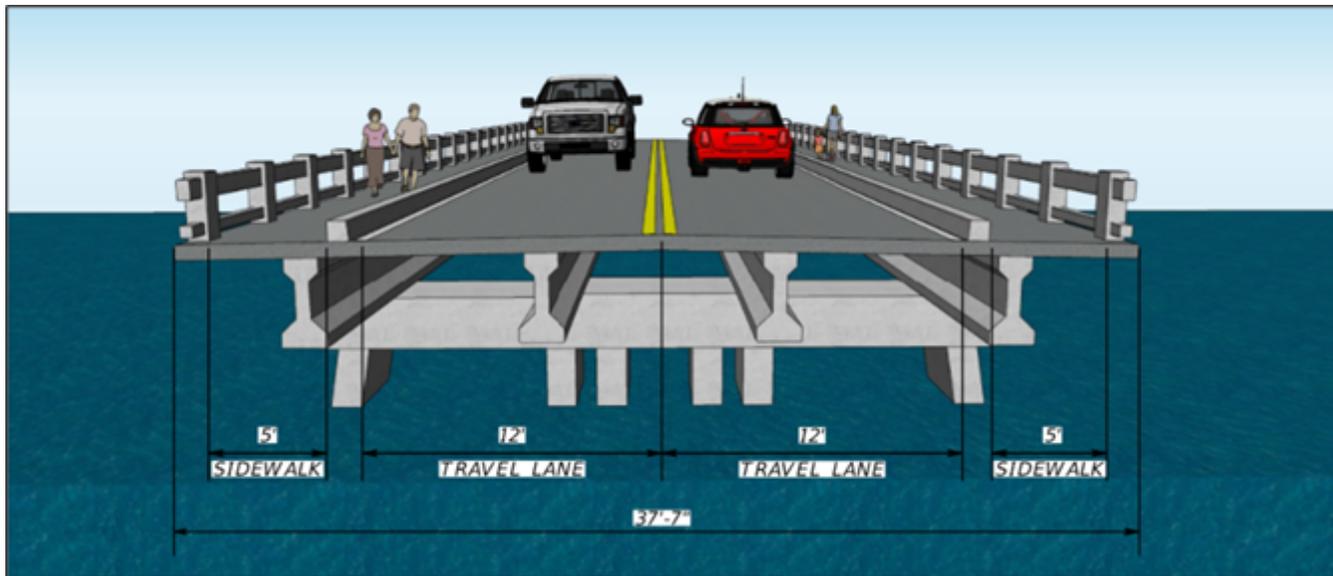


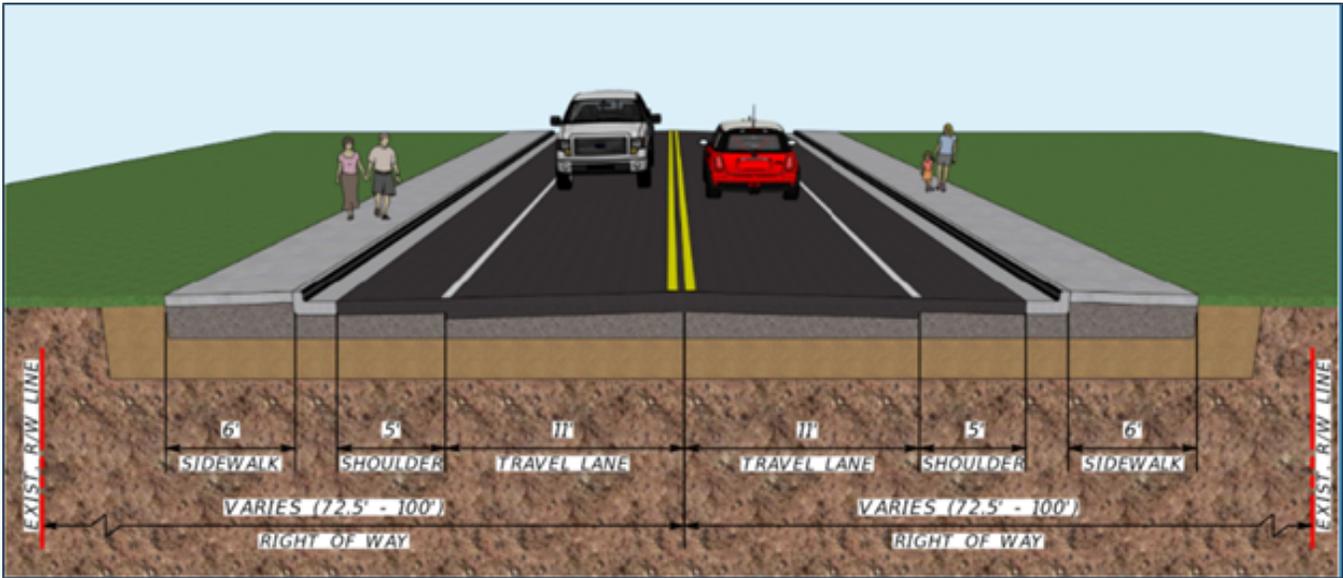
Figure 3 - Existing Typical Section of Longboat Key Bridge



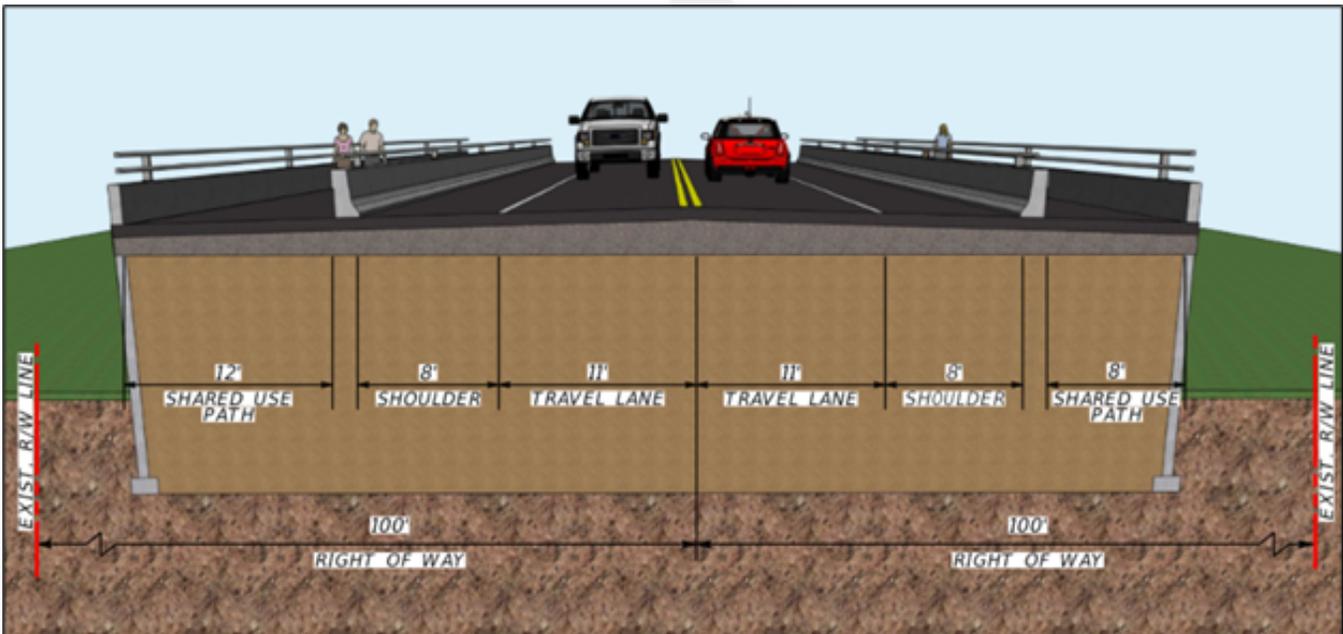
### Proposed Improvements

The Preferred Alternative, Alternative 3 (Reduced), High-Level Fixed Bridge, meets the purpose and need for the project as it provides a durable, modern bridge that addresses structural deficiencies, improves multimodal access, and enhances safety. The Preferred Alternative ensures safe and convenient access for vehicular, pedestrian, and bicyclist users, providing significant improvements over the existing bridge facilities while accommodating multimodal transportation needs. The bridge typical section and northern project limits feature one 12-foot protected shared use path on the west side, two eight-foot outside shoulders, two 11-foot travel lanes, and one eight-foot protected sidewalk on the east side. The proposed bridge will be constructed approximately 21 feet west of the existing bridge. This alternative requires right-of-way acquisition, consisting of 0.23-acre, from the north side of the bridge at the Manatee County Marine Rescue Facility and includes intersection and access management modifications at the north end of the bridge, specifically at the Coquina Beach entrance. The proposed profile accommodates a minimum 78-foot vertical navigational clearance and a horizontal clearance of 90 feet between fenders. **Figure 4** and **Figure 5** depict the Preferred Alternative typical sections of the roadway and bridge.

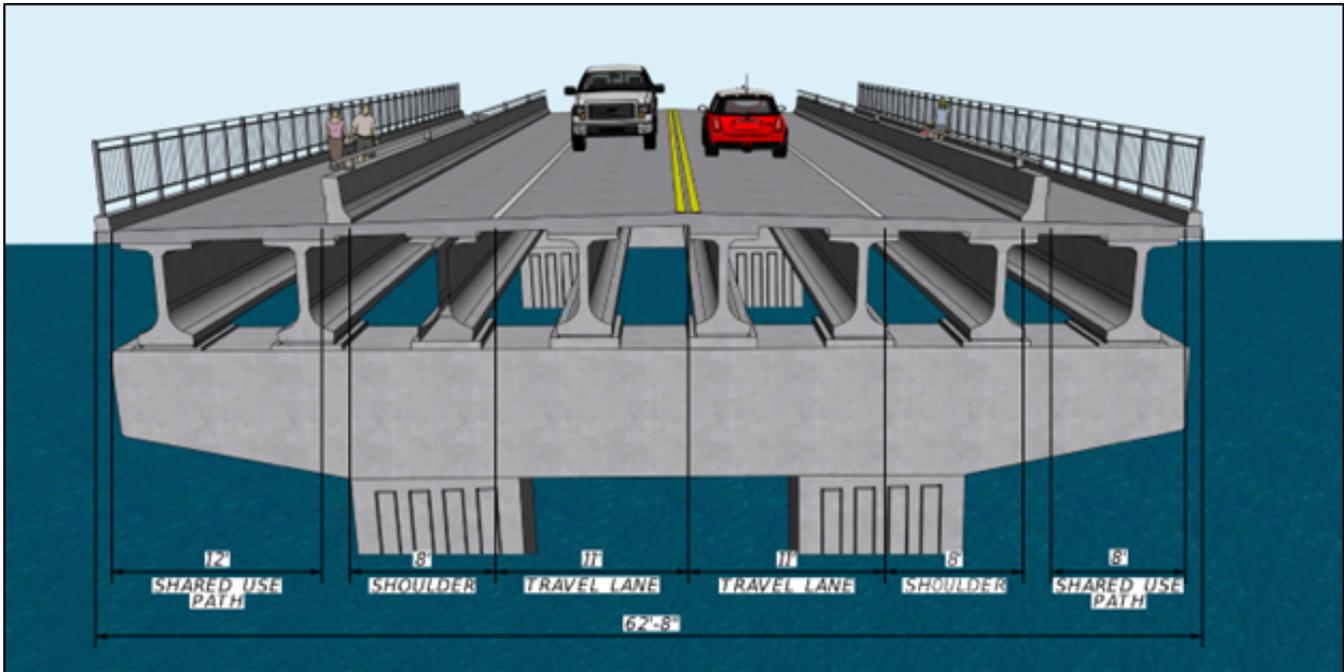
Figure 4 - Proposed Typical Section for S.R. 789 Roadway  
South of Longboat Key Bridge



North of Longboat Key Bridge



**Figure 5 - Proposed Typical Section for Longboat Key Bridge**



The stormwater management system will consist of a dry swale at the southern end of the project and a dry retention pond will be constructed at the northern end of the project. These facilities will treat water before discharging to receiving waters.

The project is funded for final design in Fiscal Year 2026; construction year is not known since funding for this phase is currently not programmed within the FDOT Five-Year Work Program.

## 1.2 Purpose and Need

The purpose of the project is to address structural integrity and design deficiencies of the Longboat Key Bridge [Structure Number 130057]. The ultimate goal of the project is to identify the optimal solution for a bridge structure in need of repair due to deteriorating conditions and to accommodate greater multimodal transportation access. The project evaluated alternatives for reconstruction/rehabilitation, with consideration of bicycle and pedestrian facilities, of approximately one-mile of roadway that provides a connection between nearby neighborhoods and recreational facilities (Longboat Key to Bradenton Beach). The need for the project is based on the following criteria: bridge deficiencies, pedestrian and bicycle facilities, safety, and planning consistency.

### Bridge Deficiencies: Address Structural Integrity

The S.R. 789 (Longboat Key) Bridge was rehabilitated in 2005; however, the original structure was built in 1957. Despite being close to seventy-years old, the S.R. 789 (Longboat Key) Bridge between North Shore Road and the entrance to Coquina Park needs to be repaired or replaced due to the age of the bridge.

Based on a February 2024 FDOT bridge inspection report, the Longboat Key Bridge received a sufficiency rating of 42 (on a scale of 0-100). Sufficiency rating is an overall rating of a bridge's fitness to remain in service. A bridge with a sufficiency rating of 80 or less is eligible for bridge rehabilitation funding. A sufficiency rating below 50.0 qualifies a bridge for replacement funds. The bridge conditions are as follows:

Overall Condition: Fair

Deck: Satisfactory

Superstructure: Satisfactory

Substructure: Fair

Deck Geometry Appraisal: High priority of replacement

Pier and abutment protection: In place but in a deteriorated condition

River control devices and embankment protection: Widespread minor damage

Recommended work: Structural repairs, including hydraulic replacements

#### Multimodal Improvements: Improve Multimodal Transportation Options

S.R. 789 serves as the primary connection from Longboat Key to Bradenton Beach and Anna Maria Island and is frequently used by bicyclists and pedestrians due to the adjacent parks and recreational facilities (Greer Island Park, Coquina Beach Park [Coquina Beach Trail within the park], Coquina Bayside Park/ Boat Ramp, Longboat Key Trail Corridor, Leffis Key, and the Florida Gulf Coast Trail Shared-Use Nonmotorized [SUN] Trail). The Longboat Key Trail Corridor is a part of SUN Trail. Coquina Beach Trail (SUN Trail) is a part of the Florida Gulf Coast Trail Corridor. While there are five-foot sidewalks on both sides of the bridge and a bicycle lane on each side of the roadway leading up to the bridge, there are no shoulders or dedicated bicycle facilities on the bridge itself. Due to the minimal sidewalk width, there are often conflicts between pedestrians and bicyclists.

#### Pedestrian and Bicycle Facilities

The corridor serves as a critical multi-modal connection linking Longboat Key, Bradenton Beach, and Anna Maria Island. Existing pedestrian and bicycle accommodations are discontinuous throughout the project limits. The proposed project aims to enhance multi-modal mobility and safety by evaluating reconstruction and/or rehabilitation alternatives that incorporate improved bicycle, pedestrian, and transit facilities along approximately one mile of S.R. 789. Considerations will include the integration of shared use paths, expanded sidewalks, and barrier-separated bicycle accommodations to ensure compliance with FDOT's Complete Streets and Context-Based Design principles, while improving overall accessibility and user comfort.

#### Transit Facilities

Within the project area, several mobility-related features that contribute to the corridor's multimodal function. Transit services include:

Route 5 (Manatee County Area Transit - MCAT)

Longboat Key Shuttle (reservation-based service)

Anna Maria Island Trolley (fare-free, fixed-route service connecting major activity centers and beach destinations)

In addition to transit, the area supports multiple multi-use, hiking, and paddling trails, promoting intermodal connections between transit, recreational, and active transportation modes. The project will evaluate opportunities to enhance transit stop accessibility, intermodal connectivity, and user safety to align with FDOT's Mobility Performance Measures and multi-modal corridor objectives.

#### Safety: Improve Emergency Evacuation and Response Times

Serving as part of the emergency evacuation route network designated by the Florida Division of Emergency Management, S.R. 789 plays a critical role in facilitating traffic during emergency evacuation periods as the primary

connection between Longboat Key, Bradenton Beach, and Anna Maria Island. The entire project corridor is located in Manatee County's Hurricane Storm Surge Category "A".

### 1.3 Planning Consistency

The proposed Longboat Key Bridge design project, identified under FDOT Financial Project Identification (FPID) Number 436676-2, is incorporated into the FDOT State Transportation Improvement Program (STIP) for Fiscal Year (FY) 2025/2026 - FY 2029/2030, ensuring alignment with statewide transportation priorities. At the regional level, the Sarasota/Manatee Metropolitan Planning Organization (MPO) has included the project in its FY 2025/2026 - FY 2029/2030 Transportation Improvement Program (TIP), designating it as an MPO Regional Bridge Priority. Furthermore, the Longboat Key Bridge project is identified in the Sarasota/Manatee MPO 2050 Long Range Transportation Plan (LRTP) as a Regional Bridge Priority, reflecting its long-term significance for regional mobility, emergency evacuation routes, and multi-modal connectivity.

To support transparency and provide a record of planning consistency, the relevant pages from the TIP, STIP, LRTP, and other applicable documents are included in the project file. These references confirm the project's compliance with both state and regional transportation planning objectives and priorities.

Currently Adopted LRTP-CFP	COMMENTS			
Yes				
	Currently Approved	\$	FY	COMMENTS
<b>PE (Final Design)</b>				
<b>TIP</b>	Y	\$7,600,000	2026	Funded for Design, but unfunded for Construction
<b>STIP</b>	Y	\$7,600,000	2026	Funded for Design, but unfunded for Construction
<b>R/W</b>				
<b>TIP</b>	N			There is Right-of-way needed at the Marine County Rescue Facility.
<b>STIP</b>	N			There is Right-of-way needed at the Marine County Rescue Facility.
<b>Construction</b>				
<b>TIP</b>	N			
<b>STIP</b>	N			

## 2. Environmental Analysis Summary

Issues/Resources	Significant Impacts?*			
	Yes	No	Enhance	NoInv
<b>3. Social and Economic</b>				
1. Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Economic	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Aesthetic Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Relocation Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Farmland Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>4. Cultural Resources</b>				
1. Section 106 of the National Historic Preservation Act	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Section 4(f) of the USDOT Act of 1966, as amended	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Section 6(f) of the Land and Water Conservation Fund	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Recreational Areas and Protected Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>5. Natural Resources</b>				
1. Protected Species and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Essential Fish Habitat (EFH)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Sole Source Aquifer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Water Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Aquatic Preserves	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Outstanding Florida Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Coastal Barrier Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>6. Physical Resources</b>				
1. Highway Traffic Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**USCG Permit**

- A USCG Permit IS NOT required.
- A USCG Permit IS required.

\* **Impact Determination:** Yes = Significant; No = No Significant Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement. Basis of decision is documented in the following sections.

### 3. Social and Economic

The project will not have significant social and economic impacts. Below is a summary of the evaluation performed.

#### 3.1 Social

The proposed bridge replacement project will enhance safety conditions for all roadway users. As previously mentioned, S.R. 789 serves as part of the emergency evacuation route network designated by the FDEM and plays a critical role in facilitating traffic during emergency evacuation periods as it connects Anna Maria Island and Longboat Key. The project will improve emergency response times and access for the people living and working in the project region and for freight traffic by providing a structurally-sound bridge that meets current design criteria, provides resiliency in the coastal environment, and allows for the continuous passage of both mariners under the bridge and motorists including emergency vehicles, pedestrians, and bicyclists on the bridge. The bridge design also provides improved multi-modal transportation opportunities with sidewalks, shared use paths, and shoulders for bicyclists.

The project is located within the City of Bradenton Beach and the Town of Longboat Key. Within 500 feet, the existing land use consists of recreational, residential, and natural coastal areas. On the north (Bradenton Beach) side of the bridge, adjacent lands are primarily designated for recreational use, including Coquina Beach Park and Coquina Bayside Park / Boat Ramp, which provide public shoreline access and parking facilities. On the south (Longboat Key) side, existing land uses consist of one recreational park (Greer Island Park) and portions of upland hardwood forest near the shoreline; however, the remaining land use predominantly consists of high-density residential development. The bridge corridor itself crosses over open water classified as Bays and Estuaries. Additionally, within the vicinity of the project there is one boat ramp, two marinas, and several existing trails. The recreational resources in the project vicinity will not be impacted by the proposed project.

The Preferred Alternative utilizes the existing right-of-way and requires 0.23-acres of additional right-of-way at the north end of the project. Business and residential relocations are not required or proposed with the Preferred Alternative. Detail on right-of-way need and relocations is provided below.

#### Community Analysis

The demographics of the project study area were obtained through the FDOT Environmental Screening Tool (EST) Sociocultural Data Report (SDR), using the American Community Survey (ACS) 2019 - 2023 census data. The SDR is included in the project file. The intersecting feature was used to allow the compiled data to include the full census blocks within a 500-foot buffer of the project limits. **Table 1** summarizes the demographics of the study area and Manatee County based on ACS 2019-2023 census data. The study area has a lower minority population, lower Hispanic population, lower Limited English Proficiency (LEP) population, higher elderly population, and higher median family income as compared to Manatee County as a whole. No distinct community populations have been identified that would be adversely impacted by the proposed project.

**Table 1 - Project Area Demographics**

<b>Demographics</b>	<b>500-foot Buffer</b>	<b>Manatee County</b>
White (Race)	85.77%	74.60%
African American (Race)	0.00%	7.93%
*Other (Race)	14.23%	17.47%
Hispanic (Ethnic Group)	10.21%	17.85%
Minority	17.42%	31.56%
Age 65+	57.84%	28.23%
Under Age 18	0.72%	17.71%
Housing Units with No Vehicle Available	4.26%	3.95%
Persons with Disability Under Age 65	No Data	No Data
Limited English Proficiency	0.62%	3.27%
Population Below Poverty	11.44%	10.40%
Median Family Income	\$150,604	\$95,295

**\*\* "Other" includes Native Hawaiian/Other Pacific Islander, Asian, American Indian/Alaska Native, Some Other Race, and Two or More Races.**

### **Community Cohesion**

The one parcel impact resulting from the Preferred Alternative will not impact community cohesion, community characteristics, special community designations, community goals, or quality of life as surrounding activities and land uses will remain in the project area.

## **3.2 Economic**

At the regional level, the Sarasota/Manatee MPO has included the project in its FY 2025/2026 - FY 2029/2030 TIP, designating it as an MPO Regional Bridge Priority. Furthermore, the project is identified in the Sarasota/Manatee MPO 2050 LRTP as a Regional Bridge Priority, reflecting its long-term significance for regional mobility, emergency evacuation routes, and multimodal connectivity. The project is also programmed in the FDOT FY 2025/2026 - FY 2029/2030 Work Program and incorporated into the FDOT STIP for FY 2025/2026 - FY 2029/2030, ensuring alignment with statewide transportation priorities. The project is compatible with both the state and regional plans, will provide needed improvements, and will enhance multimodal transportation access aligning with the purpose and need. According to the Town of Longboat Key and City of Bradenton Beach Comprehensive Plans and Future Land Use Maps and Zoning Maps, the area encompassing the project will continue to support recreation along with open spaces, conservation and residential land uses. The project will maintain existing access to the surrounding recreational areas, which are popular destinations for both tourists and residents.

## **3.3 Land Use Changes**

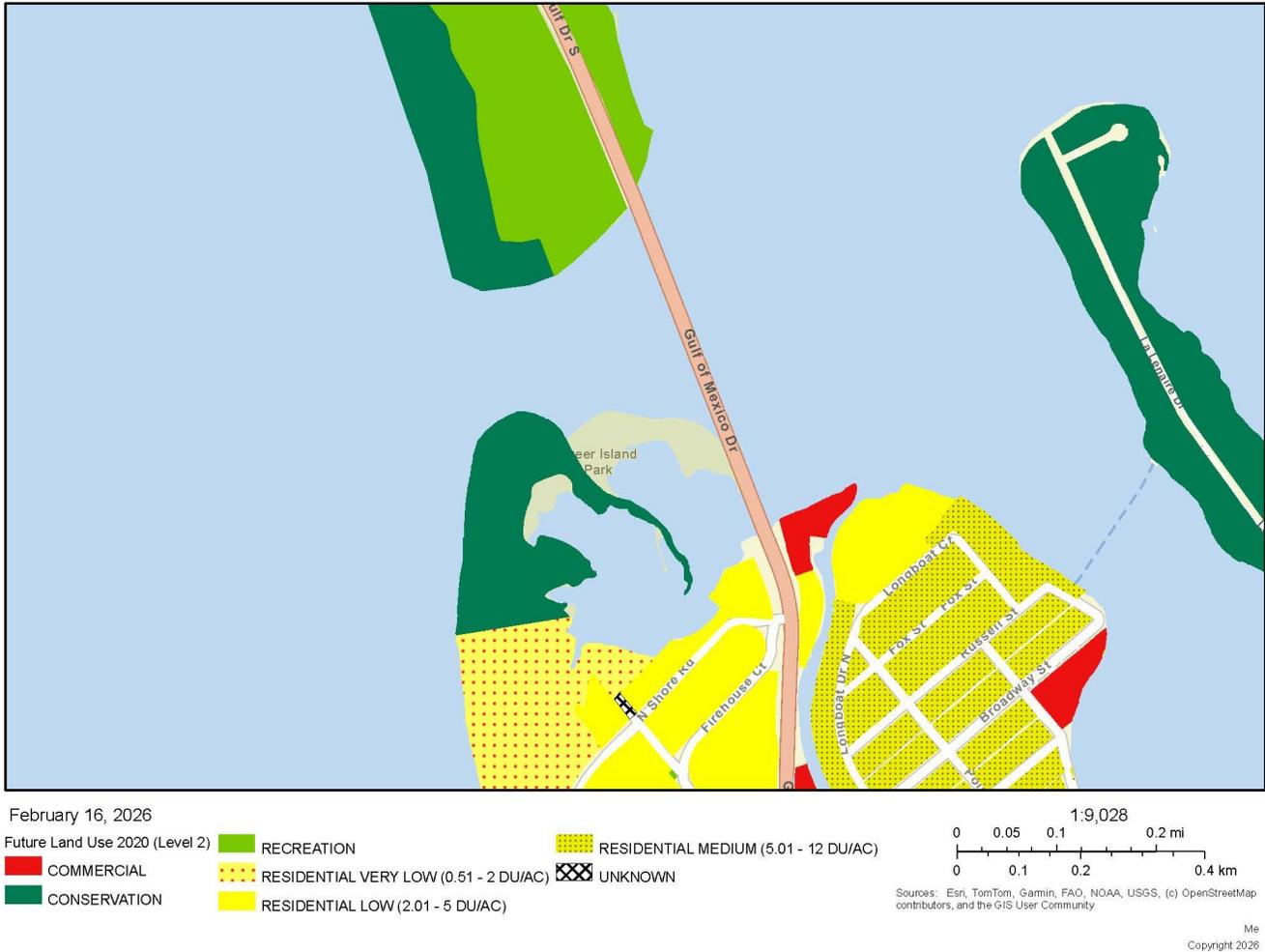
The project traverses the City of Bradenton Beach and Town of Longboat Key. The 500-foot project buffer area primarily consists of recreational, residential, and natural coastal areas. There are no Planned Unit Developments (PUDs) within the project area. As shown in **Figure 6**, the land use north of Longboat Key Bridge consists of bays and estuaries, recreational, and upland hardwood forest; south of the bridge consist of high-density residential, commercial and services, and similarly to the north - bays and estuaries, and recreational. Overall, the project is consistent with the land use vision

for the project area. Based on the future land use map (Figure 7) and proposed improvements, the proposed project will not induce secondary development or change existing land use patterns. Future land use maps from the Town of Longboat Key and City of Bradenton Beach are included in the project file.

**Figure 6 - Existing Land Use**



Figure 7. Future Land Use



### 3.4 Mobility

S.R. 789 serves as the primary connection from Longboat Key to Anna Maria Island and is frequently used by bicyclists and pedestrians due to the adjacent parks and recreational facilities [Greer Island Park, Coquina Beach Park, Coquina Bayside Park/ Boat Ramp, Coquina Beach Trail, Longboat Key Trail Corridor, Leffis Key and the Florida Gulf Coast Trail Shared-Use Non-motorized (SUN) Trail]. Other mobility related features within the vicinity of the project corridor include: three bus transit routes (Manatee County Area Transit Route 05, the Anna Maria Island Trolley, and the Longboat Key Shuttle), two Office of Greenways and Trails (OGT) hiking / multi-use trail opportunities (Coquina Beach Trail, Longboat Key Trail Corridor), and one OGT paddling trail opportunity (Florida Circumnavigational Saltwater Paddling Trail).

The Preferred Alternative will continue to support two lanes of vehicular traffic but will add 8-foot shoulders on the bridge. The Preferred Alternative will enhance mobility by providing continuous, pedestrian and bicycle facilities throughout the corridor, consisting of 6-foot wide sidewalks south of the bridge and a 12-foot wide shared use path on the west side and

8-foot wide shared use path on the east side of the bridge and northern project limits.

### 3.5 Aesthetic Effects

The project area primarily consists of recreational, residential, and natural coastal areas. The corridor is bordered by the Gulf of Mexico to the west and Sarasota Bay to the east. According to the ETDM Programming Screen Summary Report (ETDM No. 14382), the land use along the project corridor consists primarily of public/semi-public and residential uses. FDOT identified several features related to aesthetics and recreation within the project vicinity. The corridor provides access to multiple parks and recreational facilities, including but not limited to Coquina Beach Park, Coquina Bayside Park/ Boat Ramp, and Greer Island Park. The proposed project is generally consistent with existing land uses and the future land use vision for the corridor. The aesthetic character of the area is expected to be largely maintained; however, viewsheds may be altered due to changes in bridge height. Landscaping along the south side of Longboat Key Bridge in the Town of Longboat Key is relatively dense, while landscaping on the north side, adjacent to Coquina Beach Park and Coquina Bayside Park, is sparse. Construction of a new Longboat Key Bridge is expected to require the removal of some landscaping along the west side of S.R. 789 on the south side of the bridge, though efforts will be made to minimize impacts to the greatest extent possible.

### 3.6 Relocation Potential

The Preferred Alternative will not result in any relocations. Right-of-way acquisition is required to accommodate the proposed bridge tie-down at the northern limit; this will not result in any relocations. This location is a County-owned parcel with the Marine Rescue Center and Coquina Bayside Park/Boat Ramp. However, the right-of-way needed from this parcel is minor, approximately 0.23-acre (9,980 square feet).

The proposed project, as presently conceived, will not displace any residences or businesses within the community. Should this change over the course of the project, a Right of Way and Relocation Assistance Program will be carried out in accordance with Section 421.55, Florida Statutes, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

### 3.7 Farmland Resources

Lands within the project vicinity do not meet the definition of farmland as defined in 7 CFR § 658 and the provisions of the Farmland Protection Policy Act of 1981 do not apply because the entire project area is located in the urbanized area of Sarasota-Bradenton with no designated farmlands adjacent to the project corridor.

## 4. Cultural Resources

The project will not have significant impacts to cultural resources. Below is a summary of the evaluation performed.

### 4.1 Section 106 of the National Historic Preservation Act

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that some of these resources meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) has concurred with this determination. After application of the Criteria of Adverse Effect, and in consultation with SHPO FDOT has determined that the proposed project will have No Adverse Effect on these resources.

A Cultural Resource Assessment Survey (CRAS) (April 2025), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). Historic/archeological background research, including a review of the Florida Master Site File (FMSF) and the National Register of Historic Places (NRHP) databases, indicated that no archaeological sites were recorded. However, during field reconnaissance the Old Longboat Key Bridge was discovered and recorded (8MA02599) which included the south bridge abutments; the north bridge abutments were not located. Therefore, this site has insufficient information to make a determination of eligibility for listing in the NRHP.

Historic/architectural field survey resulted in the identification and evaluation of eleven historic resources (8MA01155, 8MA01807, 8MA02590 - 8MA02598) within the APE. This includes nine newly identified historic resources (8MA02590 - 8MA02598) and two extant previously recorded historic resources (8MA01155 and 8MA01807). Of the two extant previously recorded historic resources located within the APE, both were re-evaluated and the FMSF forms were updated. The ineligible resources include nine buildings (8MA02590 -8MA02598) constructed between circa (ca.) 1942 and 1978, as well as the ca. 1957 movable bascule style Longboat Key Bridge (FDOT 130057) (8MA01807). The buildings are common examples of their respective architectural styles that have been altered and lack significant historical associations with persons or events (not considered significant examples of a particular type, period, or method of construction). In addition, the Longboat Key Bridge (8MA01807) is not considered a significant example of the movable bascule style bridge and has not been significantly altered since it was last determined ineligible. Background research did not reveal any historic associations with significant persons and/or events. Thus, the resources do not appear eligible for listing in the NRHP either individually or as a part of a historic district.

FDOT found that one historic resource (ca. 1936 Frame Vernacular Mayers House (8MA01155)) within the APE is NRHP-eligible under Criterion A. The Mayers House appears to be significant under Criterion A in the areas of Exploration/Settlement and Tourism for its association with the early years of development on Longboat Key. The evolution of the Mayers House over the years from a remote, pioneering vacation cottage to a permanent home serving as a conveniently located marina mirrors the early twentieth century patterns of settlement on Longboat Key and its evolution from a remote outpost to an in-demand residential community and tourism rental destination.

Based on the results of this study, FDOT determined that the proposed undertaking will not adversely result in physical destruction, damage, or alteration of all or part of the historic resource for which it appears NRHP eligible. The most

significant difference between the extant bridge and proposed replacement may be visual depending on the height of the selected alternative. Therefore, the Preferred Alternative will have no adverse effect on the ca. 1936 Frame Vernacular Mayers House (8MA01155). The SHPO concurred on May 13, 2025.

## 4.2 Section 4(f) of the USDOT Act of 1966, as amended

The following evaluation was conducted pursuant to Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, and 23 CFR Part 774.

Potentially protected Section 4(f) resources for recreational use along the project corridor include Coquina Beach Park, Coquina Bayside Park/Boat Ramp, Greer Island Park (Beer Can Island), the Florida Circumnavigational Saltwater Paddling Trail, and the Coquina Beach Trail.

### Coquina Beach Trail

This trail consists of a variable width concrete shared use pathway located within Coquina Beach Park along the Gulf of Mexico shoreline in the City of Bradenton Beach. The paved trail runs generally north-south along the west side of Gulf Drive South, beginning near the northern Coquina Beach parking areas and continuing south approximately 0.7-mile to its terminus near the Longboat Pass Bridge at the southern end of the park. The trail is generally ten feet in width, with minor variations at access points, driveway crossings, and parking lot connections.

The trail is separated from Gulf Drive South by landscaped areas and parking facilities and provides direct access to beach walkovers, picnic shelters, restrooms, and parking areas within Coquina Beach Park. The facility functions as a shared use path accommodating pedestrians and bicyclists. South of the terminus, the pathway transitions to bridge infrastructure and shoulder facilities leading toward Longboat Key. To the north, the trail connects to additional paved segments extending toward Cortez Beach and other portions of Anna Maria Island.

This segment is recognized as part of the regional coastal trail corridor and is associated with the Shared Use Non-Motorized (SUN) Trail network as part of the Great Northwest Coastal Trail corridor. Recreational opportunities along the Coquina Beach Trail include walking, running, bicycling, beach access, and nature viewing. No planned improvements to this trail segment are identified based on review of current adopted SUN Trail work program documents. The Coquina Beach Trail meets the circumstances of 23 CFR Section 774.113 (f) part 4- Trails, paths, bikeways, and sidewalks that are part of the local transportation system and which function primarily for transportation. Therefore, as part of the SUN Trail network, the Coquina Beach Trail is part of the local transportation system that functions primarily for transportation and qualifies as an exception/exemption to Section 4(f) protection. OEM concurred with the determination on DATE.

### Coquina Beach Park

Coquina Beach Park is an approximately 22-acre beach recreation park located at the southern end of Anna Maria Island within the City of Bradenton Beach, Manatee County, Florida. The park is situated along the Gulf of Mexico shoreline immediately west of S.R. 789, while Coquina Bayside Park is located on the east side of S.R. 789 along Sarasota Bay. Coquina Beach Park functions as a major coastal recreation destination for both residents and visitors. The park provides direct public access to an extensive sandy beach, along with parking and support facilities that accommodate high levels of day-use recreation.

The park setting includes wide Gulf beaches fronting dune and back-beach areas, landscaped upland open spaces, and shaded picnic areas beneath mature Australian pine trees. Developed facilities are concentrated landward of the primary beach and include multiple paved parking lots, a central bathhouse and concession area, picnic shelters and pavilions, grills, playground equipment, and restroom and shower facilities. These amenities support a variety of beach and family-oriented recreational activities and are connected by internal drives and pedestrian paths linking parking areas with the shoreline.

Coquina Beach Park is heavily used for swimming, beach walking, sunbathing, shoreline fishing, picnicking, organized and informal group gatherings, playground use, and general day-use recreation. The park's combination of extensive parking, direct beach access, and supporting facilities allows it to function as a primary public Gulf-front recreation area. Among public Gulf-front parks on Anna Maria Island, Coquina Beach Park has one of the largest and most developed beach access areas, complementing smaller or more limited-access beach parks by providing higher-capacity parking and a broader range of amenities (e.g. restrooms and shower facilities). Since there will not be acquisition of land from the resource on a temporary or permanent basis, there will not be any proximity impacts that rise to the level of substantial impairment, and access to the resource will be maintained at all times throughout construction, there will be "no use" of this resource. A Section 4(f) No Use Determination form was completed for this resource with OEM concurrence on DATE.

#### Greer Island Park (Beer Can Island)

Greer Island Park, also known as Beer Can Island, is a coastal park located at the northernmost end of Longboat Key where there is a beach peninsula. The property includes approximately nine acres of pine-covered upland habitat and more than 60 acres of adjacent beach area. Public access to the park is typically from the west end of Broadway Street. Boat access is also possible.

The park has served as a community gathering area since the mid-20th century and is characterized by sandy beaches, prominent driftwood formations, and clear coastal waters. Recreational uses are primarily passive and include shoreline relaxation, picnicking, photography, and sunset viewing. The park contains minimal built facilities, and its natural setting contributes to its role as a valued community-oriented coastal resource. Nearby public beaches on Longboat Key and Anna Maria Island, including Coquina Beach Park and Whitney Beach, provide additional Gulf-front access and recreational opportunities, making Greer Island Park a complementary coastal resource that emphasizes natural, low-impact uses without amenities such as bathrooms and shower facilities. Since there will not be acquisition of land from the resource on a temporary or permanent basis, there will not be any proximity impacts that rise to the level of substantial impairment, and access to the resource will be maintained at all times throughout construction, there will be "no use" of this resource. A Section 4(f) No Use Determination form was completed for this resource with OEM concurrence on DATE.

#### Florida Circumnavigational Saltwater Paddling Trail

The Florida Circumnavigational Saltwater Paddling Trail is a state-designated water-based recreational trail and National Recreation Trail that extends approximately 1,515 miles around the Florida coastline. The trail provides continuous public access for non-motorized paddling and traverses a wide range of coastal environments, including barrier islands, estuarine bays, and tidal passes.

In the project area, recreational use consists primarily of sea kayaking and other paddle trips that involve traveling beneath the Longboat Key Bridge, navigating tidal currents, and accessing nearby beaches and parks. Access to the trail

is provided through public boat ramps, shoreline parks, and informal launch locations. The Florida Circumnavigational Saltwater Paddling Trail connects with other regional paddling routes in Sarasota and Manatee counties, providing paddlers with extended access to local waterways, coastal parks, and adjacent trail segments for multi-day or loop trips. Since there will not be acquisition of land from the resource on a temporary or permanent basis, there will not be any proximity impacts that rise to the level of substantial impairment, and access to the resource will be maintained at all times throughout construction, there will be "no use" of this resource. A Section 4(f) No Use Determination form was completed for this resource with OEM concurrence on DATE.

#### Coquina Bayside Park / Boat Ramp

Coquina Bayside Park / Boat Ramp is a publicly owned waterfront recreational park located on the bayside of Anna Maria Island within the City of Bradenton Beach, Manatee County, Florida. The park lies directly opposite Coquina Beach Park across from S.R. 789 occupies a low-lying shoreline along the Intracoastal Waterway. Its location adjacent to Longboat Pass provides direct access to Sarasota Bay and nearby Gulf of Mexico waters, making the park an important asset for water-based recreation in the region.

The park is characterized by open, primarily paved and turf areas with limited structural development, allowing it to function as a flexible and accessible recreational facility. Existing amenities include a paved parking lot accommodating passenger vehicles and boat trailers, a public boat ramp providing direct access to the Intracoastal Waterway, a fishing pier extending into the bay, and shoreline areas that support informal fishing, kayaking and paddle craft access, picnicking, wildlife observation, and scenic viewing. The combination of trailer-accessible parking, direct water access, and proximity to Longboat Pass establishes the park as a key regional boating access point, particularly for users accessing nearshore waters and Gulf fishing areas through the pass. Shoreline features within Coquina Bayside Park / Boat Ramp consist of stabilized embankments with limited natural fringe vegetation. These conditions help maintain visual access to the water while supporting passive recreational use and appreciation of nearby coastal habitats. Coquina Bayside Park / Boat Ramp complements nearby public waterfront resources, including Coquina Beach Park and other parks on Anna Maria Island, by providing flexible boating access, trailer parking, and water-dependent recreation opportunities.

Under the Preferred Alternative, the project will require a limited permanent right-of-way acquisition from the eastern edge of the park totaling approximately 9,980 square feet (0.23 acres) to accommodate a maintenance easement associated with the proposed bridge and roadway improvements. The area of proposed acquisition consists of a narrow grassy strip located adjacent to the roadway that does not contain designated park amenities and is not intended for public access or recreational use. The affected area does not support active or passive recreation, trails, shoreline access, or programmed park facilities. As a result, the permanent acquisition will not reduce public access, displace recreational activities, or diminish the functionality of Coquina Bayside Park / Boat Ramp. Accordingly, the proposed use is not expected to result in substantial harm to the activities, features, or attributes that qualify the park for protection under Section 4(f). Public access park and recreational facilities, including parking areas, the boat ramp, fishing pier, and shoreline amenities, will be maintained during construction and following project completion. Minor, short-term traffic disruptions may occur near the park entrance due to construction-related traffic control along S.R. 789. A "programmatic" determination was preliminarily made for this impact and the Official with Jurisdiction (OWJ), Manatee County, was notified on DATE.

The public hearing will afford an opportunity for the public to review and comment on this determination. Following the public hearing, the FDOT will coordinate again with the Manatee County and request concurrence of the "programmatic" finding.

Placeholder for public comments and OEM concurrence.

### **4.3 Section 6(f) of the Land and Water Conservation Fund Act of 1965**

The following evaluation was conducted pursuant to Section 6(f) of the land and water conservation fund of 1965.

The following evaluation was conducted pursuant to Section 6(f) of the Land and Water Conservation Fund (LWCF) of 1965.

The County used federal LWCF for the improvements to Coquina Beach Park. This project is referenced as "Coquina Beach - Greenways and Trails Project" (DEP Contract Number: LW748/DOI Project Number: 12-00478). The improvement consisted of a multi-purpose trail, picnic facilities, beach access and landscaping. There will be no impacts to the Section 6(f) facility. Section 6(f) determinations are currently pending; however, based on the Preferred Alternative and avoidance measures, the anticipated findings are "no use" for Coquina Beach - Greenways and Trails Project.

### **4.4 Recreational Areas and Protected Lands**

There are no other protected public lands in the project area

There are no other protected public lands in the project area.

## 5. Natural Resources

The project will not have significant impacts to natural resources. Below is a summary of the evaluation performed:

### 5.1 Protected Species and Habitat

The following evaluation was conducted pursuant to Section 7 of the Endangered Species Act of 1973 as amended as well as other applicable federal and state laws protecting wildlife and habitat.

#### Protected Species and Habitat

A Natural Resource Evaluation (NRE) (February 2026), included in the project file, was prepared as part of the project to analyze and document the effect of the Preferred Alternative on federal and state protected species and their habitats. Desktop review of existing data and field surveys were completed over the life of the project to best identify protected plants and animals within the project limits. General species surveys were completed in September 18 and 19, 2023, January 30 to February 1, 2024, and June 26 and 27, 2025. Observations of protected species commitments and implementation measures will help to protect species prior to construction.

Based on evaluation of collected data and field reviews, federal and state listed species in **Table 2** and **Table 3** were observed or were determined to have potential to occur within or adjacent to the project area. **Table 4** summarizes the Critical Habitat effect determination. An effect determination was made for each of these federal and state listed species based on an analysis of the potential impacts of proposed project on each species. The project is within the National Marine Fisheries Service (NMFS)-designated proposed Critical Habitat for the green sea turtle (*Chelonia mydas*) and the U.S. Fish and Wildlife Service (USFWS)-designated proposed Critical Habitat for the rufa red knot (*Calidris canatus rufa*). The project area also falls within the USFWS-designated nesting beach Critical Habitat the loggerhead sea turtle (*Caretta caretta*).

**Table 2 - Federally Listed Species Determinations of Effect\***

Project Effect Determinations	Federally Listed Species
<b>No Effect</b>	<b>BIRDS</b>
	Florida scrub-jay ( <i>Aphelocoma coerulescens</i> )
	Eastern black rail ( <i>Laterallus jamaicensis ssp.</i> )
	<b>REPTILES</b>
	American crocodile ( <i>Crocodylus acutus</i> )
	<b>MAMMALS</b>
	Tricolored bat ( <i>Perimyotis subflavus</i> )**
	<b>PLANTS</b>
	Pygmy fringe-tree ( <i>Chionanthus pygmaeus</i> )
	<b>LICHENS</b>
Florida perforate cladonia ( <i>Cladonia perforata</i> )	
<b>May Affect, Not Likely to Adversely Affect</b>	<b>BIRDS</b>
	Wood stork ( <i>Mycteria americana</i> )
	Piping plover ( <i>Charadrius melodus</i> )
	Rufa red knot ( <i>Calidris canatus rufa</i> )
	<b>REPTILES</b>
	Hawksbill sea turtle ( <i>Eretmochelys imbricata</i> )
	Loggerhead sea turtle ( <i>Caretta caretta</i> )
	Green sea turtle ( <i>Chelonia mydas</i> )
	Leatherback sea turtle ( <i>Dermochelys coriacea</i> )
	Kemp's ridley sea turtle ( <i>Lepidochelys kempii</i> )
	Eastern indigo snake ( <i>Drymarchon corais couperi</i> )
	<b>FISH</b>
	Gulf sturgeon ( <i>Acipenser oxyrinchus desotoi</i> )
	Smalltooth sawfish ( <i>Pristis pectinata</i> )
	Giant manta ray ( <i>Mobula birostris</i> )
	<b>MAMMALS</b>
	West Indian manatee ( <i>Trichechus manatus</i> )

\*The monarch butterfly (*Danaus plexippus*) is proposed for federal listing and does not have a project effect determination at this time.

\*\*The tricolored bat (*Perimyotis subflavus*) is proposed for federal listing and is given a "no effect" determination based on the January 2025 FDOT Tricolored Bat Consultation Guidance.

**Table 3 - State Listed Species Determination of Effect**

Project Effect Determinations	State Listed Species
<b>No Adverse Effect Anticipated</b>	<b>BIRDS</b>
	Black skimmer ( <i>Rynchops niger</i> )
	Snowy plover ( <i>Charadrius nivosus</i> )
	Least tern ( <i>Sternula antillarum</i> )
	Little blue heron ( <i>Egretta caerulea</i> )
	Reddish egret ( <i>Egretta rufescens</i> )
	Tricolored heron ( <i>Egretta tricolor</i> )
	Roseate spoonbill ( <i>Platalea ajaja</i> )
	American oystercatcher ( <i>Haematopus palliatus</i> )
	<b>REPTILES</b>
Gopher tortoise ( <i>Gopherus polyphemus</i> )	
<b>No Effect Anticipated</b>	<b>BIRDS</b>
	Florida sandhill crane ( <i>Grus canadensis pratensis</i> )
	<b>PLANTS</b>
	Sanibel lovegrass ( <i>Eragrostis pectinacea var. tracyi</i> )
Florida loosestrife ( <i>Lythrum flagellare</i> )	

**Table 4 - Critical Habitat Impact Determination\***

Critical Habitat Effect	Species Critical Habitat
<b>No Adverse Modification or Destruction of Critical Habitat</b>	Loggerhead sea turtle

\*The green sea turtle and rufa red knot Critical Habitat are proposed for listed and do not have a project effect determination at this time.

The NRE was submitted to the USFWS, NMFS, Florida Fish and Wildlife Commission (FWC), and Florida Department of Agriculture and Consumer Services (FDACS) on XXplaceholderXX for concurrence of the determinations of effect.

Federally Listed Species- Basis of Effect Determinations

Any federal species for which a determination of "no effect" was made without the use of a species consultation key was found to not be present in the project area based on desktop and field reviews and similarly, habitat suitable to the species is also absent. This includes the Florida scrub-jay, Eastern black rail, American crocodile, Pygmy fringe-tree, and Florida perforate cladonia. Species consultation keys were used for federally listed species where available. Use of the Eastern indigo snake key resulted in a "may affect, not likely to adversely affect" determination given that it uses a wide variety of habitats, but no species observations have been recorded within one mile of the project and none were observed during field reviews. The most current version of the USFWS' Standard Protection Measures for the Eastern indigo snake will be implemented during construction; this is a project commitment. The project is within the core foraging areas of one wood stork colony, and the project area provides suitable foraging habitat for the species; however, no wood storks were observed during project field reviews. Use of the consultation key resulted in a "may affect, not likely to adversely affect" determination for the wood stork. A project commitment was added to mitigate impacts to suitable foraging habitat through the purchase of credits from a USFWS-approved mitigation bank or wood stork conservation bank. West Indian manatees were observed during field reviews, therefore, could access the project area. Use of the consultation key results in a "may

affect, not likely to adversely affect" determination for the West Indian manatee. A project commitment is included to follow the most current version of the FWC Standard Manatee Conditions for In-Water Work. Based on the January 2025 FDOT Tricolored Bat Consultation Guidance, while the tricolored bat remains proposed for listing, since it is not identified in the Information for Planning and Consultation (IPaC) report, a "no effect" determination is appropriate.

Determinations of "may affect, not likely to adversely affect" were made for the loggerhead sea turtle, green sea turtle, leatherback sea turtle, hawksbill sea turtle, Kemp's ridley sea turtle, Gulf sturgeon, giant manta ray, smalltooth sawfish, and rufa red knot, piping plover without use of a key. The determinations were based on documentation that suitable nesting and foraging habitat for these species is absent from the project footprint, but available outside the project footprint. Several project commitments have been made that will provide conservation measures to in-water species during construction. These include following the NMFS Protected Species Construction Conditions and Vessel Strike Avoidance Measures, restricting in-water work to daylight hours, requiring construction personnel to watch for smalltooth sawfish entering the work area, and using ramp up pile driving at the start of each day.

FDOT will commit to re-initiating consultation with the USFWS for the monarch butterfly if the listing status of the species is elevated. Additionally, FDOT will reinitiate consultation with NMFS upon finalization of the green sea turtle Critical habitat if the Preferred Alternative falls within the designated area. Similarly, FDOT will reinitiate consultation with USFWS upon finalization of the rufa red knot Critical Habitat (CH) if the Preferred Alternative falls within the designated area.

#### State Listed Species- Basis of Effect Determination

For species with a "no effect anticipated" determination, it was found based on desktop and field surveys that there is no suitable habitat for these species and no evidence of the species to potentially occur. For the species with a determination of "no adverse effect anticipated", it was found that there is some habitat in the project area that could potentially be used by the species, and the project is within the documented range of the species.

Of the state-listed species in the table above, only the black skimmer was observed during field reviews. Several commitments were made to provide assurance for protection of shorebirds, such as conducting presence/absence surveys prior to construction for active breeding sites, maintaining a minimum buffer of 300 feet between construction and breeding sites, and avoiding construction, staging, and site preparation activities within 300 feet of potential shorebird nesting habitat during the breeding season.

Protected, non-listed species were also evaluated in the NRE. These include the bald eagle (*Haliaeetus leucocephalus*), osprey (*Pandion haliaetus*), and non-listed bats (Brazilian free-tailed [*Tadarida brasiliensis*], evening [*Nycticeius humeralis*], big brown [*Eptesicus fuscus*], northern yellow [*Dasypterus intermedius*], and Rafinesque's big-eared [*Corynorhinus rafinesquii*]). An implementation measure to survey for bald eagle and osprey nests will identify any nests that may be impacted by the project. At this time, no active eagle nests are documented in close proximity to the nest such that the project overlaps with primary or secondary protection zones. No osprey nests have been documented in the project area. A colony of Brazilian free-tailed bats were audibly detected and guano visibly observed in the expansion joints of the bridge. Prior to construction, a bat survey will be conducted to determine the status of bat utilization of the bridge structure. If bats are present, exclusion will be implemented in accordance with applicable FWC guidelines.

## **5.2 Wetlands and Other Surface Waters**

The following evaluation was conducted pursuant to Presidential Executive Order 11990 of 1977 as amended, Protection of Wetlands and the USDOT Order 5660.1A, Preservation of the Nation's Wetlands.

An NRE (February 2026), included in the project file, was prepared as part of this project to analyze anticipated impacts of the Preferred Alternative on wetland resources, to ensure their protection to the extent practicable, and to determine appropriate mitigation.

For the Preferred Alternative, anticipated impacts include 0.11 acres of jurisdictional mangrove wetlands, consisting of 0.02 acres from pile installation and 0.09 acres from shading associated with the overhead bridge structure. Impacts to seagrass resources total 0.15 acres of continuous and discontinuous seagrass beds, with 0.01 acres from pile installation and 0.14 acres from shading. Additionally, 0.35 acres of surface waters, consisting of unconsolidated bottom and the water column within Longboat Pass and the tidal embayment south of Greer Island will be impacted by pile installation, and 1.34 acres will be affected by shading. A Uniform Mitigation Assessment Method (UMAM) analysis was conducted to evaluate functional losses associated with these impacts. The Preferred Alternative is estimated to result in 0.06 estuarine forested units of functional loss for mangrove wetlands, 0.05 functional units for seagrass habitat, and 0.63 functional units for surface waters, including the unconsolidated bottom and water column of Longboat Pass and the adjacent tidal embayment connected to Sarasota Bay. The project study area is within the service areas of the Nature Coast Mitigation Bank and the Long Bar Pointe Mitigation Bank, both of which provide compensatory mitigation for estuarine forested (mangrove) wetlands. It is anticipated that seagrass mitigation will be accomplished via permittee-responsible mitigation through District One's Skyway Wave Attenuation Devices (WADs) project.

FDOT will address all state and federal permitting requirements and provide appropriate compensatory wetland mitigation for final determination of jurisdictional wetland boundaries in future phases of this project. Wetland impacts resulting from the construction of this project will be mitigated pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. 1344. Mitigation for this project will be completed through the use of mitigation banks and any other mitigation options that satisfy state and federal requirements.

The NRE was submitted to the US Environmental Protection Agency (USEPA), Southwest Florida Water Management District (SWFWMD), Florida Department of Environmental Protection (FDEP), NMFS, and USACE on XXXplaceholderXXX.

In accordance with Presidential Executive Order (EO) 11990, the FDOT has undertaken all actions to minimize the destruction, loss or degradation of wetlands and to preserve and enhance the natural and beneficial values of wetlands in carrying out the agency's responsibilities. Nonetheless, the FDOT has determined that there is no practicable alternative to construction impacts occurring in wetlands. The proposed project will have no significant short-term or long-term adverse impacts to wetlands because any unavoidable impacts to wetlands will be mitigated to achieve no net loss of wetland function. Furthermore, all wetland impacts will be avoided and minimized to the greatest extent possible and have been limited to those areas which are required to meet minimum safety requirements.

### **5.3 Essential Fish Habitat (EFH)**

An Essential Fish Habitat (EFH) Assessment has been prepared and consultation has been completed in accordance with the Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA). It has been determined that this project will not have adverse effects to EFH.

An Essential Fish Habitat (EFH) Assessment has been prepared and consultation has been completed in accordance with the Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA). The proposed project is within the Gulf of Mexico Fishery Management Council's (GMFMC) area of jurisdiction. EFH for red drum, shrimp, spiny lobster, coastal migratory pelagics, reef fish, and stone crab are present within Longboat Pass, the tidal embayment south of Greer Island, Sarasota Bay, and Anna Maria Sound.

Proposed direct impacts to EFH from the Preferred Alternative are estimated at 0.61-acre. These include 0.02-acre of direct impacts to mangroves from pile installation; 0.09-acre of indirect impacts from shading to mangroves; 0.01-acre of direct impacts to seagrass (continuous and discontinuous) from pile installation; 0.14-acre of indirect impacts from shading to continuous and discontinuous seagrass beds; 0.35-acre of direct impacts from pile installation to unconsolidated sandy bottom; and 1.34 acres of indirect impacts from shading from the wider footprint of the proposed bridge. The proposed bridge will be constructed near the existing bridge, with a slight overlapping footprint ranging from approximately 25 feet west of, to directly adjacent to the existing structure. Because the proposed bridge is similar in size and alignment to the existing bridge, removal of the existing bridge is expected to offset impacts, resulting in minimal permanent impacts to EFH.

The Preferred Alternative will result in water quality improvements to EFH in the project area. Currently, there are no stormwater management facilities within the project limits. In the Preferred Alternative, runoff will be conveyed to the bridge approaches into a pond to the north or a swale to the south, thereby minimizing water quality impacts from stormwater discharges from roadway surfaces. Compensatory mitigation for mangrove and seagrass impacts will be provided through approved mitigation banks or other mechanisms meeting state and federal requirements. Mitigation requirements will be determined in consultation with NMFS during design. With avoidance and minimization measures, best management practices (BMPs), and compensatory mitigation, adverse effects to EFH are expected to be "minimal". Surveys to update locations of seagrass will be conducted during the design phase and FDOT will reinitiate Essential Fish Habitat consultation with NMFS in the design and permitting phase once details for bridge construction are available.

## 5.4 Floodplains

Floodplain impacts resulting from the project were evaluated pursuant to Executive Order 11988 of 1977, Floodplain Management.

A Location Hydraulics Report (LHR) (February 2026) was prepared for the project and is located in the project file. The project is within FEMA Zone AE (area of 100-year flood, base flood elevation has been determined) and VE (coastal zone with velocity hazard [wave action]). There are no floodways within the project and the Preferred Alternative outside of regulatory floodways.

The existing drainage patterns will be maintained. Scuppers will not be utilized in the Preferred Alternative. Bridge runoff will be collected with a deck drainage system and at the bridge approaches and conveyed to proposed dry retention facilities. The proposed bridge opening will be hydraulically equivalent to the existing opening resulting in a no-adverse

effect on existing water surface elevations and floodplain elevations.

Per the FDOT PD&E Manual, the floodplain encroachment areas are classified as minimal. Minimal encroachments on a floodplain occur when there is floodplain involvement but the impacts on human life, transportation facilities, and natural and beneficial floodplain values are not significant and can be resolved with minimal efforts. Normally, these minimal efforts to address impacts consist of applying FDOT's drainage design standards and following the SWFWMD's procedures to achieve results that will not increase or significantly change the flood elevations and/or limits. As a result, there will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or to emergency evacuation routes. Therefore, it has been determined that this project will have no significant impact on floodplains. A SLIP Study is included in the project file.

## 5.5 Sole Source Aquifer

There is no Sole Source Aquifer associated with this project.

There is no Sole Source Aquifer with the project.

## 5.6 Water Resources

A Pond Siting Report (PSR) (February 2026) was prepared for the project and is included in the project file. The purpose of the report is to present potential pond site locations for meeting applicable stormwater management criteria and identify right-of-way needs for the project. As documented in the PSR, the proposed right-of-way provides adequate area to accommodate all stormwater management needs for the project; therefore, additional offsite facilities are not required. Stormwater treatment will be managed through a dry swale located at the southern end of the project and a dry retention pond situated at the northern end of the project.

The design of the drainage and stormwater facilities will comply with the standards set forth by the FDOT Drainage Manual and the SWFWMD Environmental Resource Permit (ERP) Information Manual. Water quality impacts resulting from erosion and sedimentation will be controlled through the use of BMPs. All state water quality criteria will be met. Short term construction related wetland impacts will be minimized with the use of BMPs such as the use of siltation barriers, dewatering structures, and containment devices to control turbid water discharges outside of construction limits.

The project crosses Longboat Key Pass which connects the Gulf of Mexico and with the Sarasota Bay. The FDEP statewide comprehensive verified list of impaired waters was reviewed to identify any impaired Florida waterbody identification numbers (WBIDs). The project limits fall within WBID 1968B (impaired for fecal coliform) and WBID 1862 (unimpaired). The conceptual stormwater design will account for water quality requirements. The existing bridge has scuppers which allow for a direct discharge of runoff to the bay. Runoff not captured by the scuppers is conveyed to the bridge approaches. Runoff from the northern approach sheet flows to the adjacent right-of-way where it infiltrates the ground or eventually makes it to the bay. Runoff from the southern approach is collected in a closed storm sewer system which directly discharges to the bay. Currently there are no roadway stormwater management facilities within the project limits.

An ERP from the SWFWMD will be required. A National Pollutant Discharge Elimination System (NPDES) construction permit is needed and the associated requirement to develop and implement a Stormwater Runoff Control Concept will be met during the final design phase of the project. Project construction will also follow the standard FDOT specifications for

erosion and sedimentation control. Therefore, the Preferred Alternative is expected to have no significant impact on water quality and stormwater.

A Water Quality Impact Evaluation (WQIE) (December 2025) also was prepared for the project and is included in the project file. The Preferred Alternative is expected to have no significant impact on water quality and quantity.

### **5.7 Aquatic Preserves**

There are no aquatic preserves in the project area.

### **5.8 Outstanding Florida Waters**

Sarasota Bay Estuarine System is designated as a Special Outstanding Florida Water (OFW). Within 200 feet of the project, there is approximately 15 acres of OFW. Waterbodies with this designation are afforded extra protection and are thus subject to greater stormwater runoff treatment volume requirements than regular waterbodies. The conceptual stormwater design will provide treatment per the SWFWMD ERP requirements. The Preferred Alternative is anticipated to have no significant impact to OFWs.

### **5.9 Wild and Scenic Rivers**

There are no designated Wild and Scenic Rivers or other protected rivers in the project area.

### **5.10 Coastal Barrier Resources**

The following evaluation was conducted pursuant to the Coastal Barrier Resources Act of 1982 and the Coastal Barrier Act of 1990.

A majority of the project is within the limits of two Coastal Barrier Resource Systems (CRBS), Unit P23 and Unit P23P (Longboat Key). Unit P23 is designated as a "System Unit" and Unit P23P is designated as "Otherwise Protected Area". CBRS coordination is anticipated with USFWS; however, the project is not anticipated to adversely affect these units.

## 6. Physical Resources

The project will not have significant impacts to physical resources. Below is a summary of the evaluation performed for these resources.

### 6.1 Highway Traffic Noise

The following evaluation was conducted pursuant to 23 CFR 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise, and Section 335.17, F.S., State highway construction; means of noise abatement.

This is a Type 1 Project pursuant to 23 CFR 772 and Section 335.17, F.S.

According to the Noise Study Report (February 2026), within the project limits, 56 receptors were evaluated using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM). The 56 receptors represent 31 residences and eight recreation uses. The results of the analysis indicate that future build, design year traffic noise levels with the Preferred Alternative are not predicted to approach, meet, or exceed the Noise Abatement Criteria (NAC) for any of the Activity Category B (residences) or Activity Category C (recreation) land uses. Additionally, when compared to existing traffic noise levels, the largest increase with the proposed alternative is 3.5 decibels on the A-weighted scale, or dB(A), an amount that is not considered a substantial increase. Since traffic noise levels are not predicted to approach, meet, or exceed the NAC, nor are they predicted to increase substantially, the consideration of noise abatement measures is not warranted. **Table 5** provides a summary of the predicted traffic noise levels.

**Table 5 - Summary of Predicted Traffic Noise Levels**

Receptor ID's <sup>2</sup>	Description	NAC Activity Category	Predicted Traffic Noise Levels - Leq (dB(A))				Number of Impacted Sites with Future Build, Preferred Alternative
			Existing (2022)	Future No-Build (2051)	Future Build (2051)	Change from Existing to Future Build	
1-5	6 Residences South of N. Shore Road, West of S.R. 789	B	50.8 – 56.0	52.5 – 57.7	53.4 – 58.4	2.4 – 3.3	0
6-8	Tennis Court and Pool at Northgate of Longboat Key Condos	C	53.0 – 58.5	54.7 – 60.1	55.1 – 60.3	1.6 – 3.5	0
9-17	9 Residences, Northgate of Longboat Key Condos	B	49.3 – 58.2	51.0 – 59.9	51.5 – 60.2	0.3 – 2.2	0
18-32	16 Residences, South of Longboat Pass, East of S.R. 789	B	50.4 – 59.7	52.1 – 61.3	51.7 – 59.1	-1.1 – 1.5	0
33-35	Longboat Pass Fishing Beach	C	55.0 – 60.5	56.7 – 62.1	46.6 – 49.9	-5.1 – -13.9	0
36-39	Coquina Beach	C	56.0 – 57.4	54.7 – 59.1	53.5 – 55.3	-3.9 – 1.8	0
40-43	Picnic Tables – Coquina Beach Park	C	49.8 – 54.6	51.5 – 56.2	52.6 – 55.1	0.5 – 2.8	0
44-45	Pavilions – Coquina Beach Park	C	49.6 – 55.3	51.3 – 57.0	52.5 – 55.3	0.0 – 2.9	0
46	Playground – Coquina Beach Park	C	54.6	56.3	54.8	0.2	0
47-49	Pavilion and Trail – Leffis Key Preserve	C	51.3 – 54.6	53.0 – 56.3	52.7 – 54.9	0.2 – 1.8	0

<sup>1</sup> A full list of predicted traffic noise levels for all receptors is provided in Appendix D.

<sup>2</sup> Please refer to the figures in Appendix B.

Residences and recreation uses within the project limits are identified in the FDOT listing of sites sensitive to construction noise and vibration. Construction of the proposed roadway improvements is not expected to have any significant noise or vibration impact, and it is anticipated that the application of the FDOT "Standard Specifications for Road and Bridge Construction" will minimize or eliminate potential construction noise and vibration impacts. However, should un-anticipated noise or vibration issues arise during the construction process, the Project Engineer, in coordination with the FDOT District Noise Specialist and the Construction Contractor, will investigate additional methods of controlling these impacts.

## 6.2 Air Quality

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to **not change** the Level of Service (LOS) and **reduce** delay and congestion on all facilities within the study area.

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction.

The subject project is located in Manatee County, an area currently designated by the USEPA as being an attainment area for carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), particulate matter less than or equal to 2.5 and 10 micrometers (PM<sub>2.5</sub> and PM<sub>10</sub>), and sulfur dioxide (SO<sub>2</sub>). Because the project is in an attainment area and would

reduce congestion by eliminating bridge openings and vehicle queues, the proposed improvements will not have an impact on local or regional totals of air pollutants or pollutant precursor emissions, or on concentrations of the pollutants in the ambient air. Notably, because the project is in an area that is designated attainment for all the NAAQS, the conformity requirements of the Clean Air Act (CAA) do not apply. A carbon monoxide screening model was not required or performed.

### 6.3 Contamination

A Level I Contamination Evaluation was completed for the project, and a Contamination Screening Evaluation Report (CSER) (February 2026) was prepared under separate cover and is included in the project file. The evaluation identified and assessed sites within and adjacent to the project limits for facilities or operations that could involve hazardous materials and potentially affect the proposed improvements.

Two sites were investigated as part of the study. One site, the Longboat Key Bridge Tender Facility, was assigned a High Risk rating due to the potential presence of contamination. The second site, the Coquina Beach Boat Launch, was assigned a No Risk rating. For the site rated No Risk, no further action is anticipated at this time, as the site has been evaluated and determined not to pose a potential environmental risk to the study area. Additional details are provided in **Table 6**.

**Table 6 - Potential Contamination Sites**

Facility Number	Facility Name	Facility Address/ Location	Facility ID	Distance from Project	Risk Rating
1	Longboat Pass Bridge Tender Facility	95 Gulf of Mexico Dr, Longboat Key	N/A	0 ft.	High
2	Coquina Beach Boat Launch	2651 Gulf Dr S, Bradenton Beach	2017197630	0 ft.	No

For the site assigned a High Risk rating, the Project Manager (PM) and the District Contamination Impact Coordinator (DCIC) will coordinate to determine the appropriate next steps to address potential contamination concerns. These actions may include evaluating the applicability of the FDEP/FDOT Memorandum of Understanding (MOU), conducting Level II investigations, recommending Level III assessments or remedial activities, incorporating plan notes or special provisions, and/or implementing design modifications prior to or during construction. Any required contamination management measures will be implemented in accordance with applicable state and federal regulations to minimize potential environmental and construction-related impacts.

Existing bridge structures were not physically evaluated or tested for hazardous materials as part of this contamination screening evaluation. However, hazardous materials including asbestos-containing materials and metal-based coatings could exist at Bridge No. 130057, the Longboat Key Bridge given the age of the original infrastructure. The current scope of work proposes the removal of Bridge No. 130057. A pre-construction hazardous material survey will be performed at this location during final design.

### 6.4 Utilities and Railroads

A Utility Assessment Package (UAP) (November 2025) prepared for the project and included in the project file identifies utilities within the project corridor. These assessments were completed using a Sunshine 811 Design Ticket, field reviews, coordination with utility providers, and review of as-built plans. Base maps were shared with utility owners to gather information on existing and planned utilities, and above-ground features were verified during coordination.

There are no railroads located within the project limits. However, several existing utility facilities are present within the project corridor and were considered in the evaluation of bridge alignment alternatives. A total of eight utility providers operate within the corridor, with seven utilities located on the east side of the existing bridge and one utility located on the west side. The location and concentration of these utilities represent an important cost and constructability consideration when comparing alignment options.

**Table 7** provides a list of all UAOs with facilities within the project limits, including general location.

**Table 7 - Utilities in the Project Area**

Utility Agency/Owner (UAO)	Existing Utility Summary
Charter Communications/Spectrum (formerly known as Bright House Networks) Utility Type: CATV	No facilities within the limits of the study.
Comcast Utility Type: CATV	Underground facilities within the limits of the study corridor at North Shore Road that crosses from the west to the east side of S.R. 789 and run north for approximately 300 feet before exiting the project limits.
Florida Power & Light - Distribution Utility Type: Electric	Aerial and subaqueous 13KV facilities within the limits of the study corridor with the aerial on both the east and west side of S.R. 789 and the subaqueous line on the east side of the bridge.
Florida Power & Light - Transmission Utility Type: Electric	No facilities within the limits of the study.
Frontier Communications Utility Type: CATV, Communication Lines	Underground copper and fiber facilities within the limits of the study corridor primarily running north along the east side of S.R. 789 with one line on the west side of S.R. 789 starting just north of the bridge at Coquina Beach Park.
Town of Longboat Key Utilities Utility Type: Wastewater, Water	16-inch and four-inch water main within the limits of the study corridor with the 16-inch WM on the east side of S.R. 789 starting at the south end of the project limits and ending just north of the bridge and the four-inch WM crossing to the east side of S.R. 789 at N Shore Rd and ending just south of the bridge.
Manatee County - Transportation	Manatee County Transportation has been unresponsive through the duration of the PD&E study with the initial contact notifications sent 6/30/2020 and a second notification on 1/8/2021.
Manatee County - Utility Operations Utility Type: Reclaimed Water, Sewer, Water	A 16-inch DIP WM, a two-inch WM, and a 1.5-inch PVC WM within the limits of the study corridor north of the bridge on both the east and west side of S.R. 789.
MCI Utility Type: Communication Lines, Fiber	Two two-inch HDPE lines within the limits of the study running north along the west side of S.R. 789 throughout the entirety of the project limits.
TECO Peoples Gas Utility Type: Gas	A six-inch coated steel pipe running north and south along the west side of S.R. 789 that exits the project in both directions and is subaqueous for the duration of the bridge.

## 6.5 Construction

Construction activities for the proposed project may cause minor short-term air quality, noise, water quality, traffic congestion, and visual impacts for nearby residents and the traveling public. The air quality effect will be temporary, localized, and will primarily be in the form of construction exhaust emissions and fugitive dust generated from equipment during project construction. Air pollution associated with the creation of airborne particles will be effectively controlled through the use of watering or the application of other controlled materials.

Construction of the bridge and roadway improvements, with heavy equipment movement and other construction activities, is not expected to have a significant noise or vibration effect. Should unanticipated noise or vibration issues arise during the construction process, the Project Engineer, in coordination with a noise specialist and the contractor, will investigate additional methods of controlling these impacts.

Federal regulations (40 CFR Part 122) prohibit point source discharges of stormwater to waters of the U.S. without a National Pollutant Discharge Elimination System (NPDES) permit. Under the State of Florida's delegated authority to administer the NPDES program, construction sites that will result in greater than one acre of disturbance must file for and obtain either coverage under an appropriate generic permit contained in Chapter 62-621, F.A.C. or an individual permit issued pursuant to Chapter 62-620, F.A.C. The FDEP issues these permits. A major component of the NPDES permit is the development of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP identifies potential sources of pollution that may reasonably be expected to affect the quality of stormwater discharges from the site and discusses good engineering practices (i.e., BMPs) that will be used to reduce the pollutants. The contractor will obtain the NPDES permit and prepare the SWPPP prior to construction. Additionally, the associated requirement to develop and implement a Stormwater Runoff Control Concept will be addressed during design.

Water quality impacts resulting from erosion and sedimentation will be controlled through the use of BMPs. All state water quality criteria will be met. Short-term construction related wetland impacts will be minimized through the use of BMPs such as the use of siltation barriers, dewatering structures, and containment devices to control turbid water discharges outside of construction limits.

Maintenance of traffic and sequence of construction will be planned and scheduled to minimize traffic delays throughout the project. Signage will be used as appropriate to provide pertinent information to the traveling public. The local news media will be notified in advance of road closings and other construction related activities to allow for the planning of alternate routes. Access to local properties, businesses and residences will be maintained to the extent practical through controlled construction scheduling and the implementation of the project's specific Traffic Control Plan(s). Aesthetic impacts will be temporary and could consist of the staging of construction equipment and materials.

Construction activities will be phased to maintain two lanes of traffic at all times, minimizing disruptions to motorists and adjacent properties. This first phase will consist of traffic remaining on the existing two-lane roadway while the contractor builds the southbound lanes of the new bridge west of the existing bridge. In the second phase, southbound traffic will be shifted onto the newly constructed section to allow the contractor to complete the remaining bridge structure (eastern portion of the bridge) and roadway. The third phase will focus on completing the remaining northbound improvements and removal of the existing bascule bridge. In the third phase, all traffic would be shifted to the newly constructed bridge

sections. The fourth phase will focus on completing the final roadway friction course and applying the permanent pavement markings. Temporary traffic control devices will remain in place as needed until final striping, delineation, and median construction are complete.

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## 7. Engineering Analysis Support

The engineering analysis supporting this environmental document is contained within the [Draft Preliminary Engineering Report \(PER\)](#) .

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## 8. Permits

The following environmental permits are anticipated for this project:

### Federal Permit(s)

USACE Section 10 or Section 404 Permit  
USCG Bridge Permit

### Status

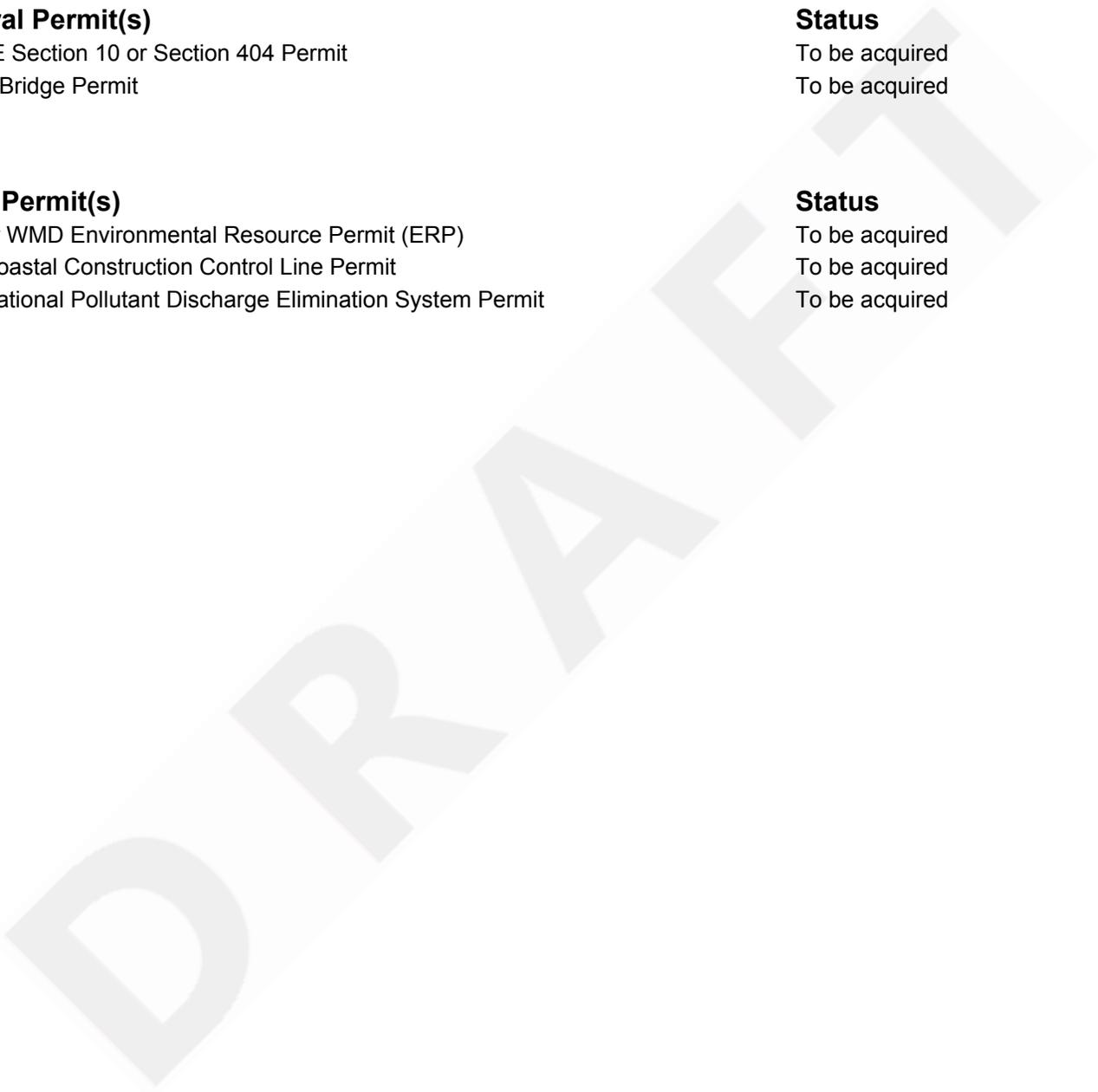
To be acquired  
To be acquired

### State Permit(s)

DEP or WMD Environmental Resource Permit (ERP)  
DEP Coastal Construction Control Line Permit  
DEP National Pollutant Discharge Elimination System Permit

### Status

To be acquired  
To be acquired  
To be acquired



## 9. Public Involvement

The following is a summary of public involvement activities conducted for this project:

### Summary of Activities Other than the Public Hearing

A Public Involvement Plan (September 2020) was prepared under separate cover and is included in the project file. This plan details the public involvement approach for the project and documents public outreach methods including a project website, newsletters, a public meeting, and a public hearing. Agencies and elected and appointed officials were included in a mailing list as well as other project stakeholders. The Comments and Coordination Report (xxPlaceholderxx), prepared under separate cover and included in the project file, fully documents the public and stakeholder involvement conducted for this project.

Public involvement activities include four newsletters that were prepared and mailed to the public in June 2020, March 2021, February 2024, and March 2026 respectively. A project website, <https://www.swflroads.com/project/436676-1>, was created to provide the public with project specific information and give the public an opportunity to make comments and ask questions about the project.

An online and live, in-person project kick-off meeting was conducted on March 16 - April 2, 2021 and March 23, 2021, respectively. The in-person component was held at the Harbourside Ballroom, located at 3000 Harbourside Ballroom, Longboat Key, Florida. The meeting served as an opportunity to present preliminary project information, explain study objectives, discuss the planning process, and outline opportunities for public involvement. Attendees were encouraged to ask questions, provide comments, and submit feedback regarding the study corridor, the existing bridge, and potential replacement alternatives.

Within 10 days of the meeting, 140 comments were received. These comments were categorized to capture key concerns and feedback from the public, and included:

- **Traffic Concerns:** Issues related to congestion, specifically at Coquina Beach and the bottleneck at the Bridge Street circle in Bradenton Beach.
- **Safety Concerns:** Focused on pedestrian and bicyclist safety when crossing the bridge and ensuring the proposed typical section includes adequate bike and pedestrian facilities.
- **Bridge Height Concerns:** Questions regarding boat clearance under a new bridge and concerns about accommodating larger vessels.
- **Support for Project:** General support for constructing a new bridge or implementing improvements.
- **Non-support for Project:** Opposition to a new bridge, citing concerns such as cost or perceived lack of need.
- **Other Concerns:** Including noise, environmental impacts, visual obstruction, privacy issues, requests for "no fishing" signage, ADA compliance (including motorized wheelchair access), and speeding concerns.

The feedback from the Kick-off Meeting provided early insight into public priorities, highlighted issues requiring further evaluation, and informed the development of Build Alternatives that balanced engineering feasibility, community preferences, and environmental considerations.

Subsequently, an online Alternatives Public Workshop was held on March 12, 2024 and an in-person Alternatives Public Workshop was held at Christ Church in Longboat Key on March 14, 2024.

Within 10 days of the workshop, 124 comments were received, summarized as follows:

- 34 individuals expressed support for one of the Build Alternatives
- 55 individuals expressed support for the No-Build ("Maintenance-Only") Alternative
- 36 individuals did not state a preference for either alternative

In addition to these preferences, public comments addressed several key topics:

- Purpose and Need of the project
- Evaluation of No-Build versus Build Alternatives
- Bridge size, design, and alignment
- Bicycle and pedestrian accommodations
- Environmental impacts, including natural habitats and waterway considerations
- Aesthetic concerns and visual impacts
- Lighting and noise considerations
- Other issues, including recreational use of the existing bridge, requests for additional analysis, and inquiries about costs and funding

Following the Alternatives Public Workshop, FDOT presented the project to the Sarasota/Manatee MPO on March 25, 2024. FDOT gave an overview of the project and discussed the public feedback received at the Alternatives Public Workshop that was held on March 12, 2024 (online) and March 14, 2024 (in-person).

Prior to the Alternatives Public Workshop, FDOT presented the project to the Citizens Advisory Committee (CAC), Technical Advisory Committee (TAC) and Island Transportation Planning Organization (TPO) on March 11, 2024. FDOT has not presented to the subcommittees following the Alternatives Public Workshop.

During the meetings, some questions were asked of FDOT representatives. No comments were received which demonstrated support or non-support of the project. Regular project updates have been provided to the Sarasota/Manatee MPO through the FDOT liaison. Presentations are also planned to occur following the public hearing.

**Date of Public Hearing:** 03/12/2026

**Summary of Public Hearing**

To be added following the public hearing.

## 10. Commitments Summary

1. The most recent version of USFWS' Standard Protection Measures for the Eastern Indigo Snake will be implemented during construction.
2. The NMFS Vessel Strike Avoidance Measures, NOAA Fisheries SERO will be utilized during construction.
3. The NMFS Protected Species Construction Conditions, NOAA Fisheries SERO will be utilized during construction.
4. The USFWS and FWC Standard Manatee Construction Conditions for In-Water Work will be utilized during construction.
5. All in-water construction activities will be limited to daylight hours only, and no nighttime in-water work will occur, in order to avoid and minimize potential impacts to marine species in the vicinity of the project area, including the smalltooth sawfish and sea turtles.
6. During construction, workers will be required to watch for smalltooth sawfish entering within 50 feet of equipment and will cease construction activities until the fish has departed the construction area of their own volition.
7. Ramp-up pile driving will be used at the start of each day.
8. Permanent sea turtle-friendly lighting-such as fully shielded, low-wavelength amber LEDs- will be implemented in accordance with the FWC wildlife lighting guidelines to avoid disorientation of sea turtles. If necessary, temporary construction lighting will be minimized, shielded, and directed downward, using long-wavelength bulbs where practicable.
9. FDOT will provide mitigation for impacts to wood stork SFH within the service area of a USFWS-approved wetland mitigation bank or wood stork conservation bank.
10. Prior to construction, presence/absence surveys for active breeding sites of IBNB will be conducted during the appropriate season to determine whether avoidance measures are necessary.
11. A minimum buffer of 300 feet will be maintained between project activities and any FWC identified Active or Recent Breeding Sites, Critical Brood-rearing Sites, or Critical Roosting Sites. Buffers will be clearly posted with Regulatory Boundary signs, and personnel will be instructed to remain outside of posted areas.
12. All construction, staging, and site preparation activities within 300 feet of potential shorebird nesting habitat will be avoided during the breeding (February 15 - September 1) unless FWC confirms no active or recent breeding sites are present.
13. Prior to demolition of Bridge 130057, bat exclusion must be completed to comply with F.A.C. rule 68A-4.001 General Prohibitions; and rule 68A-9.010 Taking Nuisance Wildlife. Per the regulations, exclusion is not permitted during bat maternity season April 15 through August 15. Exclusion devices must be left up for a minimum of four (4) nights and low temperature must be forecasted to remain above 50 degrees Fahrenheit during that time period.
14. Surveys to update locations of seagrass will be conducted during the design phase, and permits will be acquired if there will be unavoidable impacts during construction.
15. FDOT will reinitiate EFH consultation with NMFS in the design and permitting phase once details for construction of the bridge are available.
16. FDOT will reinitiate consultation with NMFS upon finalization of the green sea turtle CH if the Preferred Alternative falls within the designated area.

17. FDOT will reinitiate consultation with USFWS upon finalization of the rufa red knot CH if the Preferred Alternative falls within the designated area.
18. If the monarch butterfly is listed by USFWS as threatened or endangered and the project may affect the species, FDOT commits to reinitiating consultation with USFWS to determine appropriate avoidance and minimization measures for protection of the newly listed species.
19. If the tricolored bat is listed by USFWS as threatened or endangered and the project may affect the species, FDOT commits to reinitiating consultation with USFWS to determine appropriate avoidance and minimization measures for protection of the newly listed species.

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## 11. Technical Materials

The following technical materials have been prepared to support this Environmental Document and are included in the Project File.

Sociocultural Data Report (SDR)  
Cultural Resources Assessment Survey (CRAS)  
Draft Natural Resources Evaluation (NRE)  
Draft Location Hydraulics Report (LHR)  
Draft Pond Siting Report (PSR)  
Draft Water Quality Impact Evaluation (WQIE)  
Draft Utility Assessment Package (UAP)  
Draft Noise Study Report (NSR)  
Draft Contamination Screening Evaluation Report (CSER)  
Draft Preliminary Engineering Report (PER)  
Project Traffic Analysis Report (PTAR)  
Bridge Hydraulic Report (BHR)  
Geotechnical Report  
Navigation Impact Report  
Vessel Survey Technical Memorandum  
Public Involvement Plan

## **Attachments**

### **Planning Consistency**

Project Plan Consistency Documentation

### **Social and Economic**

City of Bradenton Beach Zoning Map

Town of Longboat Key Future Land Use Map

Existing Land Use Map

### **Cultural Resources**

SHPO Concurrence Letter

Section 106 Resource Map

Section 4(f) Report

### **Natural Resources**

Wetlands Map

Floodplains Map

Species and Habitat Map

### **Physical Resources**

Noise Map

Potential Contamination Site Map

## **Planning Consistency Appendix**

Contents:

Project Plan Consistency Documentation

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# INFRASTRUCTURE

## CHAPTER 3

FINAL DRAFT  
OCTOBER 2025



**INVEST TODAY  
TRANSFORM  
TOMORROW**

About a third (35%) of the bridges in the region are part of the NHS system. The MPO has chosen to monitor and prioritize the complete bridge network. There are a significant number of important bridges that are reaching the end of their 50-year life cycle that will need to be replaced in the next 25 years (Table 3-4 and Table 3-5). These bridges serve as gateways to urban centers, freight corridors, tourism connectors, and evacuation routes for hundreds of thousands of people.

Six of these bridges currently have funding programmed in FDOT’s 2026 Work Program for PD&E or Design in the coming five years.

Table 3-3: Local Bridge Priorities

Local Bridge Priorities	FPID
Braden River Bridge	
Wares Creek Bridge	
Whitaker Bayou Bridge	
North Sarasota Multimodal Connector	442034-1
Venice Ave Bridge	
Ft. Hamer Bridge	

Table 3-4: Regional Bridge Priorities

Regional Bridge Priorities	FPID
DeSoto Bridge	442630-1
Bradenton-Palmetto Connector	444843-1
Anna Maria Bridge	408185-3
Cortez Bridge	430204-2
Longboat Pass Bridge	436676-2
Little Ringling (Coon Key) Bridge	436680-2

The MPO Board actively supports the addition of multi modal facilities on all bridges with a special emphasis on Bus-on-Shoulder lanes for future micro and rapid transit as well as emergency management. Moving forward, the MPO will continue to monitor and coordinate with FDOT to ensure that multimodal and transit facilities are included in bridge replacement designs.

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HIGHWAYS

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ITEM NUMBER:436551 3 PROJECT DESCRIPTION:SR684 (CORTEZ RD) FROM E OF 123RD ST WEST TO 119TH ST WEST \*NON-SIS\*  
DISTRICT:01 COUNTY:MANATEE PROJECT LENGTH: .458MI TYPE OF WORK:LANDSCAPING

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
FEDERAL PROJECT NUMBER: <N/A>							
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DIH	55,620	3,358	0	0	0	0	58,978
DS	125,240	0	0	0	0	0	125,240
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	378,807	0	0	0	0	0	378,807
DS	25,022	0	0	0	0	0	25,022
TOTAL <N/A>	584,689	3,358	0	0	0	0	588,047
TOTAL 436551 3	584,689	3,358	0	0	0	0	588,047
TOTAL Project:	3,025,825	4,152	0	0	0	0	3,029,977

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ITEM NUMBER:436676 1 PROJECT DESCRIPTION:SR 789 (LONGBOAT KEY) FROM NORTH SHORE RD TO COQUINA PARK ENT \*NON-SIS\*  
DISTRICT:01 COUNTY:MANATEE PROJECT LENGTH: .710MI TYPE OF WORK:PD&E/EMO STUDY

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
FEDERAL PROJECT NUMBER: <N/A>							
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DS	1,129	0	0	0	0	0	1,129
TOTAL <N/A>	1,129	0	0	0	0	0	1,129
FEDERAL PROJECT NUMBER: D120 032 B							
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	71,827	0	0	0	0	0	71,827
SN	2,283,754	804	0	0	0	0	2,284,558
TOTAL D120 032 B	2,355,581	804	0	0	0	0	2,356,385
TOTAL 436676 1	2,356,710	804	0	0	0	0	2,357,514

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HIGHWAYS

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ITEM NUMBER: 436676 2 PROJECT DESCRIPTION: SR 789 (LONGBOAT KEY) FROM NORTH SHORE RD TO COQUINA PARK ENT \*NON-SIS\*  
DISTRICT: 01 COUNTY: MANATEE PROJECT LENGTH: .710MI TYPE OF WORK: BRIDGE REPLACEMENT

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
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FEDERAL PROJECT NUMBER: <N/A>

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
ACBR	0	7,600,000	0	0	0	0	7,600,000
TOTAL <N/A>	0	7,600,000	0	0	0	0	7,600,000
TOTAL 436676 2	0	7,600,000	0	0	0	0	7,600,000
TOTAL Project:	2,356,710	7,600,804	0	0	0	0	9,957,514

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ITEM NUMBER: 437145 1 PROJECT DESCRIPTION: SR 684 (CORTEZ ROAD) AT 43RD STREET WEST \*NON-SIS\*  
DISTRICT: 01 COUNTY: MANATEE PROJECT LENGTH: .001MI TYPE OF WORK: ADD TURN LANE(S)

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
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FEDERAL PROJECT NUMBER: <N/A>

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DIH	2,591	2,779	0	0	0	0	5,370
DS	1,754	0	0	0	0	0	1,754
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MANATEE COUNTY							
DDR	453	0	0	0	0	0	453
LFP	32,739	0	0	0	0	0	32,739
TRIP	24,035	0	0	0	0	0	24,035
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MANATEE COUNTY							
DIH	0	1,000	0	0	0	0	1,000
LFP	437,365	0	0	0	0	0	437,365
TRIP	374,696	0	0	0	0	0	374,696
TRWR	62,669	0	0	0	0	0	62,669
TOTAL <N/A>	936,302	3,779	0	0	0	0	940,081
TOTAL 437145 1	936,302	3,779	0	0	0	0	940,081
TOTAL Project:	936,302	3,779	0	0	0	0	940,081

**Sarasota/Manatee MPO Regional Bridge Priorities**

<b>Regional Bridge Priority</b>	<b>FPID</b>	<b>Type of Work</b>	<b>Current Phase</b>
DeSoto Bridge	442630 1	Bridge Replacement	PD&E
Bradenton-Palmetto Connector	444843 1	New Bridge	PD&E
Anna Maria Bridge	408185 3	Bridge Replacement	PE
Cortez Bridge	430204 2	Bridge Replacement	PE
Longboat Pass Bridge	436676 2	Bridge Replacement	PE
Coon Key Bridge	436680 2	Bridge Replacement	PE
Ringling Bridge	447824 1	Bridge Repair/Rehab	Completed

**Sarasota/Manatee MPO Local Bridge Priorities**

<b>Local Bridge Priorities</b>	<b>Notes</b>
North Sarasota Multi Modal Connector	PD&E was locally funded through a public-private partnership. On Feb 6, 2024, FDOT granted Local and Design Concept Acceptance for the <a href="#">Connector from Lakewood Ranch Blvd to N Cattlemen Rd.</a>
Myakkahatchee Creek Bridge	In May 2024, Sarasota County approved \$10.3 million for reconstruction of the bridge through the <a href="#">Resilient SRQ Program</a> , a HUD Community Development Block Grant-Disaster Recovery Program.
Whitaker Bayou Bridge	
Braden River Bridge	
Venice Avenue Bridge	
Wares Creek Bridge	

The projects included in the TIP are consistent with FDOT's Five Year Work Program, and therefore FDOT's approach to prioritizing funding to ensure the transportation system is adequately preserved and maintained. Per federal planning requirements, the state selects projects on the NHS in cooperation with the MPO from the approved TIP. Given the significant resources devoted in the TIP to pavement and bridge projects, the MPO anticipates that once implemented, the TIP will contribute to progress towards achieving the statewide pavement and bridge condition performance targets.

**4353691 - MOCCASIN WALLOW ROAD AT US 41**

SR 789 (LONGBOAT KEY) FROM NORTH SHORE RD TO COQUINA PARK ENT // 436676-1-22-01

Project Type Add Turn Lane(S)	Lead Agency Florida DOT	County Manatee	L RTP Page # 4-1
SIS No	Route Length 0.10699999999999998	Total Project Cost -	Total Cost \$694,640

Project Description  
MOCCASIN WALLOW ROAD AT US 41

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FY2030	FUTURE	TOTAL
Construction	ADVANCE CONSTRUCTION (SA)	\$259,702	-	-	-	-	-	-	\$259,702
Construction	STP, ANY AREA	\$53,101	\$5,042	-	-	-	-	-	\$58,143
Construction	STP, URBAN AREAS > 200K	\$72,997	-	-	-	-	-	-	\$72,997
<b>Total Construction</b>		<b>\$385,800</b>	<b>\$5,042</b>	-	-	-	-	-	<b>\$390,842</b>
Preliminary Engineering	STP, URBAN AREAS > 200K	\$258,587	-	-	-	-	-	-	\$258,587
<b>Total Preliminary Engineering</b>		<b>\$258,587</b>	-	-	-	-	-	-	<b>\$258,587</b>
Right-of-Way Acquisition	STP, URBAN AREAS > 200K	\$45,211	-	-	-	-	-	-	\$45,211
<b>Total Right-of-Way Acquisition</b>		<b>\$45,211</b>	-	-	-	-	-	-	<b>\$45,211</b>
<b>Total Active Years</b>		-	<b>\$5,042</b>	-	-	-	-	-	<b>\$5,042</b>
<b>Total Prior Costs</b>		<b>\$689,598</b>	-	-	-	-	-	-	<b>\$689,598</b>
<b>Total Programmed</b>		<b>\$689,598</b>	<b>\$5,042</b>	-	-	-	-	-	<b>\$694,640</b>

**4366761 - SR 789 (LONGBOAT KEY) FROM NORTH SHORE RD TO COQUINA PARK ENT**

Project Type Pd&E/Emo Study	Lead Agency Florida DOT	County Manatee	L RTP Page # 3-1
SIS No	Route Length 0.71	Total Project Cost -	Total Cost \$2,357,514

Project Description  
SR 789 (LONGBOAT KEY) FROM NORTH SHORE RD TO COQUINA PARK ENT

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FY2030	FUTURE	TOTAL
Project, Development & Environment Study	TOTAL OUTSIDE YEARS	\$2,357,514	-	-	-	-	-	-	\$2,357,514
<b>Total Project, Development &amp; Environment Study</b>		<b>\$2,357,514</b>	-	-	-	-	-	-	<b>\$2,357,514</b>
<b>Total Prior Costs</b>		<b>\$2,357,514</b>	-	-	-	-	-	-	<b>\$2,357,514</b>
<b>Total Programmed</b>		<b>\$2,357,514</b>	-	-	-	-	-	-	<b>\$2,357,514</b>

Type 2 Categorical Exclusion

**4356762 - SR 789 (LONGBOAT KEY) FROM NORTH SHORE RD TO COQUINA PARK ENT**  
 SR 789 (LONGBOAT KEY) FROM NORTH SHORE RD TO COQUINA PARK ENT # 435676-1-22-01

Project Type <b>Bridge Replacement</b>	Lead Agency <b>Florida DOT</b>	County <b>Manatee</b>	L RTP Page # <b>3-1</b>
SIS <b>No</b>	Route Length <b>0.71</b>	Total Project Cost <b>-</b>	Total Cost <b>\$7,600,000</b>

Project Description  
**SR 789 (LONGBOAT KEY) FROM NORTH SHORE RD TO COQUINA PARK ENT**

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FY2030	FUTURE	TOTAL
Preliminary Engineering	ADVANCE CONSTRUCTION (BRT)	-	\$7,600,000	-	-	-	-	-	\$7,600,000
<b>Total Preliminary Engineering</b>		-	\$7,600,000	-	-	-	-	-	\$7,600,000
<b>Total Active Years</b>		-	\$7,600,000	-	-	-	-	-	\$7,600,000
<b>Total Programmed</b>		-	\$7,600,000	-	-	-	-	-	\$7,600,000

**4366801 - SR 789 (RINGLING) FROM BIRD KEY DRIVE TO SARASOTA HARBOR WEST**

Project Type <b>Pd&amp;E/Emo Study</b>	Lead Agency <b>Florida DOT</b>	County <b>Sarasota</b>	L RTP Page # <b>3-1</b>
SIS <b>No</b>	Route Length <b>0.741</b>	Total Project Cost <b>-</b>	Total Cost <b>\$3,189,966</b>

Project Description  
**SR 789 (RINGLING) FROM BIRD KEY DRIVE TO SARASOTA HARBOR WEST**

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FY2030	FUTURE	TOTAL
Preliminary Engineering	TOTAL OUTSIDE YEARS	\$2,336,305	-	-	-	-	-	-	\$2,336,305
<b>Total Preliminary Engineering</b>		\$2,336,305	-	-	-	-	-	-	\$2,336,305
Project, Development & Environment Study	TOTAL OUTSIDE YEARS	\$853,661	-	-	-	-	-	-	\$853,661
<b>Total Project, Development &amp; Environment Study</b>		\$853,661	-	-	-	-	-	-	\$853,661
<b>Total Prior Costs</b>		\$3,189,966	-	-	-	-	-	-	\$3,189,966
<b>Total Programmed</b>		\$3,189,966	-	-	-	-	-	-	\$3,189,966

## **Social and Economic Appendix**

### **Contents:**

City of Bradenton Beach Zoning Map

Town of Longboat Key Future Land Use Map

Existing Land Use Map

DRAFT

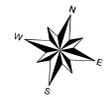


**LEGEND**

	Mixed Use Bridge Commercial Overlay		C-1		Public Recreation Area
	PD Overlay		C-2		PSP
	Preservation				R-1
	Conservation				R-2
			M-1		R-3



# Bradenton Beach Zoning Map



Print Date: 8/6/2024

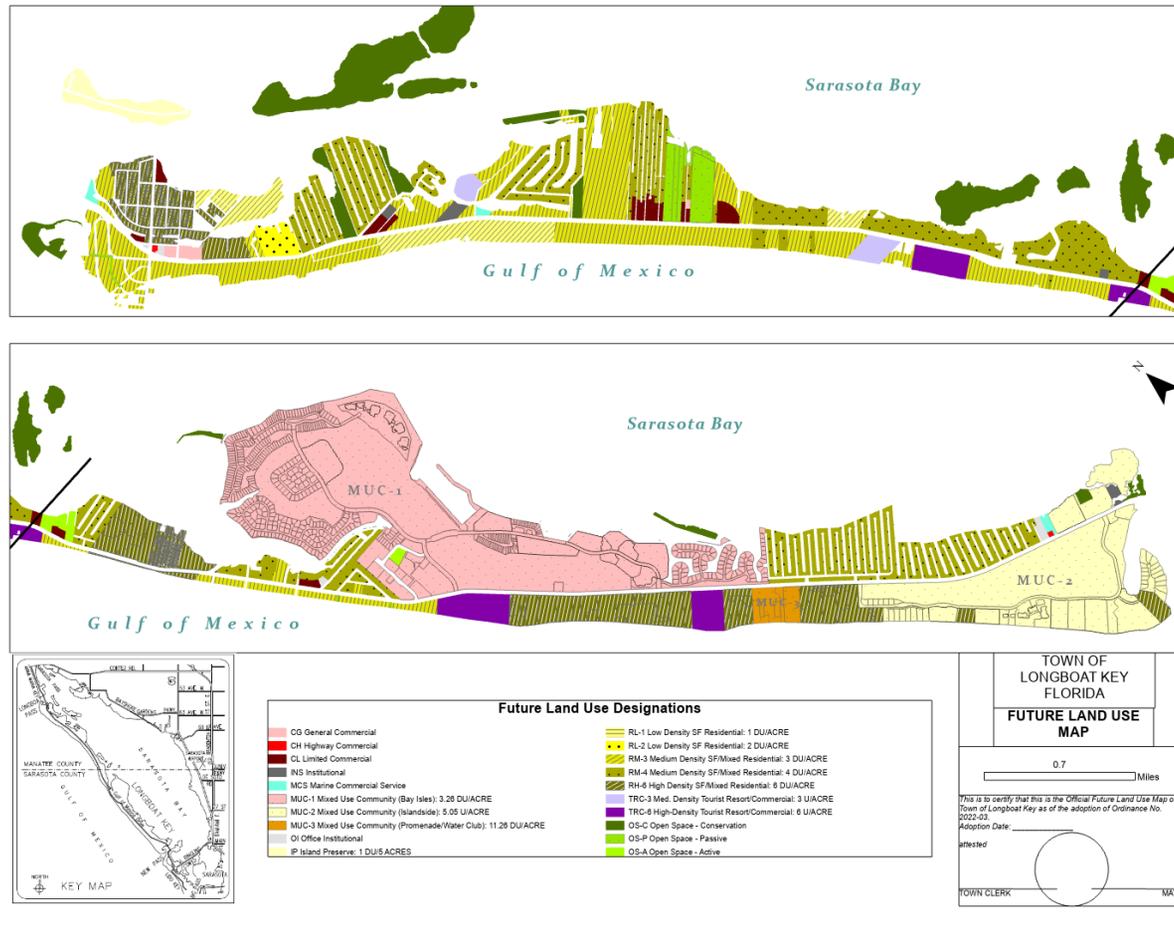
*Category 2 - Categorical Exclusion*

South End

1 inch = 1,250 feet

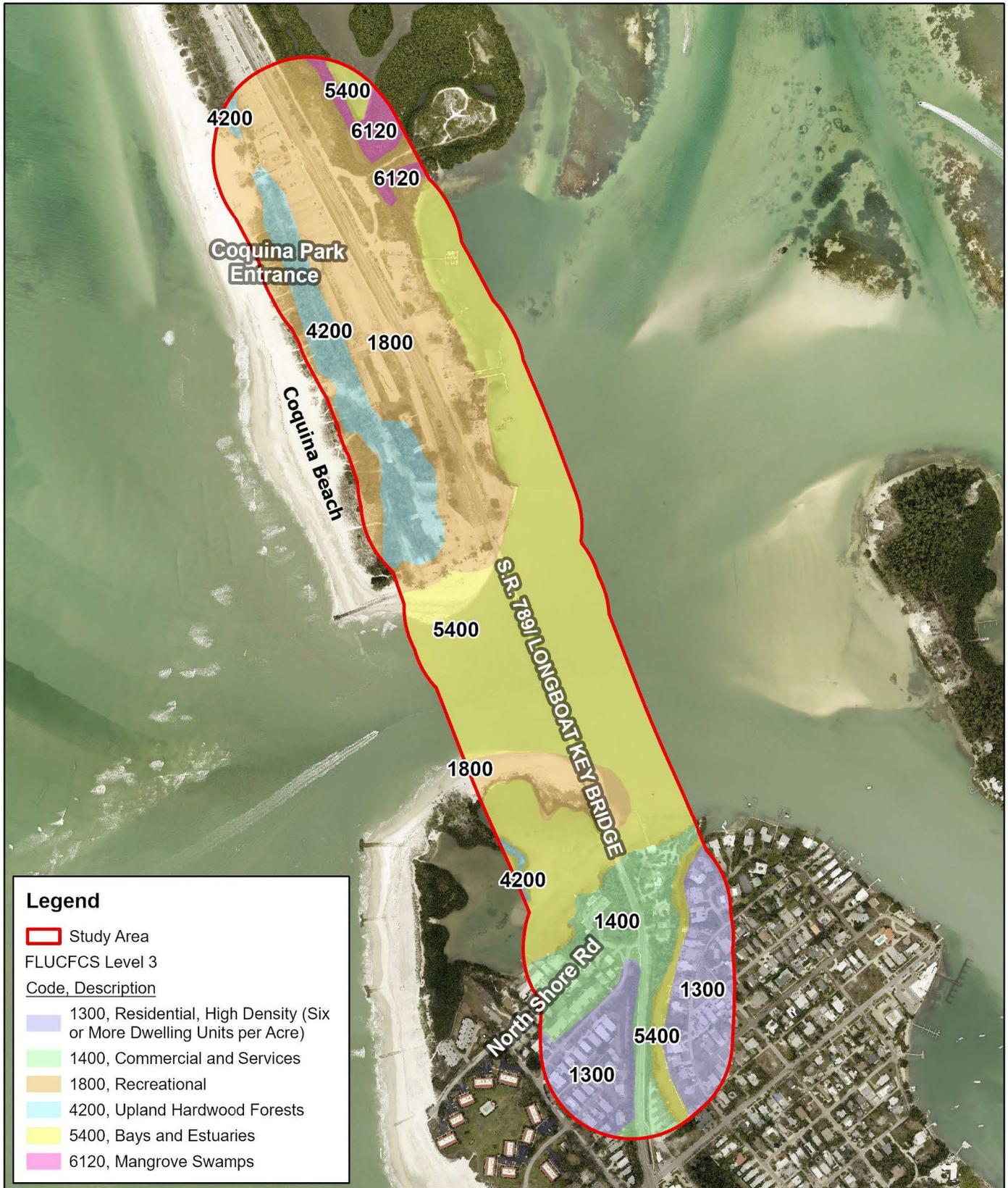


Figure 1: Future Land Use Map<sup>4,5</sup>



<sup>4</sup> Increased densities and intensities for tourism uses may be available in the tourist resort commercial, commercial, office, and marina commercial service future land use categories under the LDC for utilization of no more than 250 tourism units islandwide, as set forth in the Future Land Use Map above, reflected by the referendum vote of March 18, 2008.

<sup>5</sup> Whitney Beach Overlay



**Legend**

 Study Area  
 FLUCFCS Level 3  
Code, Description

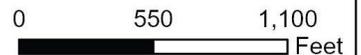
-  1300, Residential, High Density (Six or More Dwelling Units per Acre)
-  1400, Commercial and Services
-  1800, Recreational
-  4200, Upland Hardwood Forests
-  5400, Bays and Estuaries
-  6120, Mangrove Swamps



**Existing Land Use**

S.R. 789 (Longboat Key) PD&E Study  
 From North Shore Road to Coquina Park Entrance  
 FPID No. 436676-1-22-01  
 Manatee County

Data Source: SWFWMD  
 Image Source: APLUS  
 Image Date: 2024



## **Cultural Resources Appendix**

### **Contents:**

SHPO Concurrence Letter

Section 106 Resource Map

Section 4(f) Report

DRAFT



## Florida Department of Transportation

**RON DESANTIS**  
**GOVERNOR**

605 Suwannee Street  
Tallahassee, FL 32399-0450

**JARED W. PERDUE, P.E.**  
**SECRETARY**

April 15, 2025

Alissa S. Lotane  
Director and State Historic Preservation Officer  
Florida Division of Historical Resources  
Florida Department of State  
R. A. Gray Building  
500 South Bronough Street  
Tallahassee, Florida 32399-0250

RE: Section 106 Stipulation VII Submission  
SR 789 (LONGBOAT KEY) FROM NORTH SHORE RD TO COQUINA PARK ENT  
Manatee County  
FM # 436676-1-22-01  
DHR CRAT Number: 2024-6447b

Dear Ms. Lotane,

Dear Ms. Lotane:

Enclosed please find one copy of the report titled *Cultural Resource Assessment Survey SR 789 (Longboat Key) Project Development and Environment (PD&E) Study from North Shore Road to Coquina Park Entrance, Manatee County, Florida*. This report presents the findings in support of the Florida Department of Transportation's (FDOT) District 1 proposed improvements to the Longboat Key Bridge in Manatee County.

This project involves the potential reconstruction and/or rehabilitation of Longboat Key Bridge (Structure Number 130057) in Manatee County to address structural integrity and operational deficiencies. The Project Development and Environment (PD&E) Study begins at North Shore Road and extends north to Coquina Park entrance. Longboat Key is classified as an Urban, Major Collector and consists of a two-lane, undivided typical section between North Shore Road and the entrance to Coquina Park. Longboat Key serves as the primary north-south connection from Longboat Key to Bradenton Beach and Anna Maria Island. The bridge crosses Longboat Pass, a navigable waterway. The current bridge is the second bridge that has existed at its location. The bridge was originally built in 1957 and was reconstructed in 2005. The main bridge span material is steel-reinforced concrete while the deck type is made of cast-in-place concrete, and the bridge has a movable-bascule span design. Vertical clearance below the bridge is 16.7-feet (ft). The bridge deck width from edge-to-edge is 37.4-ft. It currently has two twelve-foot wide travel lanes and a five-foot wide sidewalk on both sides. There is a bike lane on each side of the roadway leading up to the bridge. However, there are no shoulders or dedicated bicycle facilities on the bridge itself. The three alternatives being considered are a low level and mid-level movable bridge as well as high level fixed bridge. The high-level fixed bridge has potential to extend beyond the northern project limits at Coquina Park entrance to accommodate the longer bridge touchdown. Work beyond the project limits includes extending the proposed right-of-way (ROW) further north and roadway improvements such

as a traffic separator and milling and resurfacing. In addition, a sidewalk is proposed on the east side, south of the bridge between Firehouse Court and Firehouse Lane to connect to an existing sidewalk.

The archaeological APE is limited to the footprint of proposed activities within the existing boundaries of the project. The historic APE for the CRAS was set based on the high-level fixed bridge option, since that can be considered the worst-case scenario. Bridge replacement alternatives include a low-level bascule bridge (minimum 23-ft of vertical navigation clearance), a mid-level bascule bridge (minimum 36-ft vertical navigation clearance), and a high-level fixed bridge (minimum 78-ft vertical navigation clearance) constructed along the same corridor. As such, the historic APE was defined as the archaeological APE, as well as additional parcels to the east and west of the SR 789/Gulf of Mexico Drive corridor. The number of parcels included in the historic APE is based on the potential visual impacts if the existing Longboat Key Bridge is replaced with a taller bridge. The historic APE extends up to 1,500-ft from the centerline of the road along the shoreline, to the approximate point where it is estimated that the potential high-level fixed span alternative bridge would no longer be as visible, to one adjacent parcel along the ROW at the southern and northern project termini.

This CRAS was conducted in accordance with the requirements set forth in Section 106 of the National Historic Preservation Act of 1966, as amended, found in 36 CFR Part 800 (Protection of Historic Properties). The studies also comply with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code and Section 267.12, Florida Statutes, Chapter 1A-32. All work was performed in accordance with Part 2, Chapter 8 of FDOT's PD&E Manual (revised July 2023), FDOT's Cultural Resources Management Handbook, and the standards stipulated in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals*. The Principal Investigator for this project meets the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716-42). This study also complies with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act of 1966, as amended, and the Archeological and Historic Preservation Act of 1974, as amended.

Archaeological background research, including a review of the Florida Master Site File (FMSF) database and the NRHP indicated that no archaeological site has been recorded within the APE and only one site has been recorded within one half mile of the APE. Site 8MA00016 (Whitney) is located southeast of the Longboat Key Bridge on the eastern side of Bishops Bayou in Longboat Key, within a residential neighborhood on the northwest side of Lyons Road. The site was recorded during a site visit in 1952 by J. Granberry via verbal description by a private resident (Mr. Gordon Whitney, Sr.). Mr. Whitney lived across the street from the site at the time and found pre-Contact period ceramics and worked shell recovered during low tide (FMSF). The site's exact location and cultural association is unknown and is underwater during high tide. Site 8MA00016 has not been evaluated for listing on the NRHP by the State Historic Preservation Officer (SHPO). The background research indicated that Pre-Contact period archaeological sites, if present, would most likely be small shell middens or artifact scatters. Historic archaeological sites would consist of remnants of early development of the area. As a result of field survey, including the excavation of 16 shovel tests, no previously unrecorded Pre-contact period archaeological sites were discovered in the APE; however, one historic archaeological site was visually discovered and recorded. 8MA02599, the Old Longboat Pass Bridge Site, includes the remains of the south bridge abutment; the north abutment could not be located. Therefore, this site has insufficient information to make a determination of eligibility for listing in the NRHP.

Historic/architectural field survey resulted in the identification and evaluation of eleven historic resources (8MA01155, 8MA01807, 8MA02590 - 8MA02598) within the APE. This includes nine newly identified historic resources (8MA02590 - 8MA02598) and two extant previously recorded historic resources (8MA01155 and 8MA01807). Of the two extant previously recorded historic resources located within the APE, both were re-evaluated and the FMSF forms were updated.

Of the eleven historic resources identified within the APE, ten appear ineligible for listing in the NRHP (8MA01807, 8MA02590 - 8MA02598). The ineligible resources include nine buildings (8MA02590 - 8MA02598) constructed between circa (ca.) 1942 and 1978, as well as the ca. 1957 movable bascule style Longboat Key Bridge (FDOT 130057) (8MA01807). The buildings are common examples of their respective architectural styles that have been altered and lack significant historical associations with persons or events. In addition, the Longboat Key Bridge (8MA01807) is not considered a significant example of the movable bascule style bridge and has not been significantly altered since it was last determined ineligible. Background research did not reveal any historic associations with significant persons and/or events. Thus, the resources do not appear eligible for listing in the NRHP, either individually or as a part of a historic district. One NRHP-eligible property, the ca. 1936 Frame Vernacular style Mayers House (8MA01155), is located within the APE. The Mayers House appears to be significant under Criterion A in the areas of Exploration/Settlement and Tourism for its association with the early years of development on Longboat Key. The evolution of the Mayers House over the years from a remote, pioneering vacation cottage to a permanent home serving as a conveniently located marina mirrors the early twentieth century patterns of settlement on Longboat Key and its evolution from a remote outpost to an in-demand residential community and tourism rental destination.

Based on the results of the background research and field survey, there are no significant archaeological sites within the APE. As a result of the historical/architectural field survey, eleven historic resources were identified within the APE. Of the eleven historic resources identified within the APE, ten appear ineligible for listing in the NRHP (8MA01807, 8MA02590 - 8MA02598). One NRHP-eligible property, the ca. 1936 Frame Vernacular style Mayers House (8MA01155), is located within the APE. The Mayers House appears to be significant under Criterion A in the areas of Exploration/Settlement and Tourism for its association with the early years of development on Longboat Key. The three alternatives being considered within the APE are a low-level movable bridge, mid-level movable bridge, and a high-level fixed bridge. The alternatives will replace the existing Longboat Key Bridge. As such, the undertaking will not adversely result in physical destruction, damage, or alteration of all or part of the historic resource for which it appears NRHP eligible. The most significant difference between the extant bridge and proposed replacement may be visual depending on the height of the selected alternative. Therefore, it is the opinion of ACI that the proposed undertaking will have *no adverse effect* on the Mayers House (8MA01155).

I respectfully request your concurrence with the findings of the enclosed report.

If you have any questions or need further assistance, please contact me at [Jeffrey.James@dot.state.fl.us](mailto:Jeffrey.James@dot.state.fl.us) or (863) 519.2625.

Sincerely,  
Jeffrey W. James

Environmental Manager  
FDOT, District One

Based on the review summarized above, FDOT has determined that this project 436676-1-22-01 will result in **No Adverse Effect** on historic properties. In accordance with Stipulation III.B. of the Section 106 Programmatic Agreement (PA), this review was conducted by or under the supervision of a person(s) meeting the *Secretary of the Interior's Professional Qualifications Standards (36 C.F.R. Part 61, Appendix A and 48 FR 44716)* in the fields of History, Archaeology, and Architectural History. 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 the FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the FHWA and FDOT.

Sincerely,

Electronically signed by Emily Barnett **FOR** Jeffrey James on April 15, 2025

<p>The Florida State Historic Preservation Officer (SHPO) reviewed the submission referenced above and finds the document contains sufficient information and concurs with the information provided for the above referenced project.</p> <p>In accordance with the <i>Programmatic Agreement Among the FHWA, the FDOT, the ACHP, and the SHPO Regarding Implementation of the Federal-Aid Highway Program in Florida (2023 PA)</i>, and appended materials, if providing concurrence with a finding of <b>No Historic Properties Affected</b> for a whole project, or to <b>No Adverse Effect</b> on a specific historic property, SHPO shall presume that FDOT may pursue a <i>de minimis</i> use of the affected historic property in accordance with Section 4(f) as set forth within 23 <i>CFR. 774</i> and its implementing authorities, as amended, and that their concurrence as the official with jurisdiction (OWJ) over the historic property is granted.</p> <p><b>SHPO/FDHR Comments</b></p> 	
<p>Signed</p> <p>Alissa S. Lotane, Director</p> <p>Florida Division of Historical Resources</p>	<p>May 13, 2025</p> <p>Date</p>

cc: Lindsay Rothrock, Cultural & Historical Resource Specialist  
FDOT Office of Environmental Management

**Submitted Documents**

- [43667612201-EA-D1-436676-1-22-01\\_SR\\_789-LBK\\_SHPO\\_files-2024-1105.zip](#) (Cultural Resources Assessment Survey (CRAS))  
436676-1-22-01 SR 789-LBK SHPO files
- [43667612201-EA-D1-436676-1-22-01\\_CRAS\\_SR\\_789\\_\(LBK\)\\_PD\\_E\\_Study\\_Manatee-2025-0415.pdf](#) (Cultural Resources Assessment Survey (CRAS))  
436676-1-22-01 CRAS SR 789 (LBK) PD&E Study\_Manatee



Section 4(f) Resources

Florida Department of Transportation

SR 789 (LONGBOAT KEY) FROM NORTH SHORE RD TO COQUINA PARK ENT

District: FDOT District 1

County: Manatee County

ETDM Number: 14382

Financial Management Number: 436676-1-22-01

Federal-Aid Project Number: D120-032-B

Project Manager: David C. Turley

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. Submitted pursuant 49 U.S.C. § 303.

## Table of Contents

Summary and Approval .....	1
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Florida Circumnavigational Saltwater Paddling Trail .....	5
Coquina Bayside Park / Boat Ramp .....	6
Coquina Beach Trail .....	10
Project-Level Attachments .....	12
Resource Attachments .....	13

DRAFT

## Summary and Approval

Resource Name	Facility Type	Property Classification	Owner/Official with Jurisdiction	Recommended Outcome	OEM SME Action
Coquina Beach Park	Public Beach and Recreational Park	Park/Rec Area	Manatee County	No Use	Determination Pending
Greer Island Park (Beer Can Island)	Public Beach/ Recreation Park	Park/Rec Area	Town of Longboat Key	No Use	Determination Pending
Florida Circumnavigational Saltwater Paddling Trail	Paddling Recreational Trail	Park/Rec Area	Florida Department of Environmental Protection	No Use	Determination Pending
Coquina Bayside Park / Boat Ramp	Waterfront Recreation Area	Park/Rec Area	Manatee County	Programmatic	Concurrence Pending
Coquina Beach Trail	Trail / Shared Use Path	Park/Rec Area	Manatee County	Exception/Exemption	Determination Pending

Director of the Office of Environmental Management  
 Florida Department of Transportation

## Coquina Beach Park

**Facility Type:** Public Beach and Recreational Park

**Property Classification:** Park/Rec Area

**Address and Coordinates:**

Address: 2651 Gulf Drive Bradenton Beach, FL 34217-2550

Latitude: 27.45021 Longitude: -82.69210

**Description of Property:**

Coquina Beach Park is an approximately 22-acre beach recreation park located at the southern end of Anna Maria Island within the City of Bradenton Beach, Manatee County, Florida. The park is situated along the Gulf of Mexico shoreline immediately west of State Road (S.R.) 789 (Gulf Drive), while Coquina Bayside Park is located on the east side of S.R. 789 along Sarasota Bay. Coquina Beach Park functions as a major coastal recreation destination for both residents and visitors. The park provides direct public access to an extensive sandy beach, along with parking and support facilities that accommodate high levels of day-use recreation.

The park setting includes wide Gulf beaches fronting dune and back-beach areas, landscaped upland open spaces, and shaded picnic areas beneath mature Australian pine trees. Developed facilities are concentrated landward of the primary beach and include multiple paved parking lots, a central bathhouse and concession area, picnic shelters and pavilions, grills, playground equipment, and restroom and shower facilities. These amenities support a variety of beach and family-oriented recreational activities and are connected by internal drives and pedestrian paths linking parking areas with the shoreline.

Coquina Beach Park is heavily used for swimming, beach walking, sunbathing, shoreline fishing, picnicking, organized and informal group gatherings, playground use, and general day-use recreation. The park's combination of extensive parking, direct beach access, and supporting facilities allows it to function as a primary public Gulf-front recreation area. Among public Gulf-front parks on Anna Maria Island, Coquina Beach Park has one of the largest and most developed beach access areas, complementing smaller or more limited-access beach parks by providing higher-capacity parking and a broader range of amenities (e.g. restrooms and shower facilities).

**Owner/Official with Jurisdiction:** Manatee County

**Relationship Between the Property and the Project**

The S.R. 789 / Longboat Key Bridge project north of the Coquina Beach Park south entrance, with all work confined to the existing roadway and bridge corridor adjacent to, but outside of, the Coquina Beach Park boundary. There will be no acquisition of land from this resource, no occupation of the resource on a temporary or permanent basis, and no proximity impacts to the resource. Public access to the beach, parking areas, and shoreline recreational facilities will be maintained throughout construction, subject only to minor, short-term traffic control measures along S.R. 789. Therefore, this project will have "no use" of this resource.

Coquina Beach Park contains a Section 6(f) resource titled Coquina Beach - Greenways and Trails Project (FDEP Contract Number LW748; Department of the Interior Project Number 12-00478). This resource includes the existing multi-purpose trail, picnic facilities, beach access points, and associated landscaping improvements located along the Gulf of Mexico side of the park. Based on the Preferred Alternative, no direct or indirect impacts, temporary occupancy, or

conversion of recreational use are anticipated to occur to this Section 6(f) resource. Avoidance measures incorporated into the corridor alignment and construction limits ensure that all recreational features will remain accessible and fully operational during and after construction.

**Yes** **No**

Will the property be "used" within the meaning of Section 4(f)?

**Recommended Outcome:** No Use

**OEM SME Determination Date:** Pending

DRAFT

## Greer Island Park (Beer Can Island)

**Facility Type:** Public Beach/ Recreation Park

**Property Classification:** Park/Rec Area

**Address and Coordinates:**

Address: 100 N Shore Road, Longboat Key, FL 34228

Latitude: 27.44143 Longitude: -82.69024

**Description of Property:**

Greer Island Park, also known as Beer Can Island, is a coastal park located at the northernmost end of Longboat Key where there is a beach peninsula. The property includes approximately nine acres of pine-covered upland habitat and more than 60 acres of adjacent beach area. Public access to the park is typically from the west end of Broadway Street. Boat access is also possible.

The park has served as a community gathering area since the mid-20th century and is characterized by sandy beaches, prominent driftwood formations, and clear coastal waters. Recreational uses are primarily passive and include shoreline relaxation, picnicking, photography, and sunset viewing. The park contains minimal built facilities, and its natural setting contributes to its role as a valued community-oriented coastal resource. Nearby public beaches on Longboat Key and Anna Maria Island, including Coquina Beach Park and Whitney Beach, provide additional Gulf-front access and recreational opportunities, making Greer Island Park a complementary coastal resource that emphasizes natural, low-impact uses without amenities such as bathrooms and shower facilities.

**Owner/Official with Jurisdiction:** Town of Longboat Key

**Relationship Between the Property and the Project**

Greer Island Park is located immediately west of the S.R. 789 / Longboat Key Bridge project area. All bridge and roadway improvements will remain within existing transportation right-of-way and sovereign submerged lands easements associated with the bridge in this location. There will be no acquisition of land from this resource, no occupation of the resource on a temporary or permanent basis, and no proximity impacts to the resource. Therefore, this project will have "no use" of this resource.

**Yes No**

Will the property be "used" within the meaning of Section 4(f)?

**Recommended Outcome:** No Use

**OEM SME Determination Date:** Pending

## Florida Circumnavigational Saltwater Paddling Trail

**Facility Type:** Paddling Recreational Trail

**Property Classification:** Park/Rec Area

**Address and Coordinates:**

Address:

Latitude: Longitude:

**Description of Property:**

The Florida Circumnavigational Saltwater Paddling Trail is a state-designated water-based recreational trail and National Recreation Trail that extends approximately 1,515 miles around the Florida coastline. The trail provides continuous public access for non-motorized paddling and traverses a wide range of coastal environments, including barrier islands, estuarine bays, and tidal passes.

In the project area, recreational use consists primarily of sea kayaking and other paddle trips that involve traveling beneath the Longboat Key Bridge, navigating tidal currents, and accessing nearby beaches and parks. Access to the trail is provided through public boat ramps, shoreline parks, and informal launch locations. The Florida Circumnavigational Saltwater Paddling Trail connects with other regional paddling routes in Sarasota and Manatee counties, providing paddlers with extended access to local waterways, coastal parks, and adjacent trail segments for multi-day or loop trips.

**Owner/Official with Jurisdiction:** Florida Department of Environmental Protection

**Relationship Between the Property and the Project**

The paddling trail follows the navigable waters of Longboat Key Pass and passes beneath the S.R. 789 / Longboat Key Bridge. The proposed project includes replacing the existing bridge, with in-water work limited to areas already occupied by existing bridge structures. Temporary, short-term navigational controls may be required during construction; however, safe passage will be maintained, and the paddling route will remain open throughout construction. Therefore, this project will have "no use" of this resource.

**Yes No**

Will the property be "used" within the meaning of Section 4(f)?

**Recommended Outcome:** No Use

**OEM SME Determination Date:** Pending

## Coquina Bayside Park / Boat Ramp

**Facility Type:** Waterfront Recreation Area

**Property Classification:** Park/Rec Area

**Address and Coordinates:**

Address:

Latitude: Longitude:

**Description of Property:**

Coquina Bayside Park / Boat Ramp is a publicly owned waterfront recreational park located on the bayside of Anna Maria Island within the City of Bradenton Beach, Manatee County, Florida. The park lies directly opposite Coquina Beach Park across from S.R. 789 and occupies a low-lying shoreline along the Intracoastal Waterway. Its location adjacent to Longboat Pass provides direct access to Sarasota Bay and nearby Gulf of Mexico waters, making the park an important asset for water-based recreation in the region.

The park is characterized by open, primarily paved and turf areas with limited structural development, allowing it to function as a flexible and accessible recreational facility. Existing amenities include a paved parking lot accommodating passenger vehicles and boat trailers, a public boat ramp providing direct access to the Intracoastal Waterway, a fishing pier extending into the bay, and shoreline areas that support informal fishing, kayaking and paddle craft access, picnicking, wildlife observation, and scenic viewing. The combination of trailer-accessible parking, direct water access, and proximity to Longboat Pass establishes the park as a key regional boating access point, particularly for users accessing nearshore waters and Gulf fishing areas through the pass. Shoreline features within Coquina Bayside Park / Boat Ramp consist of stabilized embankments with limited natural fringe vegetation. These conditions help maintain visual access to the water while supporting passive recreational use and appreciation of nearby coastal habitats. Coquina Bayside Park / Boat Ramp complements nearby public waterfront resources, including Coquina Beach Park and other parks on Anna Maria Island, by providing flexible boating access, trailer parking, and water-dependent recreation opportunities.

**Owner/Official with Jurisdiction:** Manatee County

**Recommended Outcome:** Programmatic (Final Nationwide Section 4(f) Evaluation and Approval for Federally-Aided Highway Projects with Minor Involvements with Public Parks, Recreation Lands, and Wildlife and Waterfowl Refuges)

**Describe in detail how the Section 4(f) property will be used.**

Coquina Bayside Park / Boat Ramp is located along the bayside of Anna Maria Island near the northern terminus of the project and adjacent to S.R. 789. Under the Preferred Alternative, the project will require a limited permanent right-of-way acquisition from the eastern edge of the park totaling approximately 9,980 square feet (0.23 acres) to accommodate a maintenance easement associated with the proposed bridge and roadway improvements. The area of proposed acquisition consists of a narrow grassy strip located adjacent to the roadway that does not contain designated park amenities. The affected area does not support active or passive recreation, trails, shoreline access, or programmed park facilities. As a result, the permanent acquisition will not reduce public access, displace recreational activities, or diminish the functionality of Coquina Bayside Park / Boat Ramp. Accordingly, the proposed use is not expected to result in substantial harm to the activities, features, or attributes that qualify the park for protection under Section 4(f).

Public access park and recreational facilities, including parking areas, the boat ramp, fishing pier, and shoreline amenities, will be maintained during construction and following project completion. Minor, short-term traffic disruptions may occur near the park entrance due to construction-related traffic control along S.R. 789.

**Applicability**

**Yes No**

Does the project meet all of the following criteria?

1. The proposed transportation project improves the operational characteristics, safety, and/or physical condition of existing highway facilities on essentially the same alignment
2. The Section 4(f) lands are publicly owned public parks, recreation lands, or wildlife and waterfowl refuges located adjacent to the existing highway.
3. FDOT has determined and the OWJ has concurred the determination that the amount and location of the land to be used will not impair the use of the remaining Section 4(f) land, in whole or in part for its intended purpose.
4. The total amount of land to be acquired from the resource will not exceed the values below:

Size of Section 4(f) Property	Limit of Acreage Acquired
<10 acres	10% of site
10-100 acres	1 acre
>100 acres	1 percent of site

5. FDOT has determined and the OWJ has concurred the determination the proximity impacts of the project on the remaining Section 4(f) land will not impair the use of such land for its intended purpose.
6. The OWJ over the Section 4(f) lands has agreed, in writing, with the assessment of the impacts of the proposed project on, and the proposed mitigation for, the Section 4(f) lands.
7. For lands from a site purchased or improved with funds under the LWCF Act, the Federal Aid in Fish Restoration Act (Dingell-Johnson Act), the Federal Aid in Wildlife Act (Pittman-Robertson Act), or similar laws, or lands otherwise encumbered with a Federal interest (e.g., former Federal surplus property), coordination with the appropriate Federal agency has occurred the agency does objects to the land conversion or transfer.
8. The proposed class of action for the project is a CE or EA

**Alternatives and Findings**

1. No Build: The No Build Alternative has been studied and does not meet the Section 4(f) prudent and feasible standard. The No Build Alternative is not recommended based on the following:
  - it would not correct the existing or projected capacity deficiencies;
  - it would not correct existing safety hazards;
  - it would not correct existing or deteriorated conditions and maintenance problems; and/or
  - providing such correction would constitute a cost or community impact of extraordinary magnitude, or would result in truly unusual problems when compared with the proposed use of the Section 4(f) lands.
2. Improvement without Using Adjacent Section 4(f) Lands: It is not feasible and prudent to avoid Section 4(f) lands by roadway design or transportation system management. This alternative is not recommended because implementing such measures would result in:
  - substantial adverse community impacts to adjacent homes, businesses or other improved properties;
  - substantial increases in engineering, roadway or structure cost;

- unique engineering, traffic, maintenance, or safety problem;
  - substantial adverse social, economic, or environmental impacts;
  - the project not meeting identified transportation needs; and/or
  - impacts, costs, or problems that would be truly unusual or unique, or of extraordinary magnitude when compared with the proposed use of Section 4(f) lands.
3. Alternative on New Location: It is not feasible and prudent to avoid Section 4(f) lands by constructing on new alignment. This alternative is not recommended because implementing such measures would result in:
- Improvements that do not meet the Purpose and Need of the project;
  - substantial increases to costs or substantial engineering difficulties;
  - substantial adverse social, economic, or environmental impacts; and/or
  - impacts, costs, or problems that would be truly unusual or unique, or of extraordinary magnitude when compared with the proposed use of Section 4(f) lands.

**Measures to Minimize Harm**

- Replacement of lands used with lands of reasonably equivalent usefulness and location and of at least comparable value.
- Replacement of facilities impacted by the project including sidewalks, paths, benches, lights, trees, and other facilities.
- For bridges that are to be replaced, the existing bridge is made available for an alternative use, provided a responsible party agrees to maintain and preserve the bridge; and
- Incorporation of design features (e.g., reduction in right-of-way width, modifications to the roadway section, retaining walls, curb and gutter sections, and minor alignment shifts); and habitat features (e.g., construction of new, or enhancement of existing, wetlands or other special habitat types); where necessary to reduce or minimize impacts to the Section 4(f) property. Such features should be designed in a manner that will not adversely affect the safety of the highway facility.
- Payment of the fair market value of the land and improvements taken or improvements to the remaining Section 4(f) site equal to the fair market value of the land and improvements taken.
- Such additional or alternative mitigation measures as may be determined necessary based on consultation with, the officials having jurisdiction over the parkland, recreation area, or wildlife or waterfowl refuge.

The proposed project meets all the applicability criteria set forth by the Federal Highway Administration's (FHWA) Guidance on Programmatic Section 4(f) Evaluation and Approval for Federally-Aided Highway Projects with Minor Involvements with Public Parks, Recreation Lands, and Wildlife and Waterfowl Refuges (23 CFR Part 774). All alternatives set forth in the subject programmatic evaluation were fully analyzed and the findings made clearly applicable to this project. There are no feasible and prudent alternatives to the use or take from the public park, recreation area or wildlife/waterfowl refuge, and the project includes all possible planning to minimize harm.

**Public Involvement Activities:**

A Public Involvement Plan (PIP) (September 2020), which is included in the project file, was implemented as part of this PD&E study to ensure meaningful engagement with the community, stakeholders, and agencies throughout the project.

Multiple notification methods were employed to maximize public awareness and participation:

- Four newsletters were prepared and mailed to the public in June 2020, March 2021, February 2024, and March 2026 respectively. These newsletters were also posted on the project website for easy access by the general public. A copy of Newsletter #1, #2, #3 and #4 is maintained in the project files as part of the Public Involvement Summary Report.
- Direct email notifications were sent to elected and appointed officials, key stakeholders, and local agency representatives to ensure they were informed of the study status and outreach opportunities.
- Mailed hard copies were sent to property owners located within a minimum 400-foot buffer along both sides of S.R. 789 to ensure nearby residents and businesses were aware of the study and engagement opportunities.

An online and live, in-person project kick-off meeting was conducted on March 16 - April 2, 2021 and March 23, 2021, respectively. Later on, an online Alternatives Public Workshop was held on March 12, 2024 and an in-person Alternatives Public Workshop was held at Christ Church in Longboat Key on March 14, 2024. The In-Person Public Hearing will be held on March 12, 2026, and the Virtual Public Hearing will be held on March 17, 2026.

**OEM SME Concurrence Date:** Pending

## Coquina Beach Trail

**Facility Type:** Trail / Shared Use Path

**Property Classification:** Park/Rec Area

**Address and Coordinates:**

Address:

Latitude: 27.4509 Longitude: -82.6931

**Description of Property:**

This trail consists of a variable width concrete shared use pathway located within Coquina Beach Park along the Gulf of Mexico shoreline in the City of Bradenton Beach. The paved trail runs generally north-south along the west side of Gulf Drive South, beginning near the northern Coquina Beach parking areas and continuing south approximately 0.7-mile to its terminus near the Longboat Pass Bridge at the southern end of the park. The trail is generally ten feet in width, with minor variations at access points, driveway crossings, and parking lot connections.

The trail is separated from Gulf Drive South by landscaped areas and parking facilities and provides direct access to beach walkovers, picnic shelters, restrooms, and parking areas within Coquina Beach Park. The facility functions as a shared use path accommodating pedestrians and bicyclists. South of the terminus, the pathway transitions to bridge infrastructure and shoulder facilities leading toward Longboat Key. To the north, the trail connects to additional paved segments extending toward Cortez Beach and other portions of Anna Maria Island.

This segment is recognized as part of the regional coastal trail corridor and is associated with the Shared Use Non-Motorized (SUN) Trail network as part of the Great Northwest Coastal Trail corridor. Recreational opportunities along the Coquina Beach Trail include walking, running, bicycling, beach access, and nature viewing. No planned improvements to this trail segment are identified based on review of current adopted SUN Trail work program documents.

**Owner/Official with Jurisdiction:** Manatee County

**Recommended Outcome:** Exception/Exemption

**Exception/Exemption Type:** Certain trails, paths, bikeways, and sidewalks that meet one of the circumstances in 23 CFR 774.13(f)(1-4).

**Exception/Exemption Justification:**

The primary reason why an exception/exemption is justified for this resource is because the Coquina Beach Trail meets the circumstances of 23 CFR Section 774.113 (f) part 4- Trails, paths, bikeways, and sidewalks that are part of the local transportation system and which function primarily for transportation. As part of the SUN Trail network, the Coquina Beach Trail is part of the local transportation system that functions primarily for transportation. As per Florida State Statutes 339.81, the Florida SUN Trail Network was developed to address increasing demands placed on the state's transportation system by a growing economy, continued population growth, and increasing tourism. The Legislature found that significant challenges to providing additional capacity to the conventional transportation system exist and will require enhanced accommodation of alternative travel modes to meet the needs of residents and visitors, and that improving bicyclist and pedestrian safety is a high priority. Therefore, the Legislature declared the development of a nonmotorized trail network to increase mobility and recreational alternatives for Florida's residents and visitors and enhance safety, among other goals.

Secondarily, the Longboat Key project will replace the existing bridge with a fixed-span structure providing 78 feet of vertical clearance and 90 feet of horizontal clearance between fenders. The proposed typical section includes two 11-foot travel lanes, two 8-foot outside shoulders, one 12-foot-wide protected shared-use path on the west side of the bridge, and one 8-foot-wide protected sidewalk on the east side, with the shared-use path and sidewalk extending along the bridge approaches and transitioning to existing sidewalk facilities near North Shore Road and the Coquina Beach south entrance. There may be temporary construction impacts in the vicinity of the connection location given the roadway construction. However, this will be temporary and of short duration, and there will be no adverse impacts.

**OEM SME Determination Date:** Pending

DRAFT

## Project-Level Attachments

None

DRAFT

## Resource Attachments

### Coquina Beach Park

Coquina\_Beach\_Park\_Map

### Greer Island Park (Beer Can Island)

Greer\_Island\_Park\_Map

### Florida Circumnavigational Saltwater Paddling Trail

Paddling\_Trail\_Map

### Coquina Bayside Park / Boat Ramp

Coquina\_Bayside\_Map

Bayside\_Impact\_Zoom

### Coquina Beach Trail

Coquina\_Beach\_Trail\_Map

DRAFT

## Coquina Beach Park

Contents:

Coquina\_Beach\_Park\_Map

DRAFT

**Legend**

-  Proposed Right-of-Way
-  Public Beach / Park



Section 4 of the Physical Exclusion

**Coquina Beach Park**  
 S.R. 789 (Longboat Key) PD&E Study  
 From North Shore Road to Coquina Park Entrance  
 FPID No. 436676-1-22-01  
 Manatee County

Image Source: APLUS  
 Image Date: 2024



## Greer Island Park (Beer Can Island)

Contents:

Greer\_Island\_Park\_Map

DRAFT

**Legend**

- Proposed Right-of-Way
- Recreation Park



Section 341.05, F.S. - No Recreational Exclusion

**Greer Island Park**  
 S.R. 789 (Longboat Key) PD&E Study  
 From North Shore Road to Coquina Park Entrance  
 FPID No. 436676-1-22-01  
 Manatee County

Image Source: APLUS  
 Image Date: 2024



## Florida Circumnavigational Saltwater Paddling Trail

Contents:

Paddling\_Trail\_Map

DRAFT

**Legend**

- Proposed Right-of-Way
- Existing Recreational Trail



**Florida Circumnavigational Saltwater Paddling**

S.R. 789 (Longboat Key) PD&E Study  
From North Shore Road to Coquina Park Entrance  
FPID No. 436676-1-22-01  
Manatee County

Image Source: APLUS  
Image Date: 2024



## Coquina Bayside Park / Boat Ramp

Contents:

Coquina\_Bayside\_Map

Bayside\_Impact\_Zoom

DRAFT

**Legend**

-  Proposed Right-of-Way
-  Impact Area
-  Public Beach / Park



Coquina Bayside  
Park/Boat Ramp

S.R. 789



**Coquina Bayside Park / Boat Ramp**

S.R. 789 (Longboat Key) PD&E Study  
From North Shore Road to Coquina Park Entrance  
FPID No. 436676-1-22-01  
Manatee County

Image Source: APLUS  
Image Date: 2024



0 430 860  
Page 82 of 98 Feet

### Legend

-  Proposed Right-of-Way
-  Impact Area
-  Public Beach / Park

Coquina Bayside Park / Boat Ramp

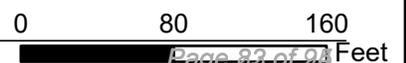
Impact Area: 0.23 ac



### Coquina Bayside Park / Boat Ramp

S.R. 789 (Longboat Key) PD&E Study  
 From North Shore Road to Coquina Park Entrance  
 FPID No. 436676-1-22-01  
 Manatee County

Image Source: APLUS  
 Image Date: 2024



## Coquina Beach Trail

Contents:

Coquina\_Beach\_Trail\_Map

DRAFT

**Legend**

- Proposed Right-of-Way
- Shared-use path/trail

**Coquina Park Entrance**

S.R. 789



Section 4 of the Beach Accession

**Coquina Beach Trail**  
 S.R. 789 (Longboat Key) PD&E Study  
 From North Shore Road to Coquina Park Entrance  
 FPID No. 436676-1-22-01  
 Manatee County

Image Source: APLUS  
Image Date: 2024



0 270 540 Feet  
 Page 84 of 93

## **Natural Resources Appendix**

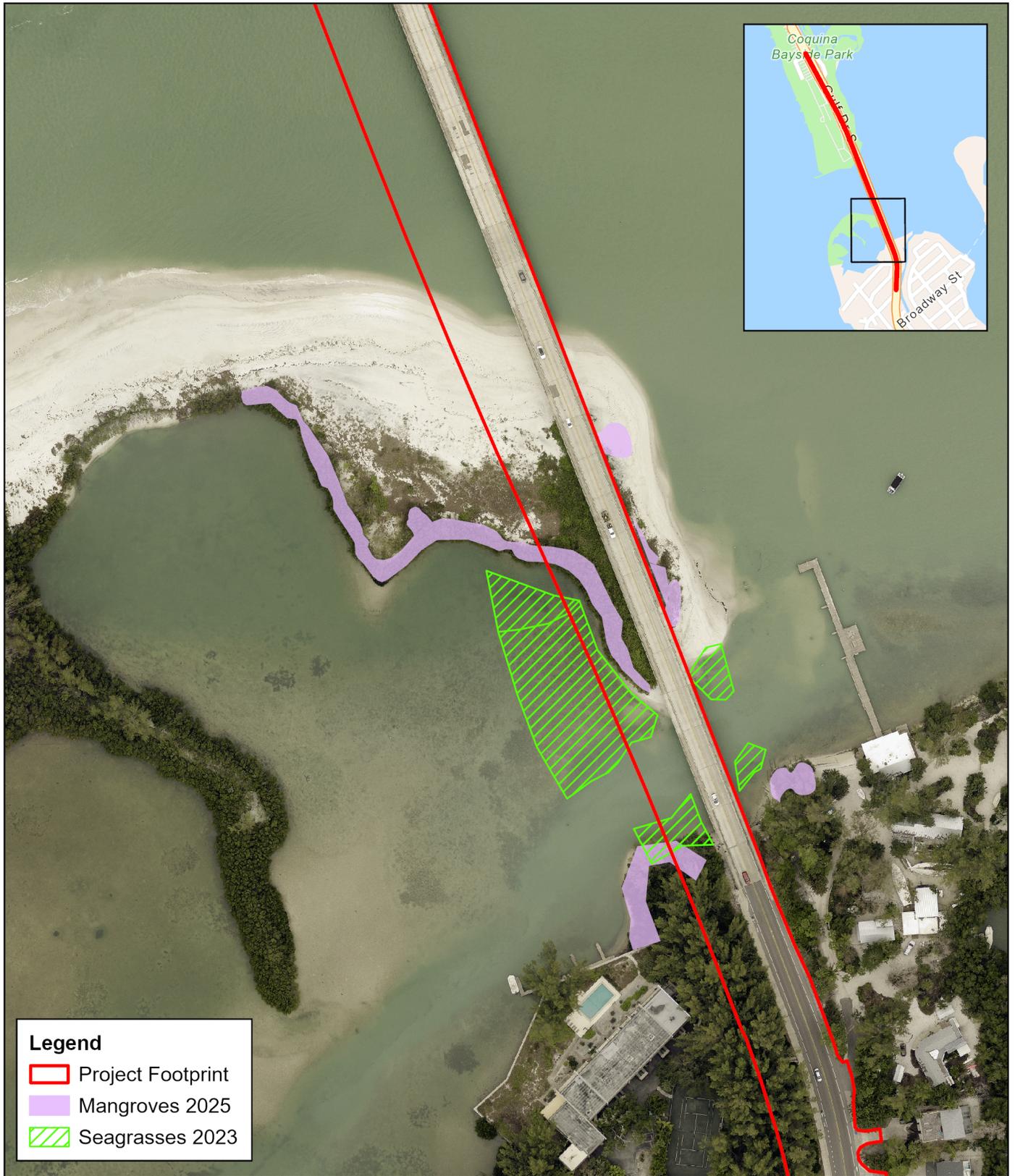
### Contents:

Wetlands Map

Floodplains Map

Species and Habitat Map

DRAFT



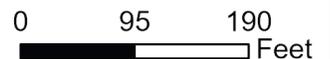
**Legend**

- Project Footprint
- Mangroves 2025
- Seagrasses 2023



**Field Observed Wetland Vegetation**  
S.R. 789 (Longboat Key) PD&E Study  
From North Shore Road to Coquina Park Entrance  
FPID No. 436676-1-22-01  
Manatee County

Image Source: APLUS  
Image Date: 2024





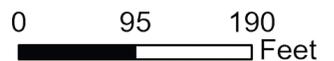
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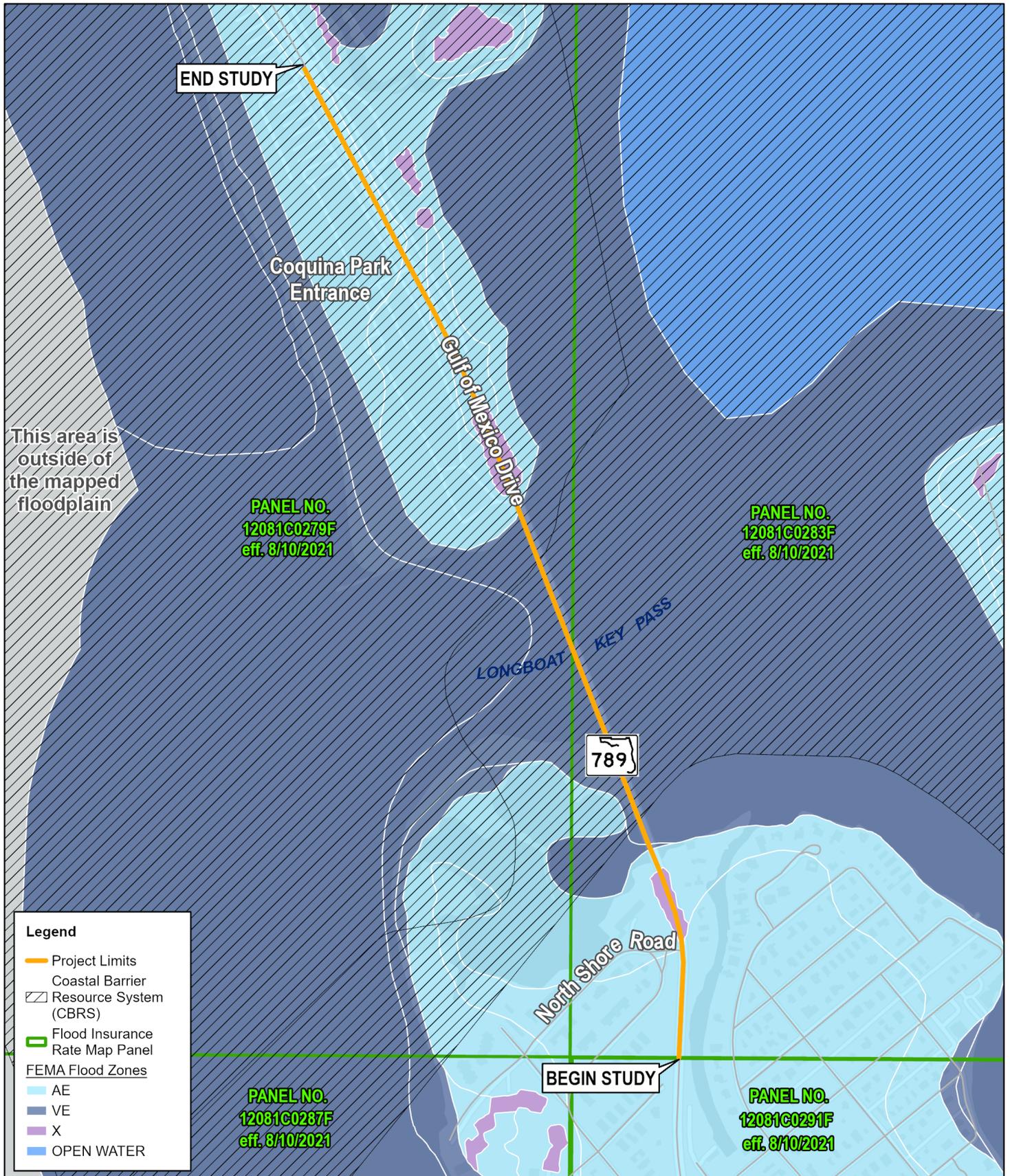
-  Project Footprint
-  Mangroves 2025



**Field Observed Wetland Vegetation**  
S.R. 789 (Longboat Key) PD&E Study  
From North Shore Road to Coquina Park Entrance  
FPID No. 436676-1-22-01  
Manatee County

Image Source: APLUS  
Image Date: 2024





**Legend**

- Project Limits
- Coastal Barrier
- Resource System (CBRS)
- Flood Insurance Rate Map Panel
- FEMA Flood Zones**
- AE
- VE
- X
- OPEN WATER

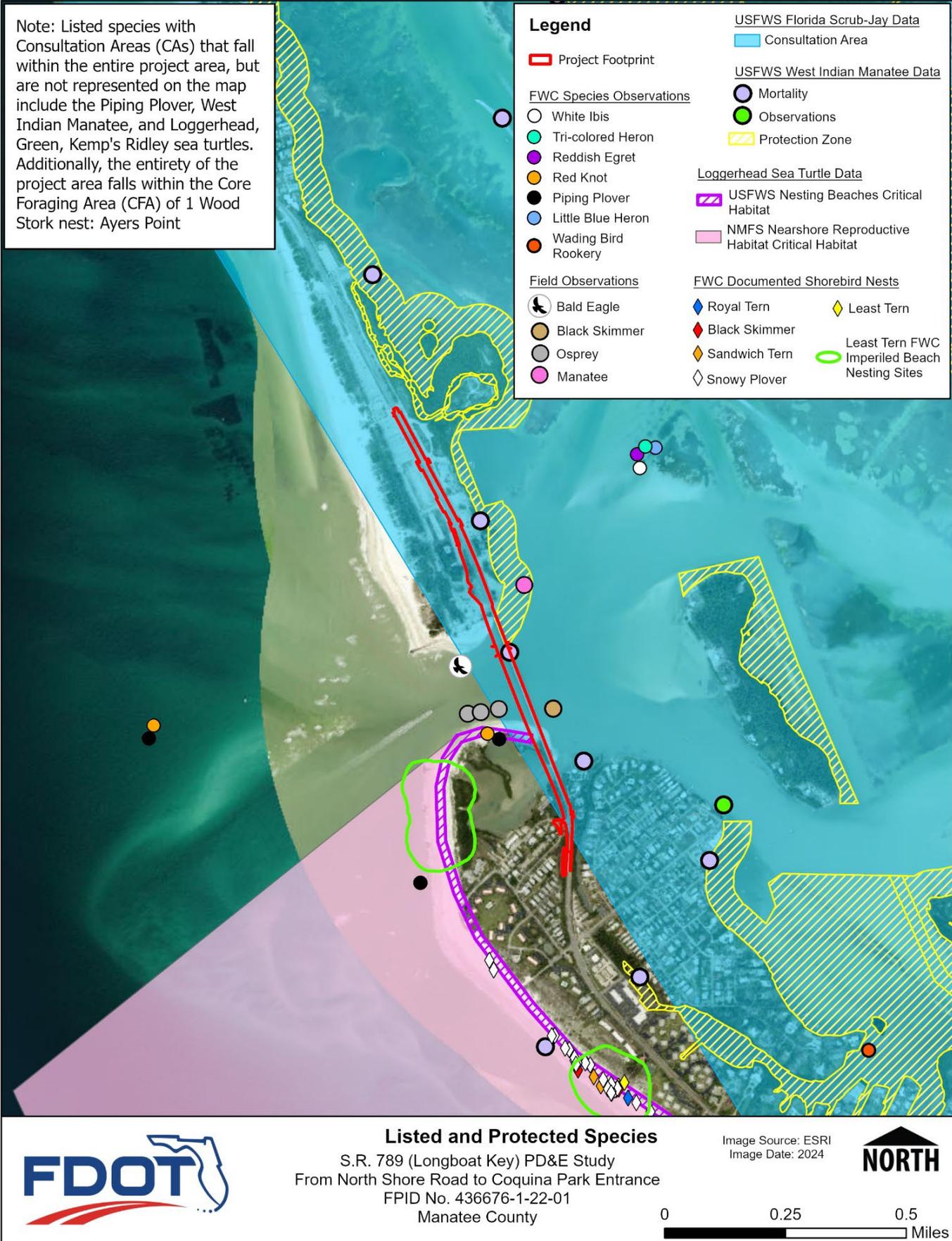


**FEMA Floodplain Map**  
 FPID: 436676-1-22-01  
 S.R. 789 (Longboat Key)  
 From North Shore Road to Coquina Park Entrance  
 Manatee County

Data Source: ESRI  
 Imagery Date: 2017

**NORTH**

0      500      1,000  
 Feet



## **Physical Resources Appendix**

Contents:

Noise Map

Potential Contamination Site Map

DRAFT

-  Preferred Alternative Alignment
-  Evaluated Receptor, Not Impacted
-  Validation Monitoring Site
-  Manatee County Parcels



Gulf of Mexico

Sarasota Bay

Longboat Pass Inlet

Gulf of Mexico Dr

Greer Island Park

Begin Project



**Noise Map**  
 S.R. 789 PD&E Study from N. Shore Road to Coquina Park Entrance  
 Manatee County, FL  
 FPID: 436676-1-22-01  
 Sheet 1 of 3

Data Source: ESRI Imagery, ESA, FDOT



-  Preferred Alternative Alignment
-  Evaluated Receptor, Not Impacted
-  Validation Monitoring Site
-  Manatee County Parcels



Type Fusion

**Noise Map**

S.R. 789 PD&E Study from N. Shore Road to Coquina Park Entrance  
 Manatee County, FL  
 FPID: 436676-1-22-01  
 Sheet 2 of 3

Data Source: ESRI Imagery, ESA, FDOT



-  Preferred Alternative Alignment
-  Evaluated Receptor, Not Impacted
-  Validation Monitoring Site
-  Manatee County Parcels



**Noise Map**  
 S.R. 789 PD&E Study from N. Shore Road to Coquina Park Entrance  
 Manatee County, FL  
 FPID: 436676-1-22-01  
 Sheet 3 of 3

Data Source: ESRI Imagery, ESA, FDOT



