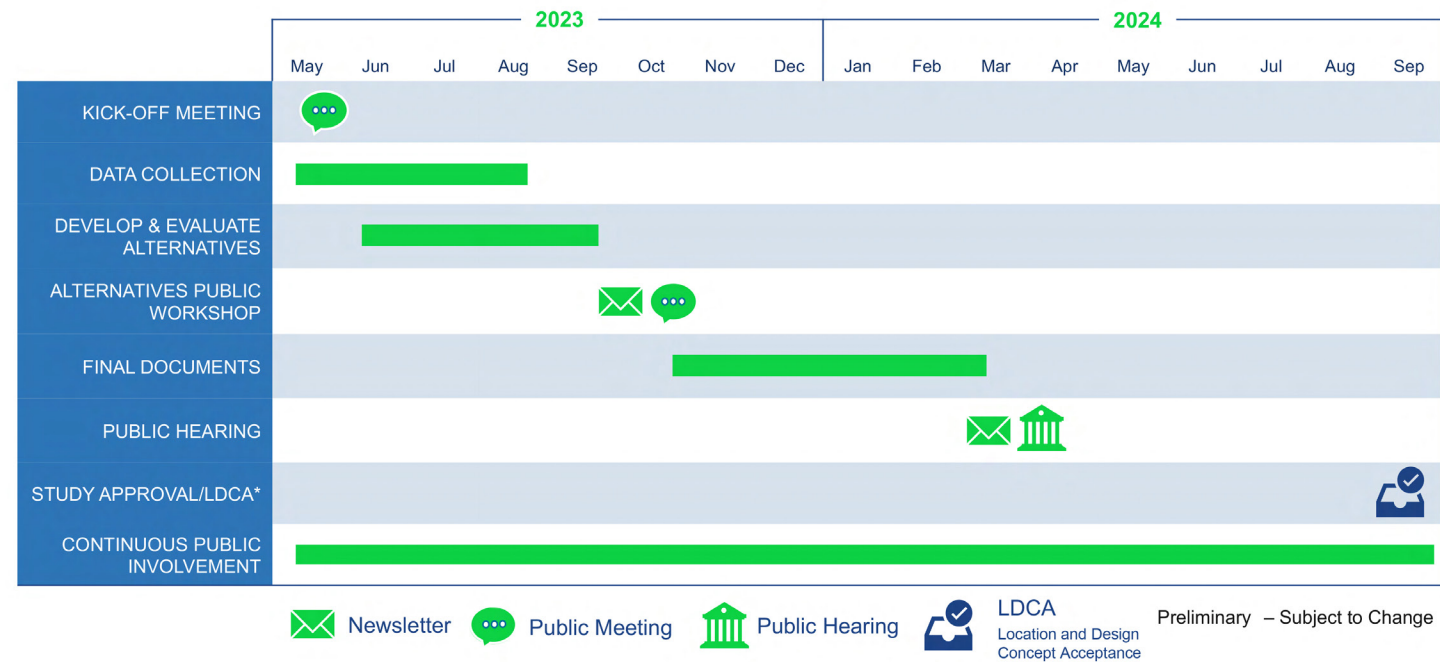




DESOTO BRIDGE PROJECT SCHEDULE



PROJECT LOCATION MAP

- PROJECT PURPOSE**
- Evaluate alternatives for an in-kind replacement of the DeSoto Bridge over the Manatee River
 - Maintain a critical link for regional travel
 - Accommodate multi-modal access

ABOUT THE PROJECT

FDOT, District One, began a PD&E study in late 2022 to evaluate alternatives along a 1.3-mile segment of US 41 from SR 64 (Manatee Avenue East) to Haben Boulevard in Manatee County, including the DeSoto Bridge.

The purpose of the PD&E study is to evaluate alternatives to address in-kind replacement of the DeSoto Bridge. The existing bridge provides 40 feet of vertical clearance over the river and has four lanes, with two in each direction. The new bridge will be similar in length and profile to the existing one. It will also include wider inside and outside shoulders and a barrier separating a new shared-use path for pedestrians and bicyclists from vehicular traffic.



The Florida Department of Transportation (FDOT), District One, invites you to attend the DeSoto Bridge Project Development & Environment (PD&E) Study public meeting on October 17, 2023 (in-person) or October 19, 2023 (live online).

This study will evaluate alternatives to address the in-kind replacement of the DeSoto Bridge.

The DeSoto Bridge PD&E Alternatives Public Meeting is being conducted to present information about the preliminary alternatives and provides the opportunity for the public to express their views about the project.

You can participate in the public meeting live online or in-person. The same material will be displayed at both the in-person and online meetings and will be posted on the project website.

IN-PERSON OPTION
Tuesday, October 17, 2023, 5 p.m. to 7 p.m.
 Manatee Performing Arts Center
 502 3rd Avenue West, Bradenton, FL 34205

LIVE ONLINE OPTION
Thursday October 19, 2023, 6 p.m.
 Register in advance:
<https://tinyurl.com/29tt2vb8>

Materials will be posted by October 10, 2023, on the project website at
<https://www.swflroads.com/project/442630-1>

FDOT encourages the public to participate in the DeSoto Bridge PD&E public meeting. If you have questions regarding the meeting, please contact:

Richard Combs
 Project Manager
 Florida Department of Transportation
 801 N. Broadway Ave.
 Bartow, FL 33830
 Phone: (863) 698-3770
 Email: Richard.Combs@dot.state.fl.us

Visit the Project Webpage:
 DeSoto Bridge at
<https://www.swflroads.com/project/442630-1>



SCAN HERE

Comments submitted by October 29, 2023, will become part of the official public meeting record.

FDOT is sending notices to property owners, business owners, interested persons and organizations within 300 feet of the project to provide the opportunity to give comments to FDOT regarding these projects. FDOT solicits public participation without regard to race, color, national origin, age, sex, religion, disability, or family status. People who require special accommodations under the Americans with Disabilities Act or who require translation services (free of charge) should contact Cynthia Sykes, District One Title VI Coordinator, at (863) 519-2287, or email at Cynthia.Sykes@dot.state.fl.us at least seven days prior to the meeting.

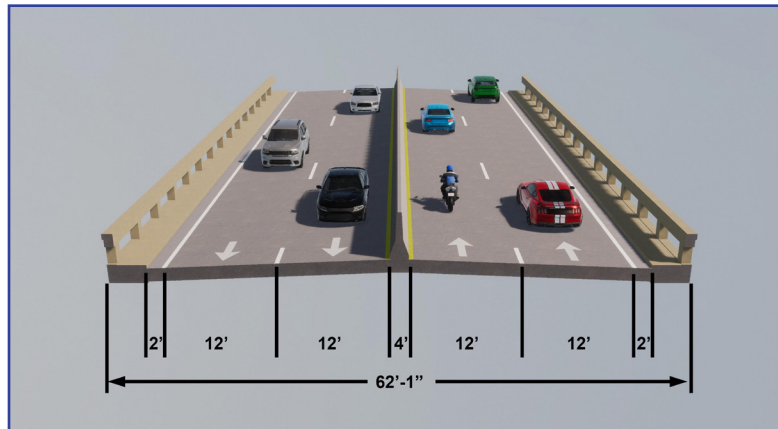
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated May 26, 2022, and executed by FHWA and FDOT.

Nos importa mucho la opinión del público sobre el proyecto. Si usted tiene preguntas o comentarios, o si simplemente desea más información, por favor comuníquese con nuestro representante, Karina Della Sera, (863) 519-2750, karina.dellaser@dot.state.fl.us, Departamento de Transportación de la Florida, 801 N. Broadway Avenue, Bartow, FL 33830.

SCAN HERE TO REGISTER FOR ONLINE OPTION

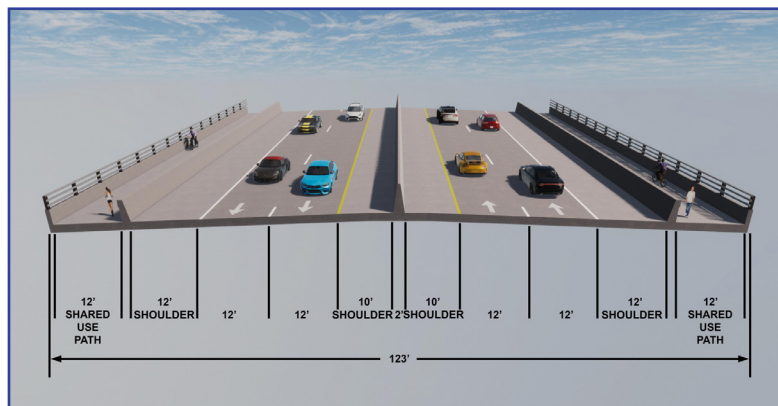


BRIDGE TYPICAL SECTIONS



EXISTING BRIDGE

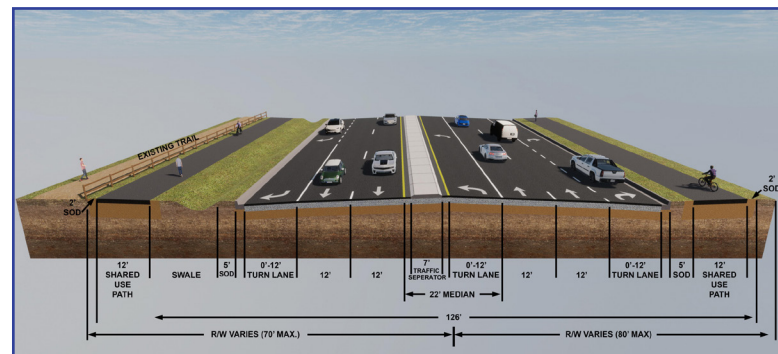
Within the project limits, the DeSoto Bridge has four 12-foot travel lanes (two in each direction) with a concrete barrier separating traffic. It does not have inside or outside shoulders.



PROPOSED BRIDGE

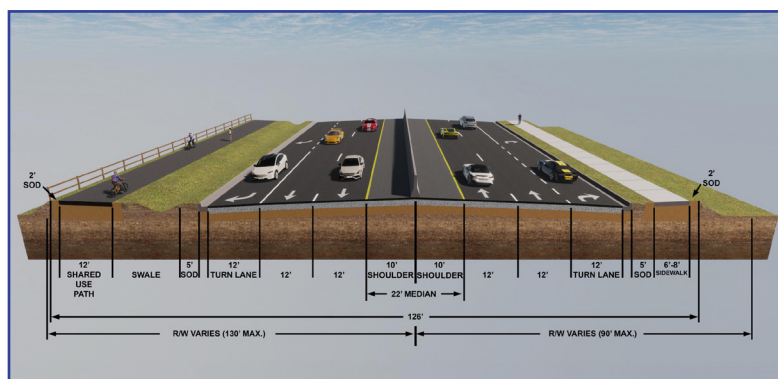
The proposed in-kind bridge is similar in length and profile to the existing bridge. It includes four 12-foot travel lanes (two in each direction) with a concrete barrier separating traffic, 10-foot inside shoulders and 12-foot outside shoulders for vehicles to pull out of the travel lanes if necessary, and a 12-foot barrier separated shared use path on both sides of the bridge to accommodate bicyclists and pedestrians.

ROADWAY TYPICAL SECTIONS



NORTH OF THE BRIDGE

North of the bridge the typical section includes two 12-foot travel lanes in each direction and a 12-foot shared use path on both sides of the road. In the southbound direction there is one westbound turn lane. The northbound direction includes one eastbound and one westbound turn lane. The typical section also includes a seven-foot concrete traffic separator and a swale on the west side of the road for drainage.

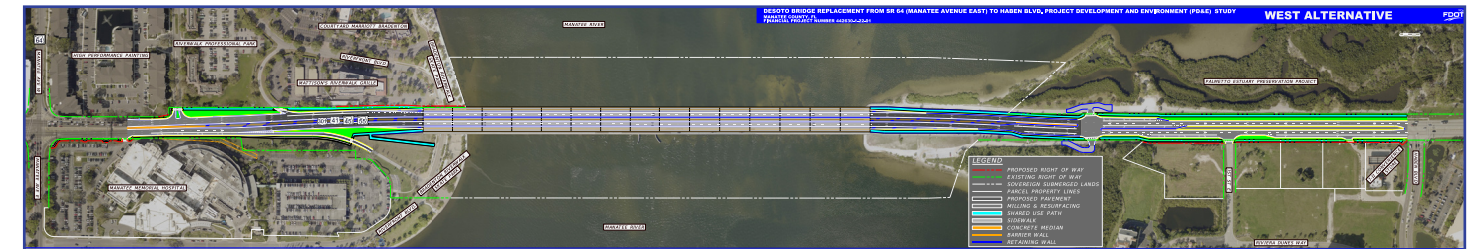


SOUTH OF THE BRIDGE

South of the bridge the typical section includes two 12-foot travel lanes in each direction, a shared use path on the west side of the road and a 6-to-8-foot sidewalk on the east side of the roadway. The typical section also includes 10-foot inside shoulders and a swale on the west side of the road for drainage.

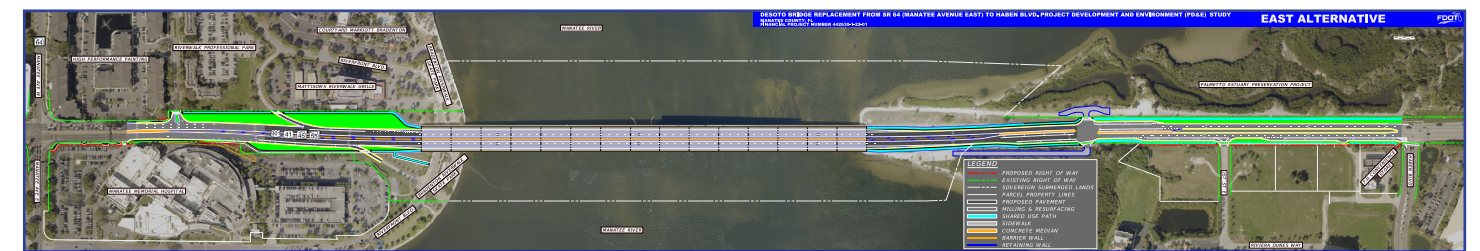
ALTERNATIVES

The study is evaluating two alignments, or build alternatives, and a no build alternative.



WEST ALTERNATIVE

The west alternative includes constructing the first phase of the replacement bridge to the west of existing bridge. Approximately 0.4 acres of total right of way is needed along the roadway on the south and north side of the river.



EAST ALTERNATIVE

The east alternative includes constructing the first phase of the replacement bridge to the east of the existing bridge. Approximately 0.6 acres of total right of way is needed along the roadway on the south and north side of the river.

ALTERNATIVES EVALUATION MATRIX

DeSoto Bridge PD&E Study				
Evaluation Factors	ALTERNATIVE	No Build	Alternative - West	Alternative - East
	Roadway	No Improvements	Left Replacement with Curb & Gutter north of bridge	Right Replacement Curb & Gutter north of bridge
	Bridge	No Replacement	Replace bridge with mid-level fixed	Replace bridge with mid-level fixed
Ability to meet Purpose and Need				
Address structural degradation and standard design		☒	☑	☑
Maintain critical link for regional travel		☒		
Accommodate multimodal activity		☒		
Potential Right of Way Impacts				
Parcels (#Business #Residential #Other*)	0	8 0 1	7 0 1	
Area of Impact (ac)	0	0.4	0.6	
Residential Relocations	0	0	0	
Business Relocations	0	0	0	
Utilities	No	Yes	Yes	
Environmental Impacts				
Protected Species	None	Low	Low	
Contamination Sites	None	1	1	
Wetland (ac)	0	0.1	0.2	
Seagrass (ac)	0	0.00	0.00	
Surface Water	0	Minimal	Minimal	
Public Parks 4(f)	No	Minimal	None	
Archaeological & Historic Resources (#)	No	1	1	
Noise Sensitive Receptors (#)**	0	22	22	
Estimated Project Costs (2024 \$)				
Right of Way	\$ -	\$ 400,000	\$ 400,000	
Reimbursable Utility Relocation	\$ -	\$ 16,600,000	\$ 16,600,000	
Non-Reimbursable Utility Relocation	\$ -	\$ 5,000,000	\$ 5,000,000	
Wetland Mitigation	\$ -	\$ 33,200	\$ 66,400	
Final Design & Roadway Construction	\$ -	\$ 152,000,000	\$ 152,000,000	
Construction Engineering & Inspection	\$ -	\$ 21,600,000	\$ 21,600,000	
Preliminary Estimate of Total Project Cost	\$ -	\$ 195,633,200	\$ 195,666,400	

* Manatee Memorial Hospital sign

** Includes 20 residences within Aria Bradenton Apartments, and portions of 2 recreation uses (Bradenton Skatepark/Riverswalk and Palmetto Estuary Preserve)