

METHODOLOGY MEMORANDUM

Florida Department of Transportation

District 1

Bradenton-Palmetto Connector - Alternative Corridor Evaluation

Limits of Project: NA

Manatee County, Florida

Financial Management Number: 444843-1-22-01

ETDM Number: 14507

Date: August 7, 2024

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.

This planning product may be adopted into the environmental review process, pursuant of Title 23 U.S.C. § 327, or the state project development process.

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# 1.0 BACKGROUND

The Florida Department of Transportation (FDOT) District 1 is conducting an Alternative Corridor Evaluation (ACE) study to identify, evaluate, eliminate, and recommend project alternatives for the Bradenton Palmetto Connector study prior to the Project Development and Environment (PD&E) phase.

The ACE will consider the purpose and need, document the general environmental setting for the project, identify preliminary environmental impacts and environmental mitigation, evaluate engineering feasibility, as well as comments received through the Efficient Transportation Decision Making (ETDM) screening process and public involvement process. The ACE will evaluate alternatives to address the need for the project and recommend alternatives to be advanced to the next phase of project development.

The ACE process supports the goal of streamlining the planning and environmental review process, as defined in the PD&E Manual, ETDM Manual, the Code of Federal Regulations (CFR), Title 23, Part 450 (Planning Regulations), and 23 U.S. Code (USC) §168 (Integration of Planning and Environmental Review). Results of the ACE process can be directly incorporated into the National Environmental Policy Act (NEPA) process.

This Methodology Memorandum (MM) documents the goals of the evaluation, the methodology to compare alternatives, how coordination with stakeholders will occur, and the basis for decision making.

The ACE process ensures that alternative corridors are evaluated consistently following the criteria outlined in this MM, which will result in the elimination of corridors. The evaluation of the corridors will be detailed in the Alternative Corridor Evaluation Report (ACER). The results in the ACER will identify the reasonable corridors that will move forward to the PD&E Study phase.

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## 1.2 Project Information

Located in Manatee County, Florida, the proposed Bradenton-Palmetto Connector will connect the cities of Bradenton and Palmetto and the numerous communities in western Manatee County over the Manatee River. Currently, the three Manatee River crossings within the study limits are:

- Green Bridge – carries US 41 Business across the Manatee River
- Hernando DeSoto Bridge (hereafter referred to as DeSoto Bridge) – carries US 41 and US 301 across the Manatee River
- Trooper J. D. Young Memorial Bridge (hereafter referred to as the I-75 Bridge) – carries I-75 across the Manatee River

The ACE study will evaluate ten corridors and their ability to meet the project purpose and need and quantify their impacts on the social, cultural, natural, and physical environment. This study builds upon the Central Manatee Network Alternative Analysis (CMNAA) study completed in 2019.

### 1.2.1 Previous Planning Studies or Relevant Information

#### 1.2.1.1 Central Manatee Network Alternatives Analysis

In partnership with the Federal Highway Administration (FHWA), the Sarasota/Manatee Metropolitan Planning Organization (MPO), Manatee County, and the Cities of Palmetto and Bradenton, FDOT District 1 initiated the CMNAA study in 2013 with the goal to identify and program a series of transportation projects that improve both local and regional mobility for all users while supporting the long-term multi-modal vision for the communities of Bradenton and Palmetto. The study consisted of three phases.

CMNAA Phase I (Purpose and Need) was completed in 2016. This phase documented existing conditions and engaged the public to assist in the development of goals and objectives for transportation improvements. The results from those activities identified a new bridge or improved capacity across the Manatee River as a top priority for the community.

Phase II (Alternative Analysis) and Phase III (Programming) of the CMNAA study were completed in May 2019. Phase II and III developed and evaluated an array of potential improvements and investments into a multi-modal transportation system and programs that would potentially address the transportation needs of the study area and the regional traffic that uses the transportation network. The CMNAA study identified short-term, mid-term, and long-term improvements.

To address the future needs and local concerns for added capacity over the Manatee River, the CMNAA study began with three primary corridors beginning in downtown Bradenton: 1<sup>st</sup> Street, 9<sup>th</sup> Street East/15<sup>th</sup> Street East, and 27<sup>th</sup> Street East. Ultimately, seven alignments and eleven combination alternatives (including the No-Build) were developed to address the need for the project.

This ACE study was initiated post completion of CMNAA. According to the FDOT's PD&E Manual, the ACE will consider the purpose and need, document the general environmental setting for the project, identify preliminary environmental impacts and environmental mitigation, evaluate engineering feasibility, as well as comments received through the ETDM screening process and

public involvement process. The ACE will evaluate alternatives to address the need for the project and recommend alternatives to be advanced to the next phase of project development.

### 1.2.2 Known Project Issues of Concern

Various public outreach activities were conducted during the previously listed study to inform and receive input from the residents and businesses in Bradenton and Palmetto. Major issues identified included:

- location of bridge crossing
- safety and availability of pedestrian and bicycle facilities
- access to transit
- regional mobility
- future developments in the area
- opposition to flyovers or grade separated bridge concepts

### 1.3 Project Description


This project proposes to provide additional capacity and improve mobility over the Manatee River, specifically between the cities of Bradenton and Palmetto and the numerous communities in western Manatee County. A total of ten corridors have been developed to date and are to be evaluated as part of the ACE Study. The southern boundary for the corridors begins at SR 70; the northern boundary for the corridors ends north of I-275; the western boundary for the corridors begins at 43rd Street W; and the eastern boundary for the corridors ends at I-75. The existing corridors vary from 2-lane urban/rural local streets to 4-lane divided urban/rural arterials and 5-lane urban arterials. The existing right-of-way of these roadways varies from 40 feet to 240 feet.





**Bradenton-Palmetto Connector  
Alternative Corridor Evaluation**

**Legend**

 Study Area

**Figure 1-1: Study Area**

## 1.4 Purpose and Need

### 1.4.1 Project Purpose

The purpose of the project is to evaluate additional capacity and transportation demand across the Manatee River as part of the regional transportation system. The secondary needs of the project are to enhance safety and multi-modal interrelationships.

### 1.4.2 Project Need

The need for the project is based on the following factors:

#### 1.4.2.1 Capacity

The geography of Manatee County, particularly surrounding the Manatee River, creates a challenge to transportation infrastructure. Flowing westward toward the Gulf of Mexico, the Manatee River divides the county's western half, separating the cities of Bradenton and Palmetto. The roadway network for both cities is based on a grid street system that distributes traffic to multiple roadways. However, there are only three north-south crossings of the Manatee River connecting the cities of Bradenton and Palmetto, thus forcing the roadway grid system to collect and funnel all the traffic through these three river crossings. As a result, the capacity of three river crossings becomes a constraint for traffic traveling north-south. The three Manatee River crossings within the study limits are:

- Green Bridge – carries US 41 Business across the Manatee River
- DeSoto Bridge – carries US 41 and US 301 across the Manatee River
- I-75 Bridge – carries I-75 across the Manatee River

In order to preserve mobility for the residents and visitors of Florida, FDOT has set target Level of Service (LOS) Standards for rural and urban areas. The Target LOS Standard for urban areas is LOS D. Transportation facilities operating below the target standard are operating near capacity. A facility operating at LOS F has reached a point where the demand has exceeded capacity.

Based on FDOT 2021 traffic counts, the DeSoto Bridge and the I-75 Bridge are approaching FDOT target capacity, while the Green Bridge still has adequate capacity for future growth. However, by 2040, the DeSoto Bridge and the I-75 Bridge are projected to be over capacity, and the Green Bridge will be approaching target capacity. The three bridges will exceed capacity by 16% percent by 2040. Traffic volumes and capacities are listed in **Table 1-1** and **Table 1-2**.

Facility	Number of Lanes	2021 Traffic Counts	2021 Level of Service	2040 Forecast	2040 Level of Service
Green Bridge	4	37,000	C	61,000	D
DeSoto Bridge	4	65,500	D	97,200	F
I-75 Bridge	6	120,500	D	170,000	F
<b>Total</b>		<b>223,000</b>		<b>328,200</b>	

Source: FDOT Traffic Online, FDOT Quality Level of Service Handbook

SECTION 1 – BACKGROUND

Table 1-2. Volume/Capacity (V/C) Ratio						
Facility	Number of Lanes	Capacity (LOS F) <sup>1</sup>	2021 Traffic Counts	2021 V/C Ratio	2040 Forecast	2040 V/C Ratio
Green Bridge	4	75,301	37,000	0.49	61,000	0.81
DeSoto Bridge	4	75,301	65,500	0.87	97,200	1.29
I-75 Bridge	6	131,201	120,500	0.92	170,000	1.30
<b>Total</b>		<b>281,803</b>	<b>223,000</b>	<b>0.79</b>	<b>328,200</b>	<b>1.16</b>

Source: FDOT Traffic Online, FDOT Quality Level of Service Handbook

<sup>1</sup>Represents LOS F Capacity of a roadway.

If no additional capacity improvements are made across the Manatee River, the congestion from the bridges will back up onto the grid roadway network in Palmetto and Bradenton, and the SR 64/I-75 and US 301/I-75 interchanges on I-75, causing severe regional delays for residents and visitors.

**1.4.2.2 Transportation Demand**

During the last 40 years, the population of Manatee County has more than doubled, increasing from 148,442 in 1980 to 399,710 in 2020. The major cities within Manatee County are Bradenton and Palmetto, and their population has increased by 184% and 154%, respectively, within the same time period. Population Growth (1980-2020) is listed in **Table 1-3**.

Table 1-3. Population Growth (1980-2020)						
Region	1980	1990	2000	2010	2020	1980-2020 Growth Rate
Bradenton	30,228	43,779	49,504	45,546	55,698	184%
Palmetto	8,637	9,268	12,571	12,606	13,323	154%
Manatee County	148,445	211,707	264,002	322,833	399,710	269%

Source: U.S. Census Bureau

The population increase shows no sign of diminishing, as documented during the 2020 US Census. The US Census revealed that Manatee County had the eighth highest growth rate in Florida. The data trends show this explosion of population growth in east Manatee County. The last ten Developments of Regional Impact (DRIs) in Manatee County have been or will be built near I-75. The Bureau of Economic and Business Research (BEBR) at the University of Florida estimates that the population of Manatee County will add approximately 200,000 residents in the next 30 years and reach 578,500 by the year 2050. Population projections from 2025 to 2050 are listed in **Table 1-4**.

Table 1-4. Population Growth (2025-2050)						
Year	2025	2030	2035	2040	2045	2050
Manatee County	445,800	481,900	511,200	536,500	558,500	578,500

Source: Bureau of Economic and Business Research, University of Florida

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In addition to the permanent population increase, Manatee County and the City of Bradenton are popular tourist destinations. In 2021, a record 1,000,000 visitors visited the Bradenton Area (Source: Research Data Services).

While the grid street system in Palmetto and Bradenton provides more choices, all motorists crossing the Manatee River are limited to using the three existing bridges along arterial roadways. The increase in traffic volumes will lead to more congestion and increase travel times for trips.

### Secondary Need

The secondary need for the project is based on the following factors:

#### 1.4.2.3 Safety

Crash data from January 1, 2016, to December 31, 2020, was obtained from the Signal 4 Analytics (S4) website and is summarized in **Table 1-5**.

Corridor	Total Crashes	Fatal Crashes	Serious Injury Crashes	Predominant Crash Type (% of crashes)
I-75	1,108	3	85	Front to Rear (46.6%)
US 41/US 301	772	3	6	Front to Rear (64.2%)
US 41 Business	335	0	10	Front to Rear (54.3%)

The three corridors carry different traffic volumes, and, therefore, a crash rate per million vehicle miles traveled was calculated for each corridor. These crash rates were then compared to similar facilities within FDOT District 1. The analysis shows that all three corridors are experiencing a higher number of crashes compared to similar facilities in FDOT District 1. The crash rates for all three corridors are listed in **Table 1-6**.

Facility	From	To	Length	Lanes	Crashes	Crash Rate <sup>1</sup>	District 1 Average <sup>2</sup>
Green Bridge	SR 64	10 <sup>th</sup> Street	1.79	4	335	2.94	2.48
DeSoto Bridge	SR 64	10 <sup>th</sup> Street	1.80	4	772	3.67	2.48
I-75 Bridge	SR 64	US 301	3.80	6	1,108	1.39	0.55

1. Crash rate is represented as the number of crashes per million vehicles miles

2. Crash rate is represented as the number of crashes per million vehicle miles compared to similar facilities in FDOT District 1.

Without any improvements, the number of crashes will continue to increase. The predominant crash type, "front to rear," crash is typically associated with congestion. The increasing traffic volumes is anticipated to lead to more congestion and crashes.

#### 1.4.2.4 Modal Interrelationships

The study area includes several large pedestrian/bicycle trip generators on both sides of the Manatee River. These include Bradenton Area Convention Center (a 4,000 seat multi-purpose area) and Palmetto Estuary Nature Preserve (a 20-acre park with wildlife observation areas, picnic areas, fishing pier, and trails) located north of Manatee River while the Bradenton RiverWalk (a

## SECTION 1 – BACKGROUND

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1.5-mile park including an amphitheater, skate park, and fishing pier), downtown attractions and multiple hotels are located south of Manatee River.

However, there are limited pedestrian/bicycle facilities on the existing three bridges across the Manatee River. The DeSoto Bridge does not include any sidewalks or bicycle lanes. The I-75 Bridge restricts the implementation of pedestrian and bicycle facilities as it is a limited access facility. Only the Green Bridge includes a barrier separated shared use path in the southbound direction. Due to a lack of pedestrian/bicycle facilities, the majority of the trips between major attractions are made using motorized vehicles.

Additionally, the Sarasota/Manatee MPO prioritized bicycle, pedestrian, and transit facilities during the development of 2045 Long Range Transportation Plan (LRTP). The 2045 LRTP includes lower service headways for Manatee County Area Transit bus routes to encourage transit ridership. Additionally, the 2045 LRTP includes several Multi Modal Emphasis Corridors that anticipate increasing the number of walking, bicycle, and transit trips in the region. As these projects are completed, the lack of bicycle/pedestrian/transit facilities across the Manatee River will hamper multi-modal connectivity and discourage residents from considering alternative modes for recreational, work, and other trips.

### Project Status

Located within the Sarasota/Manatee MPO, the proposed project, Bradenton-Palmetto Corridor, is identified in the Sarasota/Manatee MPO Transportation Improvement Program (TIP) FY 2022/23 to 2026/27 as a Project Priority #2 and included in the 2045 LRTP as a regional bridge priority.

The Bradenton-Palmetto Connector is also listed in the FY 2023-2026 FDOT State Transportation Improvement Program (STIP) and identified a total funding of \$3,098,205 for the PD&E phase. Currently, \$3,000,000 has been encumbered for the ACE and PD&E phase. The Design, Right-of-Way, and Construction phases are not yet funded.

## 2.0 GOALS AND OBJECTIVES OF ALTERNATIVE CORRIDOR EVALUATION

### 2.1 Project Delivery Status

An ETDM Planning Screen was published on October 7, 2023, for project number 14507 as part of the process for this ACE Study. The criteria outlined in this MM will be used to evaluate corridors, and the resulting ACER will identify the corridor(s) that will be carried forward to the PD&E Study.

Ten corridors have been developed for analysis during the ACE process. The planning screen summary report may be found via the Environmental Screening Tool (EST) at <https://etdmpub.floridatransportation.com/est/>.

### 2.2 Goals and Objectives of the ACE Study

The ACE process as defined in the PD&E Manual, Part 1, Chapter 4 (July 1, 2023 edition) helps FDOT identify, evaluate and eliminate alternatives on qualifying projects prior to the PD&E phase. The ACE process is considered a planning process and pursuant to 23 United States Code (U.S.C) 168, 23 CFR 450.212, and 23 CFR 450.318, decisions from a system-level corridor or subarea planning study may be used in NEPA analysis if certain conditions are met. Appendix A of 23 CFR 450 *Linking the Transportation Planning and NEPA Processes* details how to adopt or incorporate by reference information from transportation planning into NEPA documents and/or environmental review process under existing laws.

The goals of the ACE process are to document the means by which alternative corridors will be evaluated and the process used to identify reasonable alternatives to carry forward into a PD&E Study.

### 2.3 Milestones

Proposed major milestones of the Bradenton-Palmetto Connector ACE study include:

- August 28, 2023 (Initial Publication); October 7, 2023 (Republished); – ETDM Planning Screen Summary Report
- Continuous – Agency, Stakeholder, and Community Meetings
- ACE MM
- ACER
- ACE Public Meeting
- Final ACER Approved

The evaluation of the corridor(s) will be detailed in the ACER, which will be prepared following the approval of the final MM.

## 3.0 ALTERNATIVE CORRIDOR EVALUATION METHODOLOGY

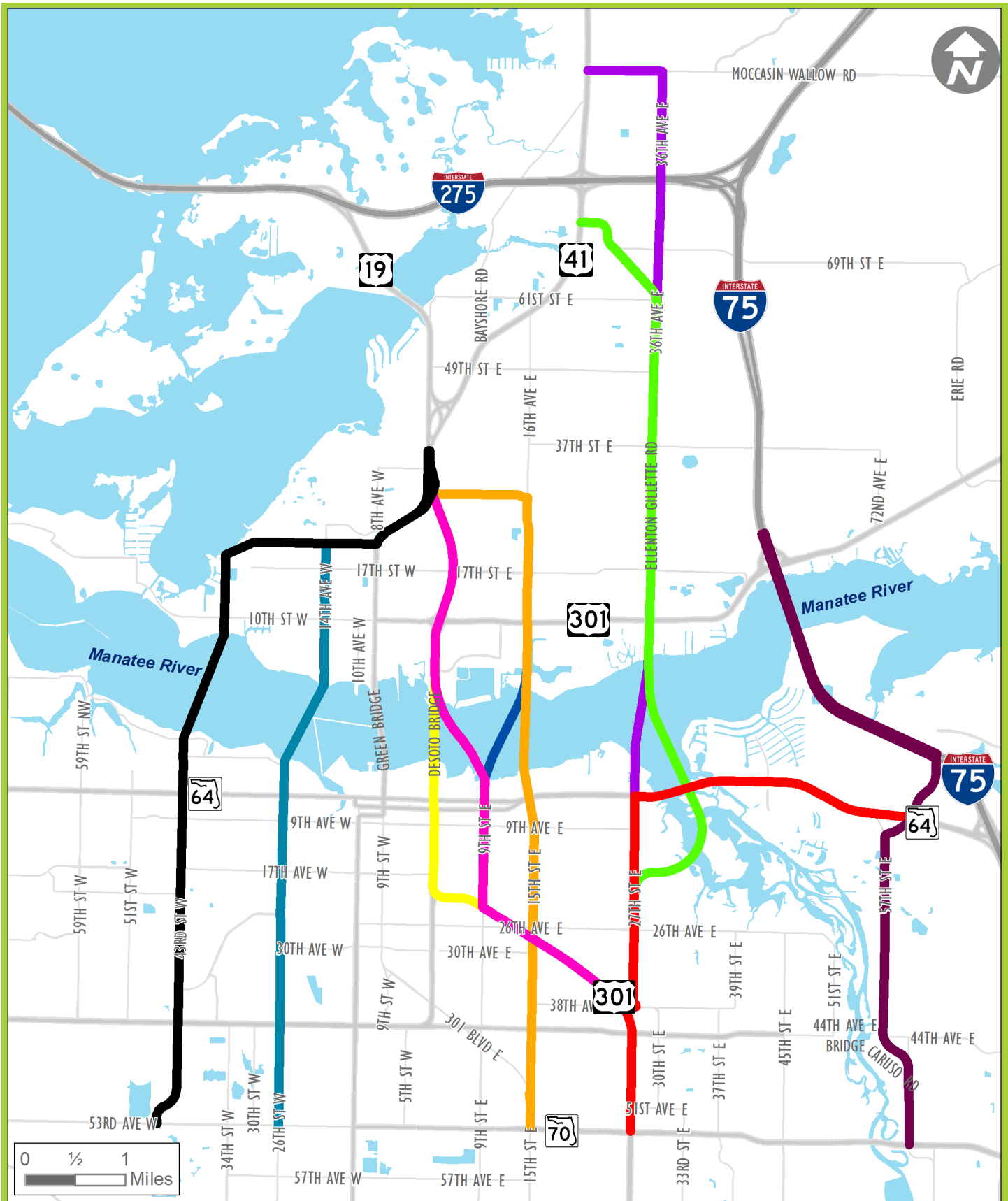
### 3.1 Needs for Alternate Modes

The ACE process will evaluate multi-modal corridors that accommodate automobiles, trucks, transit, pedestrians, and bicyclists. The project need identified how the lack of bicycle/pedestrian/transit facilities across the Manatee River hamper multi-modal connectivity and discourage residents from considering alternative modes for recreational, work, and other trips.

Therefore, multi-modal considerations will be addressed as part of the Bradenton-Palmetto Connector project.

### 3.2 Alternative Corridors Description

A total of ten corridors are being evaluated as part of the Bradenton-Palmetto Connector ACE. All ten corridors are illustrated in **Figure 3-1**.



**Bradenton Palmetto Connector Alternative Corridor Evaluation**

LEGEND		
<span style="color: yellow;">—</span> Corridor A	<span style="color: purple;">—</span> Corridor D	<span style="color: red;">—</span> Corridor H
<span style="color: blue;">—</span> Corridor B	<span style="color: limegreen;">—</span> Corridor E (Golf Course Corridor)	<span style="color: maroon;">—</span> Corridor I (57th St E)
<span style="color: magenta;">—</span> Corridor AB	<span style="color: cyan;">—</span> Corridor F (26th Street W Alignment)	
<span style="color: orange;">—</span> Corridor C	<span style="color: black;">—</span> Corridor G (43rd Street W Alignment)	

**Figure 3-1: All Proposed Corridors**



### 3.2.1 Corridor A

Corridor A (see **Figure 3-2**) traverses the cities of Bradenton and Palmetto plus three unincorporated areas: Samoset, West Samoset, and Memphis in Manatee County. Corridor A begins at the SR 70 (53rd Avenue East)/US 301 intersection, travels along US 41, and ends between 33rd Street West and the US 19/US 41 split. Corridor A is approximately 9 miles long and travels across the existing DeSoto Bridge. Corridor A utilizes existing roadways with the Level of Service (LOS) ranging from LOS C to LOS E. The posted speed along the corridor ranges from 45 miles per hour (MPH) to 55 MPH. Some segments of Corridor A are designated evacuation routes, such as US 41 and US 301, that connect to other designated evacuation routes, such as SR 64. The FDOT's ConnectPed Tool identified the following preliminary context classifications along Corridor A:

- Limited Access (LA) from SR 70 to 38th Avenue East
- Rural (C2) from 38th Avenue East to 34th Avenue East
- Suburban Residential (C3R) from 34th Avenue East to 15th Street East
- Suburban Commercial (C3C) from 15th Street East to south of CSX railroad track
- Rural (C2) from south of the CSX railroad track to the CSX railroad track
- Suburban Residential (C3R) from the CSX railroad track to US 41



**Bradenton-Palmetto Connector  
Alternative Corridor Evaluation**

**Legend**

 Corridor A

**Figure 3-2: Corridor A**

### 3.2.2 Corridor B

Corridor B (see **Figure 3-3**) begins at the SR 70 (53rd Avenue East)/US 301 intersection, travels along US 301 and 9th Street East with a new bridge crossing over the Manatee River, then traverses along 16th Avenue East, turns onto 29th Street East, and ends at the US 19/US 41 split. Corridor B traverses the cities of Bradenton and Palmetto plus three unincorporated areas: Samoset, West Samoset, and Memphis in Manatee County. Corridor B is approximately 9 miles long and utilizes existing roadways with a LOS C. The posted speed along Corridor B ranges from 30 MPH to 55 MPH. Some segments of Corridor B are designated evacuation routes, such as US 41 and US 301, that connect to other designated evacuation routes, such as SR 64. The FDOT's ConnectPed Tool identified the following preliminary context classifications along Corridor B:

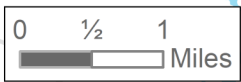
- Limited Access (LA) from SR 70 to 38th Avenue East
- Rural (C2) from 38th Avenue East to 34th Avenue East
- Suburban Residential (C3R) from 34th Avenue East to 15th Street East
- Suburban Commercial (C3C) from 15th Street East to 9th Street East
- No designation for the remainder segment



### 3.2.3 Corridor AB

Corridor AB (see **Figure 3-4**) begins at the SR 70 (53rd Avenue East)/US 301 intersection, travels along US 301 and 9th Street East with a new crossing over the Manatee River, ties into US 41 north of the river, and ends at the US 19/US 41 split. Corridor AB traverses the cities of Bradenton and Palmetto plus three unincorporated areas: Samoset, West Samoset, and Memphis in Manatee County. Corridor AB is approximately 8 miles long. Corridor AB utilizes existing roadways with a LOS ranging from LOS C to LOS E. The posted speed along the corridor ranges from 35 MPH to 55 MPH. Some segments of Corridor AB are designated evacuation routes, such as US 41 and US 301, that connect to other designated evacuation routes, such as SR 64. The FDOT's ConnectPed Tool identified the following preliminary context classifications along Corridor AB:

- Limited Access (LA) from SR 70 to 38th Avenue East
- Rural (C2) from 38th Avenue East to 34th Avenue East
- Suburban Residential (C3R) from 34th Avenue East to 15th Street East
- Suburban Commercial (C3C) from 15th Street East to 9th Street East
- Suburban Residential (C3R) from north of DeSoto Bridge to US 41



**Bradenton-Palmetto Connector  
Alternative Corridor Evaluation**

**Legend**  
— Corridor AB

**Figure 3-4: Corridor AB**

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### 3.2.4 Corridor C

Corridor C (see **Figure 3-5**) begins at the SR 70 (53rd Avenue East)/15th Street East intersection, travels along 15th Street East with a new bridge crossing over the Manatee River, then ties into Corridor B north of the river and traverses along 16th Avenue East, turns onto 29th Street East, and ends at the US 19/US 41 split. The route traverses the cities of Bradenton and Palmetto plus three unincorporated areas: Samoset, West Samoset, and Memphis in Manatee County. Corridor C is approximately 8 miles long. Corridor C utilizes existing roadways with a LOS C. The posted speed along Corridor C ranges from 30 MPH to 45 MPH. Some segments of Corridor C are designated evacuation routes, such as US 301, that connect to other designated evacuation routes, such as SR 64. The FDOT's ConnectPed Tool identified the following preliminary context classifications for 15th Street East segments along Corridor C:

- Suburban Commercial (C3C) from the 301 Boulevard East span to 38th Avenue East
- Urban General (C4) from 38th Avenue East to US 301
- Suburban Residential (C3R) from US 301 to 14th Avenue East
- Suburban Commercial (C3C) from 14th Avenue East to SR 64
- No designation for the remainder segment



**Bradenton-Palmetto Connector  
Alternative Corridor Evaluation**

**Legend**

 Corridor C

**Figure 3-5: Corridor C**



### 3.2.5 Corridor D

Corridor D (see **Figure 3-6**) begins at the SR 70 (53rd Avenue East)/US 301 intersection, ends at US 41, and traverses the cities of Bradenton and Palmetto plus two unincorporated areas: Samoset and Ellenton in Manatee County. Corridor D follows US 301 and connects to 27th Street East via 38th Avenue East heading north. The corridor proposes a new connection from 27th Street East in Bradenton to Leffingwell Avenue in Palmetto with a new bridge crossing the Manatee River. Corridor D continues along Leffingwell Avenue/36th Avenue East and then traverses along Moccasin Wallow Road to US 41. Corridor D is approximately 11.5 miles long. Corridor D utilizes existing roadways with the LOS ranging from LOS B to LOS C. The posted speed along the corridor ranges from 30 MPH to 55 MPH. The segment of Corridor D on US 301 is a designated evacuation route, and Corridor D connects to other designated evacuation routes, such as SR 64 and US 41. The FDOT's ConnectPed Tool identified the preliminary context classification for US 301 segments along Corridor D:

- Limited Access (LA) from SR 70 to 38th Avenue East
- No designation for the remainder segment



**Bradenton-Palmetto Connector  
Alternative Corridor Evaluation**

**Legend**

 Corridor D

**Figure 3-6: Corridor D**

### 3.2.6 Corridor E (Golf Course Corridor)

Corridor E (see **Figure 3-7**), or the Golf Course Corridor, begins at the SR 70 (53rd Avenue East)/US 301 intersection, ends at US 41, and traverses the cities of Bradenton and Palmetto plus two unincorporated areas: Samoset and Ellenton in Manatee County. Corridor E follows US 301 and connects to 27th Street East via 38th Avenue East heading north. The corridor proposes a new connection from 27th Street East in Bradenton to Leffingwell Avenue in Palmetto with a new bridge crossing over the Manatee River - the corridor cuts through River Run Golf Links-Bradenton Recreational Park, with a new bridge over the Braden River and SR 64, and ties into Corridor D north of the Manatee River. Corridor E continues along Leffingwell Avenue/36th Avenue East up to Palm View Road/61st Street East. At this point, Corridor E creates a new connection to 69th Street East and follows 69th Street East to US 41. The proposed corridor is approximately 10 miles in length. Corridor E utilizes existing roadways; the LOS along the Corridor is LOS C. The posted speed along the corridor ranges from 30 MPH to 55 MPH. The segment of Corridor E on US 301 is a designated evacuation route, and Corridor E connects to other designated evacuation routes, such as SR 64 and US 41.


The FDOT's ConnectPed Tool identified the following preliminary context classification along Corridor E:

- Limited Access (LA) from SR 70 to 38th Avenue East
- No designation for the remainder segment



**Bradenton-Palmetto Connector  
Alternative Corridor Evaluation**

**Legend**

 Corridor E (Golf Course Corridor)

**Figure 3-7: Corridor E  
(Golf Course Corridor)**

### 3.2.7 Corridor F (26th Street W Alignment)

Corridor F (see **Figure 3-8**), or the 26<sup>th</sup> Street W Alignment, begins at the 53rd Avenue East/26th Street West intersection, ends at the US 19/US 41 split, and traverses the cities of Bradenton and Palmetto plus the unincorporated area of West Bradenton in Manatee County. Corridor F follows 26th Street West and proposes a new connection from 26th Street West in Bradenton to 14th Avenue West in Palmetto with a new bridge crossing the Manatee River. Corridor F continues along 14th Avenue West north of the river, then follows 21st Street West, and creates a new connection between 21st Street West and US 41. At this point, the corridor follows US 41 to the north and ends at the US 19/US 41 split. Corridor F is approximately 8 miles long. The posted speed along the corridor ranges from 25 MPH to 50 MPH. The FDOT's ConnectPed Tool identified the following preliminary context classifications along Corridor F:

- No classification from beginning of corridor to 21st Street West
- Urban General (C4) from 21st Street West to 23rd Street West
- Rural (C2) from 23rd Street West to 26th Street W/US 41 Business split
- Suburban Commercial (C3C) from 26th Street W/US 41 Business split to US 41 merge
- No designation for the remainder segment

This corridor intersects the proposed Gulf Coast Trail (formerly the Mid-County Trail), an off-road, multi-use trail that is part of the FDOT's Shared Use Nonmotorized (SUN) trail network. Currently, sidewalks on most roadways composing Corridor F are present. Corridor F travels parallel to a CSX railroad track along Bayshore Road for a short segment.



**Bradenton-Palmetto Connector  
Alternative Corridor Evaluation**

**Legend**

 Corridor F (26th Street W Alignment)

**Figure 3-8: Corridor F  
(26th Street W Alignment)**

### 3.2.8 Corridor G (43rd Street W Alignment)

Corridor G (see **Figure 3-9**), or the 43<sup>rd</sup> Street W Alignment, begins at the 53rd Avenue East/43rd Street West intersection, ends between 33rd Street West and the US 19/US 41 split, and traverses the cities of Bradenton and Palmetto plus the unincorporated area of West Bradenton in Manatee County. Corridor G follows 43rd Street West and proposes a new connection from 43rd Street West in Bradenton to 28th Avenue West in Palmetto with a new bridge crossing the Manatee River. Corridor G continues along 28th Avenue West north of the river and creates a new connection between 28th Avenue West and 21st Street West. The corridor then follows 21st Street West and creates a new connection between 21st Street West and US 41. At this point, the corridor follows US 41 to the north and ends at the US 19/US 41 split. The corridor is approximately 9 miles long. Corridor G utilizes existing roadways, and the LOS along the corridor is LOS C. The posted speed along the corridor ranges from 30 MPH to 50 MPH.

Corridor G travels parallel to a CSX railroad track along Bayshore Road for a short segment. The FDOT's ConnectPed Tool identified the following preliminary context classification along Corridor G:

- No designation from 53rd Avenue to 21st Street West
- Rural (C2) for the norther segment of US 41 from 21st Street West to 26th Street West
- Suburban Residential (C3R) and Suburban Commercial (C3C) alternating for the northbound US 41 segments from where the US 41 Business/Bayshore Road corridor merges/diverges with/from US 41
- Suburban Commercial (C3C) for southbound US 41 segment

Corridor G intersects the proposed Gulf Coast Trail (formerly the Mid-County Trail), an off-road, multi-use trail that is part of the FDOT's SUN trail network.



**Bradenton-Palmetto Connector  
Alternative Corridor Evaluation**

**Legend**

— Corridor G (43rd Street W Alignment)

**Figure 3-9: Corridor G  
(43rd Street W Alignment)**



### 3.2.9 Corridor H

Corridor H (see **Figure 3-10**) begins at the SR 70 (53rd Avenue East)/US 301 intersection and ends at the I-75/US 301 interchange located north of the Manatee River. Corridor H follows US 301 and connects to 27th Street East via 38th Avenue East heading north. The corridor follows 27th Street East, SR 64 (Manatee Avenue East) to the east, Cypress Creek Boulevard to the north, Kay Road to the north, and I-75 (via a new connection with Kay Road) to the west and north. Corridor H is approximately 13 miles long and includes a new bridge over the Manatee River parallel to the I-75 Bridge. Corridor H utilizes existing roadways with a LOS ranging from LOS C to LOS D. The posted speed along Corridor H ranges from 30 MPH to 70 MPH. The FDOT's ConnectPed Tool identified the following preliminary context classification along Corridor H:

- Limited Access (LA) from SR 70 to 38th Avenue East
- No designation for the segment from 38th Avenue East to SR 64
- Suburban Commercial (C3C) and Suburban Residential (C3R) alternating on SR 64 segment
- Limited Access (LA) on I-75 segment

There are no bicycle or pedestrian facilities on I-75. Bicycle facilities can be found on SR 64 (Manatee Avenue East) from the intersection of Carlton Arms Boulevard to Cypress Creek Boulevard.



**Bradenton-Palmetto Connector  
Alternative Corridor Evaluation**

**Legend**

 Corridor H

**Figure 3-10: Corridor H**

### 3.2.10 Corridor I (57th Street E Corridor)

Corridor I (see **Figure 3-11**), or the 57<sup>th</sup> Street E Corridor, begins at the SR 70 (53rd Avenue East)/Caruso Road intersection, follows Caruso Road connecting to 57th Street East via a new connection, runs along 57th Street East connecting to Cypress Creek Boulevard via a new connection, follows Cypress Creek Boulevard to the north, Kay Road to the north, flies over I-75 (via a new connection with Kay Road) to create a collector - distributor system with new bridges over the Manatee River parallel to I-75 to the west and north, and ends at the I-75/US 301 interchange located north of the Manatee River. Corridor I is approximately 10 miles long. Corridor I utilizes existing roadways, and the LOS ranges from LOS C to LOS D. The posted speed along the corridor ranges from 30 MPH to 70 MPH. The FDOT's ConnectPed Tool identified the following preliminary context classification along Corridor H:


- No designation for the segment from SR 70 to SR 64
- Suburban Commercial (C3C) on SR 64 segment
- Limited Access (LA) on I-75 segment

There are no bicycle or pedestrian facilities on I-75.



**Bradenton-Palmetto Connector  
Alternative Corridor Evaluation**

**Legend**

 Corridor I (57th St E Corridor)

**Figure 3-11: Corridor I  
(57th St E Corridor)**

### 3.3 Data Needs

Various data sources and tools will be used to evaluate the ability of each corridor to meet the project purpose and need, quantify environmental impacts, develop project costs, and analyze traffic operations. This section discusses the data sources and tools that will be used in the evaluation.

The data needs can be subdivided into the following categories:

#### 3.3.1 Traffic Data

The CMNAA conducted a large data collection effort including traffic counts, turning movements, origin-destination data, and transit ridership. The ACE process will utilize the existing data collection effort with minor updates using current FDOT Traffic Counts.

Other metrics such as travel time (uncongested and congested), vehicle miles traveled, vehicle hours traveled, and traffic projections will be obtained from the District 1 Regional Planning Model (D1RPM).

#### 3.3.2 Safety Data

Crash data involving automobiles, pedestrians, and bicyclists will be obtained from FDOT Signal 4 Analytics.

#### 3.3.3 Socio-economic and Environmental Data

Geographic Information Systems (GIS) datasets will be used to evaluate the project corridor's impact on the social, cultural, natural, and physical resources. Various GIS datasets from the City of Bradenton, City of Palmetto, Manatee County, Southwest Florida Water Management District (SWFWMD), Florida Department of Environmental Protection (FDEP), FDOT, Florida Geographical Data Library (FGDL), Florida Natural Areas Inventory (FNAI), U.S. Census, U.S. Environmental Protection Agency (US EPA), U.S. Fish & Wildlife Service (FWS), National Park Service (NPS), as well as other agencies and organizations will be used. In addition, field and literature reviews will be performed to verify key project corridor constraints. A preliminary list of GIS data that may be used in the assessment of the project study area is presented in **Table 3-1**.

Table 3-1. Socio-economic and Environmental Data Layers		
Downloaded File	Source	Date of Data
Social & Economic		
Minority Population	United States Census Bureau DEC Redistricting Data	2020
Low Income	US EPA	07/01/2021
Public Assistance Income or Food Stamps/SNAP in the Past 12 Months for Households	United States Census Bureau ACS 5-Year	2022
Public Housing Buildings	US Housing and Urban Development	02/07/2022
Public Housing Development	US Housing and Urban Development	02/02/2022
Private Schools	FGDL	07/20/2020
Public Schools	FGDL	07/13/2021

**SECTION 3 – ALTERNATIVE CORRIDOR EVALUATION METHODOLOGY**

<b>Table 3-1. Socio-economic and Environmental Data Layers</b>		
<b>Downloaded File</b>	<b>Source</b>	<b>Date of Data</b>
Worship Centers	FGDL	07/06/2022
Hospitals	FGDL	10/15/2017
Health Centers	FGDL	04/02/2016
Fire Stations	FGDL	07/02/2018
Police Stations	FGDL	11/01/2018
Parcels	Manatee County	05/04/2023
Municipal Boundaries	Manatee County	04/01/2022
Future Land Use	Manatee County	03/24/2023
Florida State Parks Boundaries	FDEP	05/10/2022
Public Libraries	Manatee County	03/24/2022
Evacuation Routes	Manatee County	03/24/2022
Evacuation Levels	Manatee County	03/24/2022
Evacuation Shelters	Manatee County	03/24/2022
Bike Lane	FDOT	09/22/2022
MCAT Bus Routes	Manatee County	03/24/2022
Developed Existing Land Use	SWFWMD	09/01/2020
Existing Land Use	Manatee County	03/24/2022
Farmlands (based of NRCS - Soils Data)	FGDL	04/07/2022
<b>Cultural</b>		
SHPO Cemeteries	FGDL	02/13/2022
SHPO Resource Groups	FGDL	02/13/2022
SHPO Historic Structures	FGDL	02/13/2022
Tribal Lands	FGDL	11/03/2017
Cemeteries	Manatee County	07/29/2020
National Register of Historic Places	NPS	03/27/2023
National Register Historic Sites	Manatee County	03/24/2022
Scenic Highways	FDOT	09/15/2022
Parks and Preserves	Manatee County	03/24/2023
<b>Natural</b>		
Federal Threatened and Endangered Species	FGDL	02/07/2022
Florida Threatened and Endangered Species	FGDL	02/07/2022
Essential Fish Habitat	FGDL	02/07/2022
Environmentally Endangered Land Sites	Manatee County	03/06/2019
National and State Parks	FGDL	02/07/2022
Flood Hazard Zones of The Digital Flood Insurance Rate Map (DFIRM)	FGDL	02/12/2023
FNAI Managed Areas	FGDL	03/05/2023
Wood stork CFA	FDEP	10/07/2021
Wetlands	SWFWMD	10/22/2019
Sea Turtle Strandings Florida	FWC	08/05/2022
Eagle Nesting	FWC	02/21/2023
Seagrass Habitat in Florida	FWC	08/05/2022
Impaired Waters	FDEP	08/23/2018
Wildlife Crossings	FGDL	02/15/2023
Artificial Reefs in Florida	FWC	06/21/2022
<b>Physical</b>		
Superfund Sites	FGDL	09/02/2022
Petroleum Contaminated Sites	FGDL	04/03/2023
State-Funded Hazardous Waste Cleanup Sites	FGDL	04/05/2023

Table 3-1. Socio-economic and Environmental Data Layers		
Downloaded File	Source	Date of Data
Manatee County Landfills	FGDL	05/04/2023
Solid Waste Facilities	FDEP	12/21/2017
Large Quantity Hazardous Waste Generator	FDEP	02/01/2017
Small Quantity Hazardous Waste Generator	FDEP	10/12/2017
Hazardous Waste Facilities	FDEP	04/04/2017
Toxic Release Sites	FGDL	09/02/2022
Biomedical Waste Sites	FGDL	07/19/2018
Certified Power Plants	FDEP	11/14/2017
FL Transmission Lines	FDEP	11/13/2017
Public Water Supply Plants	FDEP	02/07/2020
Public Water Supply Tanks	FDEP	02/07/2020
Public Water Supply Wells	FDEP	02/07/2020
Railroads	Manatee County	04/13/2017

### 3.3.4 Construction Cost Data

The construction cost of the project will be developed using the FDOT Long Range Estimate (LRE) system. The LRE system accounts for all roadway components such as drainage, earthwork, lighting, signing and pavement markings, etc. The LRE system updates the cost of every pay item on a semi-annual basis based on bids received during that time period.

Cost for Design and Construction Engineering & Inspection (CEI) will be based on a percentage of total construction cost while Right-of-Way and Environmental Mitigation costs will be calculated based on potential impacts and be reconciled once impacts are determined. **Table 3-2** lists the process of how the cost of each phase will be calculated.

Table 3-2. Estimate for Each Project Phase	
Project Phase	Basis of Estimate
Design	10% of construction cost
Wetland Mitigation	Cost per acre based on available mitigation banks in the service area
Right-of-Way	Parcels impacted based on GIS analysis
Construction	LRE System
Construction Engineering & Inspection	12% of construction cost

## 3.4 Alternative Corridor Evaluation Criteria

The corridor alternatives described in **Section 3.2** will be evaluated based on avoidance and/or minimization of potential impacts to environmental resources, engineering feasibility, cost estimates, a narrative assessment of the corridors, and agency/public input. These evaluation criteria allow for the corridors to be compared on an equal basis.

### 3.4.1 Purpose and Need Evaluation

The Purpose and Need evaluation assesses how well each corridor satisfies the project's purpose and need. For a corridor to meet the project purpose and need, it would need to operate better when compared with the No Build (or No Action) Alternative.

**SECTION 3 – ALTERNATIVE CORRIDOR EVALUATION METHODOLOGY**

A two-tiered system will be used for Purpose and Need evaluation. ‘Tier 1’ will evaluate the ability of each corridor to meet the primary need. Corridors that do not meet primary need will be dropped. ‘Tier 2’ will evaluate the ability of remaining corridors to meet the secondary need.

The criteria and proposed metrics to be used are listed in **Table 3-3**.

<b>Table 3-3. Purpose and Need Evaluation Criteria</b>	
<b>Criteria</b>	<b>Metrics</b>
Capacity	2040 AADT projection on the bridges, Volume/Capacity Ratio on the bridges, LOS (using FDOT generalized LOS tables) on the bridges
Transportation Demand	Vehicle Miles Traveled (VMT), Vehicle Hours Traveled (VHT)
Safety	Total number of predicted crashes, crash rate, capacity of roadways across the Manatee River available during emergency evacuations
Modal Interrelationships	Number of bicycle and sidewalk lane miles on the corridor, transit route miles on each corridor

**Table 3-4** lists the evaluation matrix that will be used to summarize the ability of each corridor to meet the primary need.

<b>Table 3-4. Primary Need Evaluation Matrix</b>										
<b>Criteria</b>	<b>Corridor</b>									
	<b>A</b>	<b>B</b>	<b>AB</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>H</b>	<b>I</b>
Capacity										
Transportation Demand										

**Table 3-5** lists the evaluation matrix that will be used to summarize the ability of each corridor to meet the secondary need. Only corridors that meet the primary and secondary need will proceed forward towards social & environmental and traffic & engineering evaluation.

<b>Table 3-5. Secondary Need Evaluation Matrix</b>										
<b>Criteria</b>	<b>Corridor</b>									
	<b>A</b>	<b>B</b>	<b>AB</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>H</b>	<b>I</b>
Safety										
Modal Interrelationships										

These measurements are quantitative and will allow for the corridors to be ranked.



### 3.4.2 Social and Environmental Evaluation

The potential environmental effects will be considered for alternative corridor(s) that meets the project’s purpose and need. **Table 3-6** provides an evaluation matrix table that will be populated with potential impacts to the social, cultural, natural, and physical environment. The evaluation matrix will also identify the buffer width used in the analysis. Impacts to the social, cultural, natural, and physical environment will be quantified in percentage, number of units, acres, or parcels. To avoid comparison of impacts across different resources, the impacts will be converted to a ranking system (none, low, medium, and high). This ranking assignment will be customized based on importance, uniqueness, and sensitivity of each resource.

Some issues such as compatibility with Existing and Future Land Use will require a qualitative assessment. Nonquantifiable criteria will be given a likelihood of impact score (high [10], medium [5], low [1], or no involvement [0]), the basis of which will be documented in the ACER.

The corridors’ involvement with environmental issues will be compared and ranked.

Table 3-6. Environmental Evaluation Matrix											
Criteria	Unit of Measure	Corridor									
		A	B	AB	C	D	E	F	G	H	I
Social & Economic (within a specified buffer)											
Minority Population	%										
Percentage of Population below poverty level	%										
Household receiving Cash Public Assistance / Food Stamp	%										
Households with Zero Vehicles	%										
Percent of Population with limited English Proficiency	%										
Educational Facilities	#										
Religious Facilities	#										
Healthcare Facilities	#										
Emergency Management Facilities	#										
Evacuation Shelters	#										

**SECTION 3 – ALTERNATIVE CORRIDOR EVALUATION METHODOLOGY**

<b>Table 3-6. Environmental Evaluation Matrix</b>											
<b>Criteria</b>	<b>Unit of Measure</b>	<b>Corridor</b>									
		<b>A</b>	<b>B</b>	<b>AB</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>H</b>	<b>I</b>
Impact to Emergency Service Response Time	minutes										
Residential Parcels	# of parcels										
Commercial / Business / Office Parcels	# of parcels										
Industrial Areas	# of parcels										
Residential Relocations	#										
Business Relocations	#										
Compatible with Existing & Future Land Use	Yes/No										
<b>Cultural (within a specified buffer)</b>											
Cemeteries	#										
Historic Sites	#										
Archaeological Sites	#										
Parks/ Recreation Areas	#, acres										
<b>Natural (within a specified buffer)</b>											
Floodplains	acres										
Seagrass and Mangrove	acres										
Forested Wetlands	acres										
Non-forested Wetlands	acres										
Federal Threatened & Endangered Species <sup>a</sup>	acres, #										
Florida Threatened & Endangered Species	acres, #										
Conservation Lands	acres										

Table 3-6. Environmental Evaluation Matrix											
Criteria	Unit of Measure	Corridor									
		A	B	AB	C	D	E	F	G	H	I
Rivers / Lakes / Waterbodies	#										
Essential Fish Habitat	acres										
Physical (within a specified buffer)											
Contamination Sites	#										
Railroad	#										
Bridges	#										
Utilities Conflicts	#										

<sup>a</sup> – Includes candidate species such as tri-colored bat and recently approved Eastern black rail.

As part of the social and environmental evaluation, corridors will be compared and ranked based on their impacts. Corridors that meet the project’s purpose and need but have significant impacts to the social, cultural, natural, and physical environment will be eliminated.

### 3.4.3 Engineering and Traffic Considerations

Considerations for cost, engineering, and traffic operations use are listed in **Table 3-7**. The project cost will consist of construction cost, right-of-way cost, major utility relocation cost, and environmental mitigation cost. Design and CEI costs will be determined as a percentage of construction cost.

Construction costs will be based on general FDOT LRE for roadways and structures using the length of the project and the proposed typical section. Roadway and structure cost estimates will provide provision for transit and trail components where necessary. Wetland mitigation costs will be based on typical mitigation bank credit costs.

Other issues such as Maintenance of Traffic (MOT)/ Temporary Traffic Control (TTC) would likely require a qualitative assessment. Non-quantifiable criteria will be given a likelihood of impact score (high [10], medium [5], low [1], or no involvement [0]), the basis of which will be documented in the ACER. The corridors’ impact scores will be totaled to obtain an overall engineering factor total for each corridor. The corridors’ involvement with engineering issues will be compared and ranked.

Traffic operational issues will focus on future traffic projections and the ability of each corridor to accommodate future demand.

Table 3-7. Engineering and Traffic Evaluation Matrix											
Criteria	Unit of Measure	Corridor									
		A	B	AB	C	D	E	F	G	H	I
User Benefits											
Benefits due to reduction in congestion <sup>a</sup>	\$										

Table 3-7. Engineering and Traffic Evaluation Matrix											
Criteria	Unit of Measure	Corridor									
		A	B	AB	C	D	E	F	G	H	I
Benefits due to reduction in crashes <sup>a</sup>	\$										
Cost											
Design	\$										
Wetland Mitigation	\$										
Utility Relocation	\$										
Right-of-Way Acquisition	\$										
Construction	\$										
Construction Engineering & Inspection	\$										
Maintenance of Traffic/ Temporary Traffic Control	Qualitative ranking										
Total	\$										

a - Based on the American Association of State Highway and Transportation Officials (AASHTO) User and Non-User Benefit Analysis for Highway

As part of the traffic and engineering evaluation, corridors will be compared and ranked based on their ability to reduce congestion and enhance safety while minimizing overall project costs. Corridors that provide minimal benefits in reducing congestion and enhancing safety and have significant engineering challenges will be eliminated.

### 3.5 Evaluation Tools

Several specialized tools will be used to evaluate the performance of each corridor and to measure its impact on the environment. Two such tools are:

#### 3.5.1 District 1 Regional Planning Model

Travel demand modeling will be performed to evaluate the ability of the corridors to accommodate future traffic demands and improve network-wide traffic operations by providing relief to the existing arterial network.

The travel demand modeling for the corridor evaluation will be performed for the 2040 design year. The D1RPM covers a 12-county area and represents the travel characteristics of a population of approximately 4.1 million. The D1RPM is a four-step trip-based model subdivided into 5,268 traffic analysis zones (TAZ) and includes both a highway and transit component. The D1RPM is used by all MPOs within FDOT District 1 for their LRTP development.

The No-Build Alternative and the ten corridors being evaluated in the ACE will be coded in the D1RPM to develop traffic forecasts for the major corridors. The socio-economic data will be reviewed prior to developing any forecasts to ensure that the latest large-scale developments are

included in the D1RPM. Similarly, the highway and transit network will also be reviewed to ensure that it includes the latest assumptions and plans for future improvements.

The No-Build model will serve as the base model for comparison.

For each corridor, summary performance statistics from D1RPM comparing each corridor with the Design Year No-Build scenario will be documented. The performance measures obtained from the D1RPM will include volume-to-capacity (v/c) ratio, travel time, vehicle miles traveled (VMT), and projected traffic demand (AADT).

### 3.5.2 Geographic Information Systems

A GIS based process will be used to quantify the impacts to the social, cultural, natural, and physical resources.

The process involves four steps:

- a) identifying resources within the study area,
- b) developing a base map of all social, cultural, natural, and physical resources,
- c) overlaying the proposed corridors on the base map, and
- d) determining an appropriate buffer for corridors and quantifying the impacts for each corridor. A different buffer width is being proposed for arterial vs. limited access roadways. The reason for proposing different buffer widths is because limited access roadways generally have a much wider median and more available right-of-way than arterials. Different buffer widths will allow the impacts to extend beyond the original roadway footprint and allow for similar treatment of corridors.

### 3.6 Approach to Eliminating Alternatives

Any corridor that does not meet the project's purpose and need is considered unreasonable and will be eliminated from further consideration. The corridors considered reasonable for detailed study as a result of the purpose and need evaluation will be compared using the evaluation criteria described in Section 3.4. The corridor evaluation will involve both quantitative and qualitative comparisons of the evaluation criteria.

Corridors that meet the project's purpose and need with significant impacts to the social, cultural, natural, and physical environment or have significant engineering challenges will be eliminated. It is anticipated that the three best performing corridors will advance to the PD&E Study.

## 4.0 PUBLIC AND AGENCY INPUT

Input from the public, local, and regional agencies, and the Environmental Technical Advisory Team (ETAT) members during the screening process will be used to refine the corridor constraints and evaluation criteria in order to evaluate the corridors.

The project website (<https://www.swflroads.com/project/444843-1>) will be utilized to inform the public of project updates.

The ACER includes the development of a comprehensive stakeholder database that includes property and business owners, residents, and tenants located within proximity to and along the study corridor. Stakeholders include Manatee County, City of Palmetto, City of Bradenton and Sarasota/Manatee MPO staff and government officials; local law enforcement; emergency management services; fire and rescue; schools/universities; hospitals; homeowner and neighborhood associations; special interest groups; under-served, under-represented, and Limited English Proficiency (LEP) communities; local chambers of commerce; Manatee County Area Transit (MCAT); local media; and other interested parties. The database will be used for mailouts, website distribution, and/or email of project notifications, etc. The database will leverage FDOT’s ability to reach as many people as possible.

A complete description of the opportunities for public input into the corridor evaluation process will be documented in the ACER. The final ACER will be available to the public through the EST for a 30-calendar day period. Notification of the public meetings will be distributed to all the individuals on the project mailing list including local officials, agencies including appropriate Native American tribes, stakeholders, special interest groups and property owners within the affected study area.

**Table 4-1** lists the public and agency meetings that have been conducted to date.

Table 4-1. Public and Agency Meetings		
Date	Meeting	Type
09/13/2019	Sarasota Manatee Metropolitan Planning Organization Chamber Retreat	Agency - Stakeholder Meeting
09/23/2019	Sarasota Manatee Metropolitan Planning Organization Board Meeting	Agency - Stakeholder Meeting
09/25/2019	Phone Update – Representative Wengay Newton	Agency - Stakeholder Meeting
10/07/2019	City of Palmetto City Council Meeting	Agency - Stakeholder Meeting
10/08/2019	Manatee County Board of County Commissioners	Agency - Stakeholder Meeting
10/09/2019	City of Bradenton	Agency - Stakeholder Meeting
11/21/2019	Town Hall Meeting (Commissioner Bellamy)	Agency - Stakeholder Meeting
02/17/2020	Meeting with Commissioner Bellamy (TEAMS)	Agency - Stakeholder Meeting
06/11/2020	Riviera Dunes Community Meeting	Small group - neighborhood
10/22/2020	Manatee NAACP President	Small group - neighborhood
09/21/2021	Manatee NAACP General Meeting	Small group - neighborhood
02/28/2022	Sarasota Manatee Metropolitan Planning Organization Board Meeting	Agency - Stakeholder Meeting
03/09/2022	City of Bradenton CRA	Agency - Stakeholder Meeting
04/19/2022	Sarasota Manatee MPO BPTAC Meeting	Agency - Stakeholder Meeting

**SECTION 4 – PUBLIC AND AGENCY INPUT**

<b>Table 4-1. Public and Agency Meetings</b>		
<b>Date</b>	<b>Meeting</b>	<b>Type</b>
05/09/2022	Sarasota Manatee Technical Advisory Committee Meeting	Agency - Stakeholder Meeting
05/23/2022	Sarasota Manatee Metropolitan Planning Organization Board Meeting	Agency - Stakeholder Meeting
05/25/2022	City of Bradenton Council Meeting	Agency - Stakeholder Meeting
06/15/2022	City of Bradenton Council Meeting	Agency - Stakeholder Meeting
06/15/2022	City of Palmetto Meeting with Lead Staff	Agency - Stakeholder Meeting
06/27/2022	City of Palmetto Council Meeting	Agency - Stakeholder Meeting
08/22/2022	City of Bradenton - BPC & DeSoto Meeting	Agency - Stakeholder Meeting
02/01/2023	Manasota Black Chamber of Commerce	Agency - Stakeholder Meeting
02/01/2023	City of Bradenton Staff Meeting	Agency - Stakeholder Meeting
02/07/2023	City of Bradenton Meeting	Agency - Stakeholder Meeting
03/08/2023	St. Mary's Missionary Baptist Church	Stakeholder
05/23/2023	Project Kickoff Public Meeting - In-Person	Public Meeting
05/25/2023	Project Kickoff Public Meeting - Virtual	Public Meeting
07/28/2023	Manatee Memorial Hospital	Stakeholder
08/24/2023	Riviera Dunes - The Palms	Neighborhood Meeting
09/15/2023	City of Palmetto Mayor Bryant	Elected - Stakeholder Meeting
09/15/2023	City of Palmetto Commissioner Sunshine Matthews	Elected - Stakeholder Meeting
09/18/2023	City of Palmetto Commissioner Sheldon Jones	Elected - Stakeholder Meeting
09/18/2023	City of Palmetto Commissioner Brian Williams	Elected - Stakeholder Meeting
09/18/2023	City of Palmetto Commissioner Harold Smith	Agency - Stakeholder Meeting
09/18/2023	City of Palmetto CRA Director Edward Johnson	Agency - Stakeholder Meeting
09/19/2023	NAACP	Stakeholder
10/06/2023	City of Bradenton Councilman Josh Cramer	Elected - Stakeholder Meeting
10/07/2023	Downtown Bradenton Market	Community Outreach Event
10/11/2023	Manatee County Commissioner Kevin Van Ostenbridge	Elected - Stakeholder Meeting
10/11/2023	Manatee County Commissioner Amanda Ballard	Elected - Stakeholder Meeting
10/11/2023	Manatee County Commissioner Mike Rahn	Elected - Stakeholder Meeting
10/11/2023	Manatee County Commissioner James Satcher	Elected - Stakeholder Meeting
10/11/2023	Manatee County Commissioner Ray Turner	Elected - Stakeholder Meeting
10/11/2023	Manatee County Commissioner James Bearden	Elected - Stakeholder Meeting
10/11/2023	Manatee County Commissioner George Kruse	Elected - Stakeholder Meeting
10/13/2023	City of Bradenton Mayor Gene Brown	Elected - Stakeholder Meeting
10/13/2023	City of Bradenton Councilwoman Pam Coachman	Elected - Stakeholder Meeting
10/16/2023	City of Bradenton	Elected - Stakeholder Meeting

**SECTION 4 – PUBLIC AND AGENCY INPUT**

<b>Table 4-1. Public and Agency Meetings</b>		
<b>Date</b>	<b>Meeting</b>	<b>Type</b>
	Councilwoman Jayne Kocher	
10/16/2023	City of Bradenton Councilwoman Lisa Gonzalez Moore	Elected - Stakeholder Meeting
10/17/2023	DeSoto Bridge PD&E Alternatives Meeting-In-Person	Public Meeting - Alternatives
10/19/2023	DeSoto Bridge PD&E Alternatives Meeting - Virtual	Public Meeting - Alternatives
10/28/2023	Manatee County Safety Garden	Community Outreach Event
10/31/2023	Manatee Memorial Hospital	Stakeholder Meeting
11/06/2023	Sarasota Manatee Metropolitan Planning Organization Citizen Advisory Committee	Elected - Stakeholder Meeting
11/06/2023	Sarasota Manatee Metropolitan Planning Organization Technical Advisory Committee	Agency Stakeholder Meeting
11/6/2023	Sarasota Manatee Metropolitan Planning Organization, Island Transportation Planning Organization	Presentation
11/15/2023	City of Bradenton Councilwoman Marianne Barnebey	Agency Stakeholder Meeting
11/15/2023	Lakewood Ranch Business Alliance	Stakeholder
11/20/2023	Sarasota Manatee Metropolitan Planning Organization	Presentation
11/26/2023	Lakewood Ranch Market	Community Outreach Event
12/06/2023	City of Palmetto - Department Heads	Stakeholder Meeting
12/06/2023	Aria Apartments Bradenton	Stakeholder Meeting
12/10/2023	Red Barn Market	Community Outreach Event
12/13/2023	Manatee Sarasota Builders Association	Stakeholder Meeting
12/20/2023	Feld Entertainment	Stakeholder Meeting
01/09/2024	Palmetto Mobile Home Club	Neighborhood Meeting
01/13/2024	St. Petersburg Saturday Market	Community Outreach Event
01/14/2024	Manatee County Fair	Community Outreach Event
01/18/2024	Riviera Dunes - The Palms	Neighborhood Meeting
01/25/2024	Jet Park	Neighborhood Meeting
02/14/2024	Palms of Terra Ceia	Neighborhood Event
02/19/2024	Tropic Isles	Neighborhood Event
02/19/2024	Palmetto CRA Mr. Washington	Stakeholder Meeting
02/19/2024	Palmetto CRA Mr. Cadena	Stakeholder Meeting
02/23/2024	Manatee County EMS	Stakeholder Meeting
02/23/2024	Manatee County Neighborhood Summit	Community Outreach Event
03/02/2024	Skyway 10K Run	Community Outreach Event
04/02/2024	DeSoto Bridge Public Hearing	Public Meeting

**4.1 Agency Coordination**

Agency coordination was initiated with the ETAT review during the ETDM Planning Screen. The Planning Screen Review was initiated on April 21, 2023, and ended on June 20, 2023. The ETAT reviewed all ten corridors and provided comments on potential impacts to resources and recommended Avoidance, Minimization, and Mitigation Opportunities.

After the project review, the FDOT District 1 ETDM Coordinator responded to ETAT comments and assigned a Summary Degree of Effect to each topic (see **Table 4-2**).



SECTION 4 – PUBLIC AND AGENCY INPUT

Table 4-2. Summary Degree of Effect																					
Legend	Social and Economic						Cultural and Tribal			Natural					Physical					Special Designations	
	Social	Economic	Land Use Changes	Mobility	Aesthetic Effects	Relocation Potential	Farmlands	Section 4(f) Potential	Historic and Archaeological Sites	Recreational and Protected Lands	Wetlands and Surface Waters	Water Resources	Floodplains	Protected Species and Habitat	Coastal and Marine	Noise	Air Quality	Contamination	Infrastructure		Navigation
N/A	N/A / No Involvement																				
0	None																				
1	Enhanced																				
2	Minimal																				
3	Moderate																				
4	Substantial																				
5	Dispute Resolution																				
ETAT Review Period from 04/21/2023 to 06/20/2023																					
Corridor A	4	4	2	1	3	4	N/A	3	3	2	3	3	3	3	2	3	2	3	3	3	0
Corridor B	4	4	2	1	4	4	N/A	4	4	2	3	3	3	3	3	3	2	3	3	3	0
Corridor AB	4	4	2	1	4	4	N/A	4	4	2	4	3	3	3	4	3	2	3	3	3	0
Corridor C	4	4	2	1	4	4	N/A	4	4	2	4	3	3	3	4	3	2	3	3	3	0
Corridor D	4	4	2	1	4	4	N/A	4	4	3	4	3	3	3	4	3	2	4	3	3	0
Corridor E	4	4	2	1	4	4	N/A	4	4	4	4	3	3	4	4	3	2	4	3	4	0
Corridor F	4	4	2	1	4	4	N/A	4	4	4	4	3	3	3	4	3	2	3	3	3	0
Corridor G	4	4	2	1	4	4	N/A	4	4	4	4	3	3	3	4	3	2	4	3	4	2
Corridor H	4	4	2	1	2	4	N/A	3	2	3	4	3	3	3	3	3	2	4	3	4	N/A
Corridor I	4	4	2	1	3	4	N/A	3	2	3	4	3	3	3	3	3	2	3	3	3	N/A

## 5.0 CONCLUSION

In conclusion, the purpose of this MM is to document the methodology used for the elimination and recommendation of alternative corridors for the Bradenton Palmetto Connector in Manatee County, Florida. The MM details the goals of the evaluation, the methodology, the process for obtaining stakeholder/public input, and the basis for decision making. The evaluation of the corridors will be described in the ACER, and the results will identify the viable alternative corridor(s) that could be advanced to the ETDM Programming Screen.