

TYPE 2 CE SUPPORT DOCUMENT

***SR 684
(CORTEZ BRIDGE AND APPROACHES)
FROM SR 789 (GULF DRIVE)
TO 123RD STREET WEST***

FPN: 430204-1-22-01

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 (MOU) dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

NOTE: Some supporting documentation was prepared prior to the MOU execution between FDOT and the Federal Highway Administration (FHWA). Determinations made prior to the MOU by FHWA are noted as such throughout and are adopted by FDOT.

1.b. PROPOSED IMPROVEMENTS

A PD&E study was conducted by FDOT to evaluate alternatives for the Cortez Bridge improvements. **Figure 1** illustrates the project location and study limits, a distance of approximately 0.9 miles. State Road (SR) 684 (Cortez Road) is classified as an Urban Principal Arterial (Other) from SR 789 (Gulf Drive) to 123rd Street West in Manatee County, Florida. SR 684 (Cortez Road) is identified as a constrained roadway (no additional capacity/widening) within the study corridor by the Manatee County Comprehensive Plan and the Sarasota/Manatee Metropolitan Planning Organization (MPO) Year 2040 Long Range Transportation Plan (LRTP). SR 684 (Cortez Road) is not part of the National Highway System or the Strategic Intermodal System (SIS); however, SR 684 (Cortez Road) crosses the Gulf Intracoastal Waterway, which is on the SIS. In addition, SR 684 (Cortez Road) is a designated evacuation route. The existing Cortez Bridge, constructed in 1956, is an undivided two-lane low-level bascule (drawbridge) structure (Bridge Number 13006) that spans the Gulf Intracoastal Waterway. A full discussion of the existing roadway conditions can be found in Section 2.0 of the *Final Preliminary Engineering Report (PER)* (March 2019) prepared under separate cover.

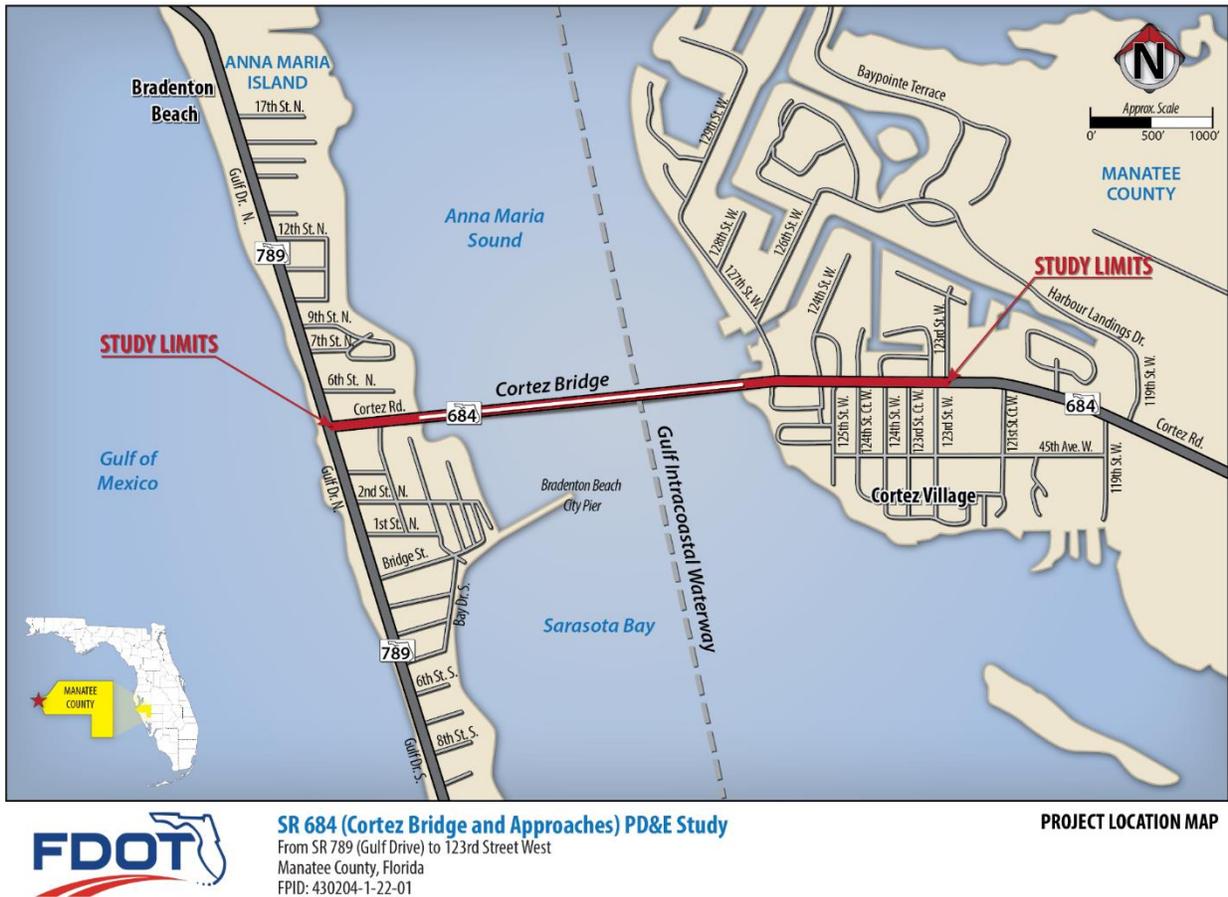
Three alternatives were presented at a Public Hearing, held on August 31, 2017: the No-Build (Repair) Alternative, the 35-foot Mid-Level Drawbridge Alternative and the 65-foot High-Level Fixed-Bridge Alternative. A full discussion of all alternatives evaluated is provided in Section 4.0 of the *Final PER* (March 2019) prepared under separate cover.

Following the Public Hearing and comment period, engineering analysis, environmental studies and interagency coordination, the No-Build (Repair) Alternative and Rehabilitation Alternative were not selected because they do not meet Purpose and Need. Of the remaining build alternatives, the 65-foot High-Level Fixed-Bridge Alternative was selected as the Preferred Alternative instead of the 35-foot Mid-Level Drawbridge Alternative for the following reasons:

- Vehicles and boats will have improved traffic flow with a 65-foot High-Level Fixed-Bridge Alternative, which will eliminate congestion and delays caused by the existing drawbridge openings.
 - Based on data provided by the bridge tender and allowing for tidal fluctuations, the 65-foot High-Level Fixed-Bridge Alternative would allow approximately 98% of boats that currently require the existing bridge to open to safely navigate under the proposed structure. The remaining 2% of boats taller than 65 ft typically moor at facilities north of the Cortez Bridge, near the mouth of the Manatee River or Tampa Bay. These boats can use the Gulf of Mexico to travel south. Research documented in the *Boat Height Survey Technical Memorandum* (October 2016) did not identify any boats 65 feet tall or taller using the Cortez Bridge channel, due to the shallow nature of the channel.

- Based on data provided by the bridge tender at the Cortez Bridge and allowing for tidal fluctuations, the 35-foot Mid-Level Drawbridge Alternative would only allow approximately 33% of boats to pass without an opening.

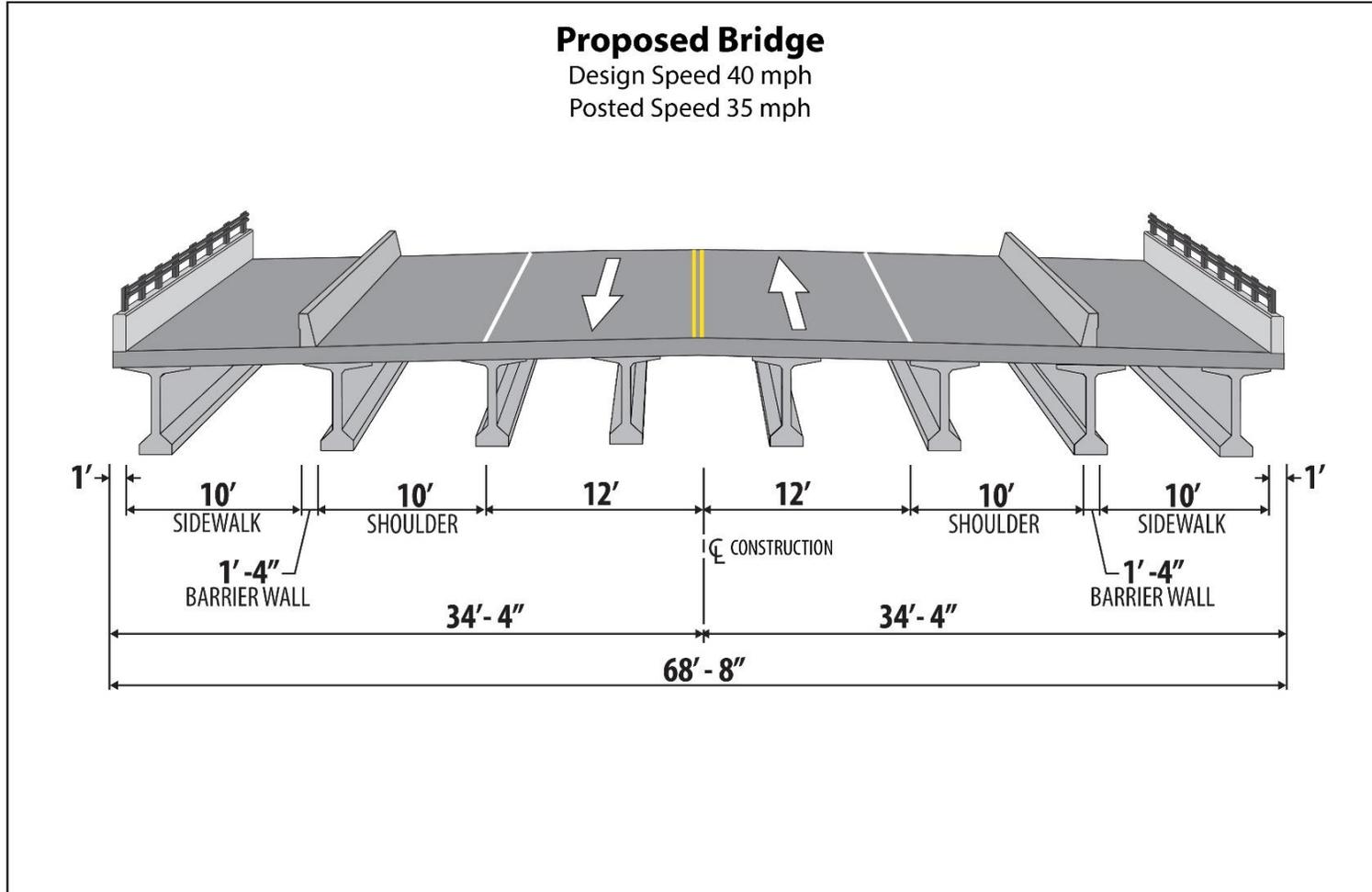
Figure 1: Project Location Map



- Results of the traffic analysis shows the travel time for the 65-foot High-Level Fixed-Bridge Alternative is 2.38 minutes, compared to 4.15 minutes for a 35-foot Mid-Level Drawbridge Alternative.
 - There is no travel delay for the 65-foot High-Level Fixed-Bridge Alternative, whereas the travel delay for the 35-foot Mid-Level Drawbridge Alternative is 44.7 seconds/vehicle due to bridge openings.
 - The SR 789 (Gulf Drive) intersection also performs at an improved level of service (LOS) with the 65-foot High-Level Fixed-Bridge Alternative (LOS B/B/B [westbound/northbound/southbound]) compared to the 35-foot Mid-Level Drawbridge Alternative (LOS D/C/D).
- The initial capital cost to construct a 65-foot High-Level Fixed-Bridge Alternative is approximately \$23.8 million less than the 35-foot Mid-Level Drawbridge Alternative.
- The Life Cycle Cost Analysis demonstrated that bridge replacement is a better financial investment compared to bridge repair, and the 65-foot High-Level Fixed-Bridge Alternative is a better investment than the more costly 35-foot Mid-Level Drawbridge Alternative over the life of the bridge in terms of Net Present Value and Equivalent Annual Cost.
- The 65-foot High-Level Fixed-Bridge Alternative will have improved operational reliability compared to the 35-foot Mid-Level Drawbridge Alternative, especially in emergency situations and evacuation events, since there are no mechanical moving parts and electrical systems to malfunction, which could potentially close the bridge to traffic altogether. In addition, there is no chance of human error during the operation of a drawbridge.
- Comments received at the August 31, 2017 Public Hearing, where all costs and impacts were presented, indicated that of the responses that favored replacement, 75% favored the 65-foot High-Level Fixed-Bridge Alternative and 24% favored the 35-foot Mid-Level Drawbridge Alternative. The percentages do not add up to 100% due to some survey responses indicating no preference and others with multiple preferences.
- The 65-foot High-Level Fixed-Bridge Alternative provides opportunities for greater community cohesion and walkability with a roadway, sidewalks, and public space under the new bridge at 127th Street West. The 65-foot High-Level Fixed-Bridge Alternative is high enough to create an open space along the waterfront under the Cortez approach of the bridge. This could support a variety of public uses and amenities that can be implemented at the discretion of the local agencies. This new public space and grade separated access means that vehicles and pedestrians would not have to cross SR 684 (Cortez Road) at grade, resulting in improved safety. These opportunities are not possible with the 35-foot Mid-Level Drawbridge Alternative.

The proposed 65-foot High-Level Fixed-Bridge Alternative typical section is shown in **Figure 2**. The western and eastern roadway approach typical sections are shown in **Figures 3 and 4**, respectively. The Preferred Alternative Concept Plans and Profile are included in **Appendix B**.

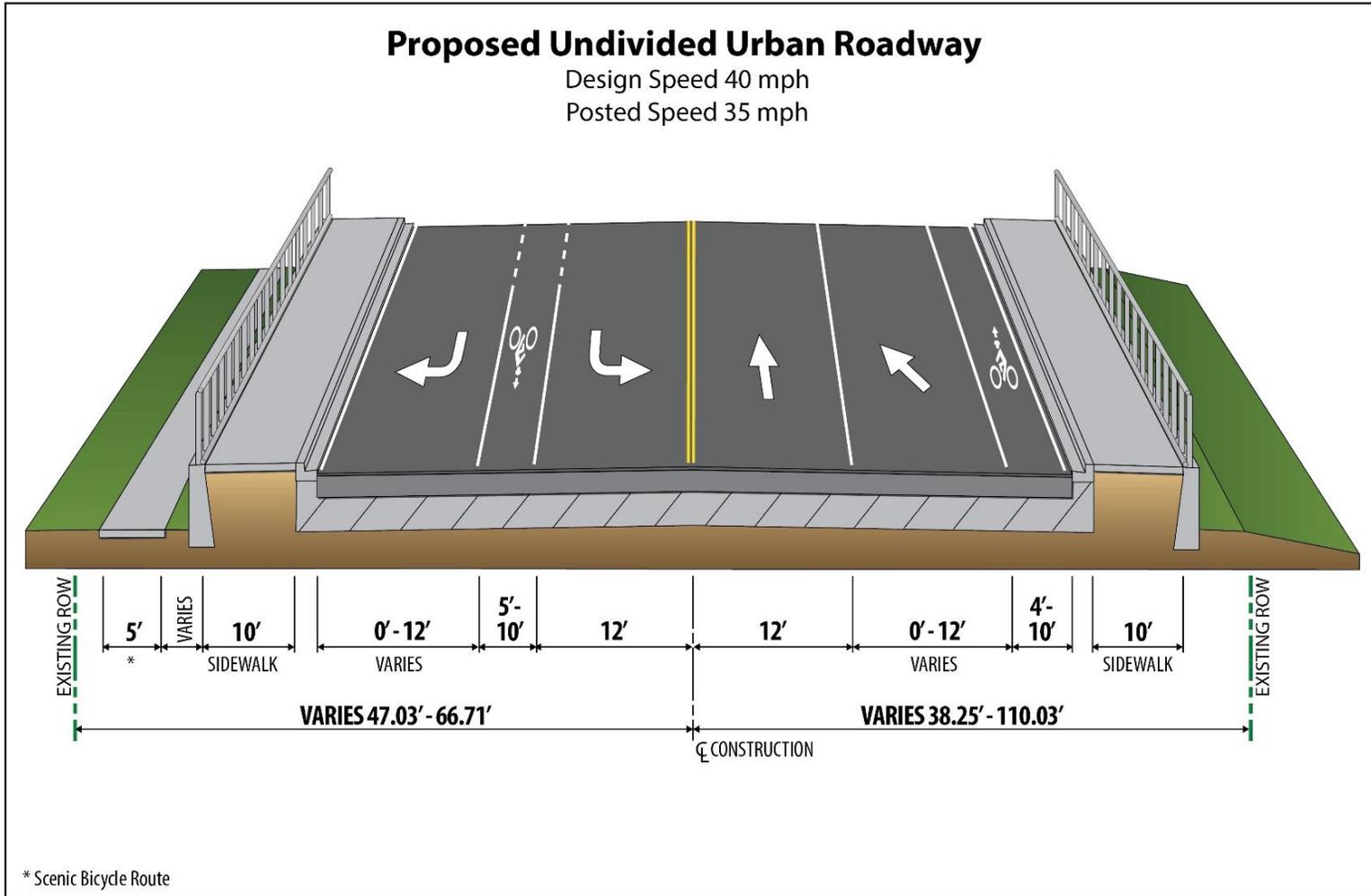
**Figure 2: Proposed 65-foot High-Level Fixed-Bridge Alternative
Typical Section with 10-foot Shoulders and 10-foot Sidewalks**



SR 684 (Cortez Bridge and Approaches) PD&E Study
From SR 789 (Gulf Drive) to 123rd Street West
Manatee County, Florida
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Proposed Typical Section

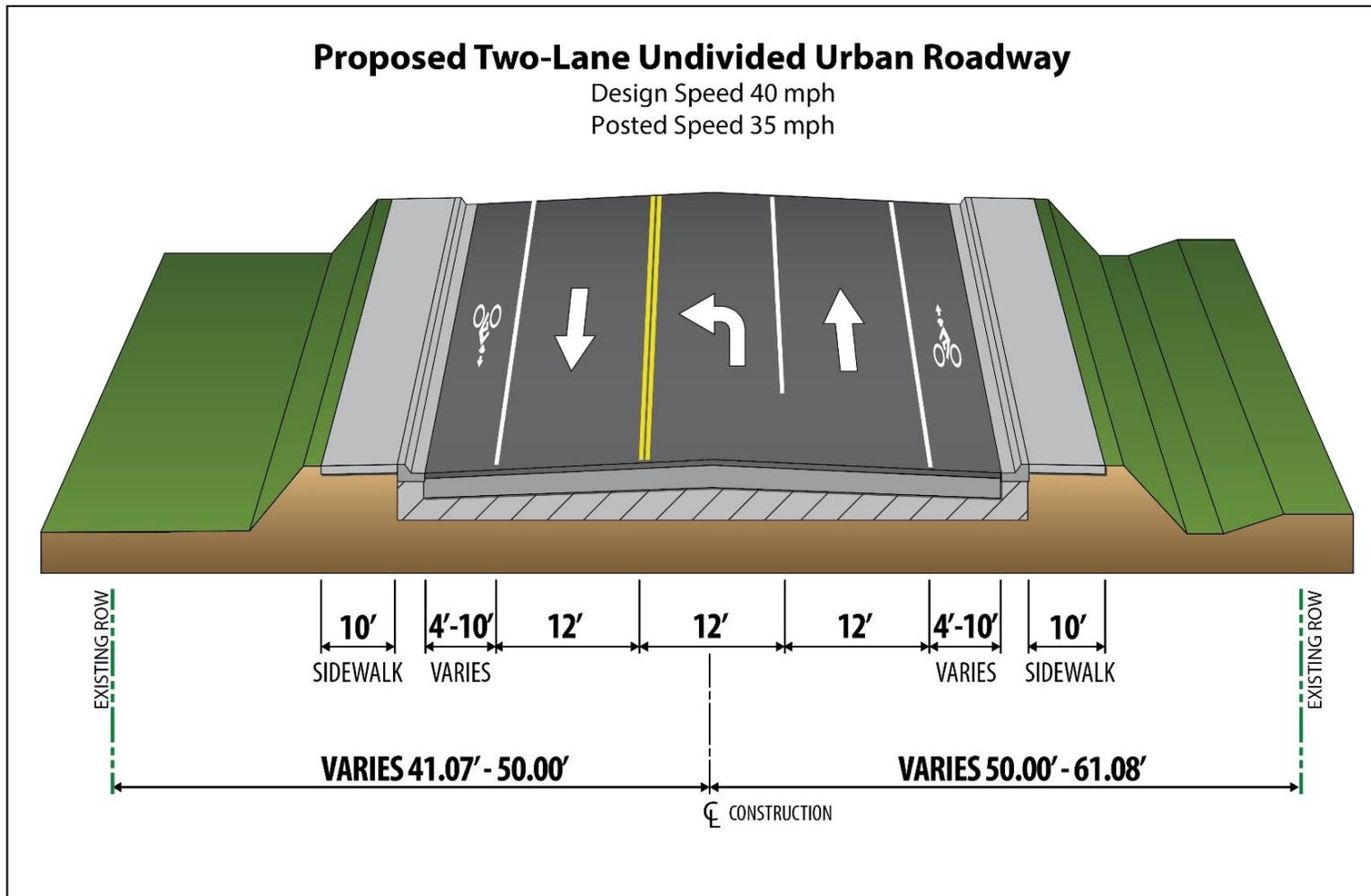
Figure 3: Proposed Western Approach Roadway Typical Section (Looking East)



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Proposed Typical Section

Figure 4: Proposed Eastern Approach Roadway Typical Section (Looking East)



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Proposed Typical Section

1.c. PURPOSE AND NEED

The purpose of this project is to address the structural and functional deficiencies of the existing bridge. The need for the project is based on the identified bridge deficiencies as presented below.

Bridge inspection reports conducted in 2008 show that SR 684 - Cortez Bridge (constructed in 1956) is functionally obsolete and structurally deficient. Substandard geometry (such as the lack of shoulders, 9-inch concrete curbs separating the travel lanes from the sidewalk, obsolete bridge railing) adds to the further deficiency of the existing structure.

Due to the naturally corrosive environment, both the substructure and superstructure of the bridge have continued to degrade and will need further repairs in the future. The bridge sufficiency rating identified by FDOT inspectors in 2008 is 21.7 (out of a maximum rating of 100.0). These scores indicate a "Fair" deck condition, "Fair" superstructure condition, and "Poor" substructure condition. Issues noted by FDOT inspectors include: erosion of bank protection, deck delamination, concrete beam deficiencies, concrete beam reinforcing corrosion, draw span steel member corrosion, steel bearing corrosion, piling corrosion, and pier concrete deficiencies. A bridge receiving a sufficiency rating of 80.0 or lower is eligible for federal rehabilitation funding and a rating of 50.0 or lower provides justification for replacement. The condition of the bridge is anticipated to deteriorate further as the structure continues to move beyond its service life of 50 years, which was reached in 2006.

3. ENVIRONMENTAL ANALYSIS

A. SOCIAL & ECONOMIC

The project was screened through the Environmental Screening Tool (EST) as part of the Efficient Transportation Decision Making (ETDM) Programming Screen phase (ETDM# 13568). Within the study area, U.S. Census data indicate that the population is predominantly White and age 65 and older. Specifically, within a quarter-mile of the project, 97.8% of the population is White, 0.5% is African-American, and 1.6% is “Other”. In addition, 2.5% of the population within a quarter-mile of the project is Hispanic. These and other socio-economic data were generated and included in the *Programming Screen Summary Report*, prepared under separate cover, published on June 9, 2015.

Based on a review of the US Census 2012 – 2016 American Community Survey data using the US Environmental Protection agency (USEPA) EJ Screening Tool, four Blockgroups were identified with a low-income percentage ranging from 29% - 41%. **Table 1** provides a detail of the income ranges for this population.

Table 1 - Summary Household Income Data – Low Income Populations

Total Population*	4,376	
	Low Income Population**	Percentage
Income \$10,000 - \$14,999	99	2.3%
Income \$15,000 - \$19,999	121	2.8%
Income \$20,000 - \$24,999	247	5.6%
Income \$25,000 - \$29,999	146	3.3%
Income \$30,000 - \$34,999	139	3.2%

*Total population for Census Blockgroups 120810011071, 120810011082, 120810011081, and 120810017013

**Low income populations were determined based on HHS 2019 Federal Poverty Guidelines

(<https://aspe.hhs.gov/poverty-guidelines>)

A.1. Social

Community Services

A limited amount of ROW acquisition will occur along the project corridor affecting some existing residential and/or commercial properties. No community facilities such as churches, cemeteries, schools, parks, or recreational facilities are anticipated to be affected. The Bradenton Beach Police Department is located adjacent to the project. The police station is using six parking spaces that are located within the existing SR 684 (Cortez Road) ROW in an area leased by FDOT to the City. These parking spaces will be supplanted by proposed stormwater management facility (SMF) 3. Additionally, there is a handicap ramp at the entrance to the police station which is outside of the SR 684

(Cortez Road) ROW. The entrance to the ramp will have to be modified to maintain handicap access before construction of the project. The FDOT is committed to coordinating with the Bradenton Beach Police Department during the Design phase of the project regarding the potential modification of the handicap access ramp to remain ADA compliant during and following construction. Access to community facilities will be maintained with minimal disruption during construction, and the project construction contractors will be required by the FDOT's *Standard Specifications for Road and Bridge Construction* to maintain access for emergency services to all adjacent properties throughout construction.

The Preferred Alternative is anticipated to provide improved travel times for emergency services to and from the mainland and Bradenton Beach since traffic would not be required to stop periodically for the drawbridge to open. This would result in better response times and aid in emergency evacuation. Furthermore, the addition of 10-foot shoulders would allow vehicles to pull out of the traffic lanes, allowing emergency vehicles ingress/egress down the center of the roadway. This is not possible on the existing bridge.

The proposed new bridge includes the addition of 10-foot sidewalks and 10-foot shoulders across the bridge. These improved facilities will provide safe mobility for both bicyclists and pedestrians.

The Preferred Alternative would not impact the existing trolley routes along SR 789 (Gulf Drive) nor would it preclude future trolley routes along SR 684 (Cortez Road).

Public Involvement Coordination

A comprehensive *Public Involvement Program* (PIP) (April 2013) was prepared and initiated at the start of the study. This program was implemented in compliance with the FDOT PD&E Manual; Section 339.155, Florida Statutes (F.S.); Executive Orders 11990, Protection of Wetlands and 11988, Floodplain Management; Council on Environmental Quality (CEQ) Regulations for implementing the procedural provisions of the National Environmental Policy Act (NEPA); and 23 Code of Federal Regulations (CFR) Part 771. A full discussion of public involvement activities is included in the *Comments and Coordination Report*, prepared under separate cover. The public and officials (elected and appointed) have been kept informed about the project through the use of meetings, newsletters, and a project website.

The project was screened through the EST as part of the ETDM Programming Screen phase (ETDM# 13568). The ETDM *Programming Screen Summary Report*, prepared under separate cover, includes the approved Class of Action as Type 2 Categorical Exclusion. Of the 21 issues examined in the programming screen, Coastal and Marine, Wetlands, and Historic and Archaeological Sites received a Degree of Effect (DOE) of "Substantial". A DOE of "Moderate" was received for ten categories: Contaminated Sites,

Navigation, Special Designations, Water Quality and Quantity, Wildlife and Habitat, Recreation Areas, Section 4(f) Potential, Aesthetics, Social, and Secondary and Cumulative Effects.

The Advance Notification (AN) package was mailed to the Florida State Clearinghouse and local and Federal agencies on January 3, 2012, in accordance with Governor's Executive Order 95-359 – Florida State Clearing House and President's Executive Order 12372 – Intergovernmental Review of Federal Programs. The comments received through the AN process were either no comment or were related to respective agency permitting requirements and stressed avoidance and minimization of environmental impacts. There were no adverse comments regarding the proposed roadway improvements and all comments have been addressed in the appropriate sections of this document.

Early in the PD&E study process, FDOT staffed an informational booth at the Cortez Commercial Fishing Festival on February 16 and 17, 2013. A project map and general information about the purpose of the study was provided to initiate the SR 684 (Cortez Bridge and Approaches) PD&E Study. Surveys were handed out to seek input and obtain ideas regarding the proposed improvements; however, at that time there were no specific alternatives developed. A total of 168 surveys were received with results indicating 51% favored rehabilitation, which extends the service life of the bridge by 25 years, and 45% favored replacement of the bridge. Of those who preferred bridge replacement, 51% preferred a high-level fixed-bridge, 23% preferred a mid-level drawbridge, 14% preferred a low-level drawbridge, and 8% had no preference. Note that 10 surveys indicated a preference for more than one of the above three bridge options: therefore, they were not counted in the results above. Responses to the survey indicated an interest in minimizing the impact on the community, traffic and environmental resources, and to maintain the island aesthetics. There were comments stating an interest in repairing the existing structure, improving safety, and providing wider sidewalks and protected bike lanes. Comments were taken into consideration in the development of the alternatives.

A Public Kickoff Meeting was held on April 30, 2013, at Kirkwood Presbyterian Church Fellowship Hall in Bradenton, to present graphics showing the study area along with other project information. A total of 170 people signed in, including six elected officials and seven local agency staff (county, city, and MPO). A continuous running video explained the study process. The Department displayed aerial photographs of the existing bridge and its surroundings and poster boards that contained project information were at the meeting along with Department staff who were available to talk with meeting attendees. A project handout which included a comment sheet and a survey form was provided to meeting attendees. Sixteen comment sheets were received at the meeting and 24 comment sheets and emails were received during the 10-day comment period following the meeting. There were no formal alternatives developed at the time of the kickoff

meeting. Other comments included expressed concerns regarding safety and the ability for the current bridge to withstand a hurricane and serve as an evacuation route. An interest in preserving the charm and history of the Cortez fishing village was mentioned and a suggestion to build a bridge to Longboat Key was also a comment received. Prior to the Public Kickoff Meeting, FDOT distributed the surveys by U.S. mail to local residents with the Public Kickoff Meeting notification. FDOT received 851 completed surveys. Survey responses from the mailed surveys and the surveys received from the kickoff meeting indicated 51% favored rehabilitation and 46% favored bridge replacement. Those who responded, whether for replacement or rehabilitation, were asked for a preference of bridge height, should the bridge be replaced (note: specific heights were not presented, only generic high-level, mid-level, or low-level options). Of the 851 responses, 32% favored a high-level fixed-bridge, 8% favored a mid-level drawbridge, 5% favored a low-level drawbridge, 1% indicated something else (such as a new bridge to Longboat Key), and 2% did not state a bridge preference. It should be noted that the percentages do not add up to 100% due to some survey responses indicating no preference and others with multiple preferences. Comments received were taken into consideration in the development of the alternatives.

An Alternatives Public Meeting was held on August 28, 2014 at the St. Bernard Catholic Church in Holmes Beach, to present the alternatives being considered along with other project information. A total of 86 people registered during the open house meeting, including six elected officials and three local agency staff. Proposed concept plans, a continuously running video, and other project information were available for review by attendees. A project handout which included a comment sheet was provided. A total of 59 comment sheets were received from the public meeting and associated 11-day comment period ending on September 8, 2014. Respondents focused almost exclusively on preferences for one of the alternatives presented and responses indicated 15% favored the No-Build (Repair) Alternative, 17% favored the Rehabilitation Alternative, and 59% favored bridge replacement. Of the responses that favored replacement, 40% favored a 65-foot High-Level Fixed-Bridge Alternative, 43% favored a 45-foot Mid-Level Drawbridge Alternative, and 8% favored a 21-foot Low-Level Drawbridge Alternative. It should be noted that the percentages do not add up to 100% due to some comment sheets indicating no preference and others with multiple preferences. Key concerns obtained through comments included questions regarding the impacts a high-level bridge could have on the Cortez character and how will ROW be affected. Suggestions were made for building a new bridge to Longboat Key, adding a Park-and-Ride lot at the east end of the SR 684 Cortez Bridge, and expanding the bridge to four lanes to improve traffic. A few comments were made urging FDOT to replace the bridge and let everyone know the schedule and future phases. Comments received were taken into consideration.

A second Alternatives Public Meeting was held on August 9, 2016, at the Saint Bernard Catholic Church in Holmes Beach, to present the three replacement alternatives and the

No-Build (Repair) Alternative. A total of 179 people signed in at the meeting including seven elected officials and three local agency staff. Proposed concept plans for the alternatives, a continuously running video, and other project information were available for review by attendees. A project handout was provided which included a comment sheet with a survey. A total of 426 comment sheets were received at the public meeting and following the meeting during a ten-day comment period, ending on August 19, 2016. Of the responses received, 29% favored the No-Build (Repair) Alternative, and 67% favored bridge replacement. Of the responses that favored replacement, 64% favored the 65-foot High-Level Fixed-Bridge Alternative, 27% favored the 35-foot Mid-Level Drawbridge Alternative, and 7% favored the 21-foot Low-Level Drawbridge Alternative. It should be noted that the percentages do not add up to 100% due to comment sheets with multiple preferences. The majority of comments received were engineering related, such as building the bridge as four lanes, increasing the size of the roundabout at SR 789 (Gulf Drive) and SR 684 (Cortez Road), consider tolling a new bridge, reconsider the width of sidewalks and bike lanes, adding variable message signs to communicate the real-time parking situation, and studying an option for a reversible lane to ease traffic. Comments were also received expressing concerns about potential changes to the character of Cortez Village. The comments received were taken into consideration.

A Public Hearing was held on August 31, 2017, at the Kirkwood Presbyterian Church in Bradenton to present the two viable Build Alternatives: a 35-foot Mid-Level Drawbridge Alternative and a 65-foot High-Level Fixed-Bridge Alternative, along with the No-Build (Repair) Alternative. The *Public Hearing Transcript Certification* (November 2017) package, which includes the public hearing transcript and all received oral and written public comments, was prepared under separate cover. A total of 193 people signed in at the Public Hearing including four elected officials and five local agency staff. Twenty-one individuals spoke for the record at the hearing, and FDOT received 165 comments in the form of comment sheets with a survey submitted at the hearing, on the study web site, e-mails, and letters following the hearing during the comment period. Due to Hurricane Irma, the normal 10-day comment period was extended to 30 days, to September 30, 2017. Comments received focused almost exclusively on preferences for one of the alternatives presented. Of the responses received, 50% favored the No-Build (Repair) Alternative, and 38% favored bridge replacement. Of the responses that favored replacement, 75% favored the 65-foot High-Level Fixed-Bridge Alternative and 24% favored the 35-foot Mid-Level Drawbridge Alternative. Some comment sheets were submitted with multiple preferences indicated. In general, comments ranged from opposition to bridge replacement due to the potential for impacts to the community and the environment, to full support of the project and its potential to benefit the community, the traveling public, and tourism. Comments received were taken into consideration.

Comments received at the August 31, 2017 Public Hearing, where all costs and impacts were presented, indicated that of the responses that favored replacement, 75% favored

the 65-foot High-Level Fixed-Bridge Alternative and 24% favored the 35-foot Mid-Level Drawbridge Alternative. Among the local communities, the Cortez community generally voiced support for repair or rehabilitation over bridge replacement.

In addition to the public meetings described above, between May 2013 and November 2017 the FDOT was invited to give presentations to 21 groups and organizations during the study. **Table 2** provides a summary of the presentations and they are detailed in the *Comments and Coordination Report*, prepared under separate cover.

Table 2: Summary of FDOT Presentations

Number of Presentations by FDOT	Type of Organization/Group	Names of Organizations/Groups
11	Metropolitan Planning Organization (MPO) and Transportation Planning Organization (TPO)	Island TPO Sarasota-Manatee MPO (Board, Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and Bicycle/Pedestrian/Trail Advisory Committee)
5	County	Manatee County (BOCC, Chamber of Commerce)
1	City	City of Bradenton Beach
4	Other	Cortez Park Mobile Home Community ManaSota-88 All Angels Episcopal Church Anna Maria Island Rotary Club

A final project notification will be sent to the property owners and interested citizens to announce the final approval (i.e., Location and Design Concept Acceptance) of this environmental document. Coordination with the public will continue in future phases of the project.

Nondiscrimination Considerations

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations, signed by the President on February 11, 1994, directs federal agencies to take appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law.

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status. No minority or low-income populations have been identified that would be adversely impacted by the proposed project. Therefore, in

accordance with the provisions of Executive Order 12898 and Federal Highway Administration (FHWA) Order 6640.23a, no further Environmental Justice analysis is required.

No comments were received during this study regarding conflicts with Title VI of the Civil Rights Act of 1964 or related statutes. Furthermore, the project is not anticipated to negatively affect community resources important to elderly persons, disabled individuals, non-drivers, transit-dependent individuals, or minorities.

Community Cohesion

The Preferred Alternative will require a limited amount of right-of-way (ROW) acquisition along the project corridor affecting some residential and/or commercial properties. However, the improvement of the existing facility with limited ROW acquisition is not expected to result in significant changes to community cohesion. There is no potential for isolating neighborhoods. It is anticipated that this project will enhance the transportation options for local residents with the addition of bicycle lanes and sidewalks/shared use paths throughout the corridor.

The Preferred Alternative offers opportunities to enhance community cohesion by connecting the north and south sides of the Cortez community with a roadway, sidewalks, and walkable public space under the new bridge at 127th Street West. The 65-foot High-Level Fixed-Bridge Alternative provides opportunities for greater community cohesion and walkability. This alternative is high enough to create an open space along the waterfront under the Cortez approach of the bridge. This could support a variety of public uses and amenities that could be implemented at the discretion of the local agencies. Considering the comprehensive public outreach program and minimal effects to social resources, the Preferred Alternative is expected to have no significant impact on the social aspects of the community.

A.2. Economic

The project will reinforce/continue to support access between the tourist attractions/recreational facilities (i.e., marinas, beaches, etc.), businesses/commercial uses, and residential areas of both Anna Maria Island and the mainland of Manatee County. Businesses in the City of Bradenton Beach on Anna Maria Island and in Bradenton on the mainland are not expected to be impacted during project construction since traffic will be maintained on the existing bridge while a new bridge is built. Lane closures, if needed to move traffic from the existing bridge to a new bridge, will be minimal and can be planned for off-peak hours. The Preferred Alternative will provide higher clearance to permit the passing of larger vessels without requiring bridge openings; this is anticipated to reduce delays to vehicle traffic crossing the bridge and improve the flow of waterborne

traffic. Access to businesses and residences adjacent to the project will be maintained throughout construction.

The Preferred Alternative is expected to have no significant impact on economic resources.

A.3. Land Use Changes

The project area consists of the City of Bradenton Beach (on Anna Maria Island) and Cortez Village (on the mainland). Existing land uses in the project area adjacent to and surrounding SR 684 consist of residential (single-family, high-density and mobile homes), vacant, commercial (marinas/docks/boat storage), retail/office, beach/recreational and public (Bradenton Beach Police Department, FDOT-owned ROW) uses.

Future land use designations within the City of Bradenton Beach include: public ROW, high density residential, retail/office/residential and public/semi-public. The Manatee County future land use designations within the Cortez Village/mainland portion include: Industrial Light (IL), moderate to high-density residential (RES-6 and RES-9), and retail/office/residential (ROR). A Historical/Archaeological Overlay District is shown for the portion of the Cortez Village south of SR 684 (Cortez Road). Within the Cortez Village/mainland portion, there is a planned unit development (PUD) shown for a vacant property adjacent to the north side of SR 684 (Cortez Road) between 127th Street West and 124th Court West. This portion of SR 684 (Cortez Road) has been identified as a constrained facility; therefore, capacity will not be added beyond the existing two lanes. The proposed replacement of the Cortez Bridge and the improvements to the roadway approaches are compatible with current and future land use plans and are consistent with the City of Bradenton Beach's 2020 Comprehensive Plan, Manatee County's Comprehensive Plan (through Supplement #21) and the Sarasota Manatee Metropolitan Planning Organization's 2040 Strategic Mobility Plan and Financially Feasible Plan. Therefore, the Preferred Alternative is expected to have no significant impact.

A.4. Mobility

Manatee County Area Transit (MCAT) is Manatee County's Public Transit System. Fixed Bus Route #6 – Cortez Road is the only route that serves SR 684 (Cortez Road) within the project limits between SR 789 (Gulf Drive) and 123rd Street West. This route has 60-minute headways and operates between 5:20 a.m. and 8:27 p.m. According to the MCAT *Transit Development Plan Major Update Fiscal Year (FY) 2013/14 – FY 2022/23* (page 161), there are goals to increase the frequency of Route #6 during peak hours to reduce the headways to 30 minutes in the future, extend service hours to about 10:00 p.m., and implement additional Sunday service so that the bus operates for a total of eight hours on Sunday. There are two bus stops in each direction serving Route #6 within the study

limits: just east of 127th Street West and just east of 124th Street West. Mid-block unsignalized pedestrian crosswalks are provided near the two bus stops. Each crosswalk features a red brick pavement pattern and a small pedestrian refuge island. There is another bus stop in each direction just east of 121st Street Court West. The Preferred Alternative would not impact the bus stops.

The Anna Maria Island Trolley runs the full north-south length of SR 789 (Gulf Drive) on Anna Maria Island (Anna Maria, Holmes Beach and Bradenton Beach) from the City Pier (north end) to Coquina Beach (south end). The trolley does not currently operate along SR 684 (Cortez Road), and the Preferred Alternative would not preclude future trolley routes along SR 684 (Cortez Road). Therefore, this project will not impact the trolley route along SR 789 (Gulf Drive).

The Preferred Alternative is anticipated to provide improved travel time for emergency services to and from the mainland and Anna Maria Island since the traffic would not be required to stop periodically for the drawbridge to open. Delays caused by the drawbridge openings will be removed for both vessels and vehicles. This will decrease response times for emergency services and aid in emergency evacuation. The vehicle travel time for the 65-foot High-Level Fixed-Bridge Alternative is 2.38 minutes, compared to 4.5 minutes for the No-Build Alternative. Also, the addition of 10-foot shoulders would allow vehicles to pull out of the traffic lanes, allowing emergency vehicles ingress/egress down the center of the roadway, which is not currently possible on the existing bridge. The Preferred Alternative would also assist with facilitating an unimpeded route during emergency evacuations, e.g. hurricane evacuations.

The Preferred Alternative will create improved facilities for bicyclists and pedestrians. The existing 5- to 6-foot sidewalks on the roadway approaches will transition to match the 10-foot sidewalks on the proposed bridge. The Preferred Alternative provides 6-foot sidewalks along both sides of the reconstructed 127th Street West beneath the bridge's east end and along the proposed 127th Street West access road. West of the bridge, the existing scenic bicycle route that runs along the north side of SR 684 (Cortez Road) and under the west end of the bridge to the Bradenton Beach Marina on the south side will be maintained. West of the bridge, there are no existing bike lanes or shoulders. The proposed roadway (**Figure 3**) includes a 4- to 10-foot bike lane eastbound and a 5- to 10-foot bicycle keyhole westbound that will transition to the proposed 10-foot bridge shoulders, since the bicyclists can ride on the shoulder. The existing 5-foot paved shoulders at the east end of the project will transition to proposed 4-foot bike lanes with curb and gutter that widen to match the proposed 10-foot shoulders on the bridge (**Figure 4**). Four-foot bicycle lanes would also be included in the new 127th Street West access road.

The Preferred Alternative is expected to enhance the overall movement and circulation

within and between the mainland and Bradenton Beach for businesses and residents.

A.5. Aesthetic Effects

SR 789 (Gulf Drive) from the Longboat Key Bridge to 5th Avenue in Holmes Beach is designated as the Bradenton Beach Scenic Highway. The 65-foot High-Level Fixed-Bridge Alternative will have no impact on the elements that are considered for the scenic highway designation of SR 789 (Gulf Drive) within the limits of the project. As the bridge is readily visible by boat traffic and from adjacent residential areas, specific aesthetic and landscaping needs will be considered during the final Design phase of the project. The FDOT is committed to establishing and working closely with a Bridge Design Committee during the Design phase to advise the Department on aesthetic design features for the bridge and approaches. Members of this committee will be determined by local agencies and the community during the Design phase. In addition, a portion of the project construction budget will be dedicated for landscaping. Therefore, the Preferred Alternative will have no significant impacts.

A.6. Relocation Potential

In accordance with Part 2, Chapter 4 of the FDOT's PD&E Manual, the project was reviewed to identify community characteristics, analyze the impact of the project on the community and to identify residences and businesses that would be impacted by the project and any special relocation needs.

The Preferred Alternative, requires a total of 1.18 acres of ROW from four privately owned parcels to provide access to 127th Street West via a new connector roadway north of SR 684 (Cortez Road) and to maintain access to a residential parcel east of 127th Street West. An additional parcel, resulting in approximately 0.98 acres of additional ROW, will be impacted to accommodate the offsite stormwater management (SMF 4B). The total ROW impact of the project including 0.96 acres of sovereign submerged lands (SSL) is 3.12 acres.

Records indicate the SSL lying below the MHW line within the boundaries of the Cortez Bridge ROW are state-owned, and subject to Trustees of the Internal Improvement Trust Fund (TIITF) Easement No. 20842. The easement grants access to use the SSL for the bridge; however, it does not grant ownership. For the Preferred Alternative, a modification to the existing SSL easement is needed to add 0.96 acres to accommodate the new bridge and fenders. Applicable SSL/easement coordination with the TIITF will occur in conjunction with the design-phase environmental permitting process.

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, the

FDOT will carry out a Right-of-Way and Relocation Program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17). Therefore, the Preferred Alternative is expected to have no significant impacts.

B. CULTURAL

B.1. Section 4(f)

The project was examined for potential Section 4(f) resources in accordance with Section 4(f) of the Department of Transportation Act of 1966 (Title 49, U.S.C., Section 1653 (f), amended and recodified in Title 49, U.S.C. Section 303, in 1983). Section 4(f) requires that prior to the use of any land from a publicly owned park, recreation area, wildlife or waterfowl refuge, or land from a historic property on or eligible for inclusion in the National Register of Historic Places (NRHP) for transportation purposes, it must be documented that there are no prudent or feasible alternatives which avoid such “use” and that the project includes all possible planning to minimize harm to the Section 4(f) resources.

Consistent with Part 2, Chapter 13 (recently renumbered to Chapter 7) of the FDOT’s PD&E Manual, a Section 4(f) Determination of Applicability (July 2014) (DOA) was prepared under separate cover for the following potential Section 4(f) recreational resource: the Paddle Manatee/Manatee County Blueway Paddling Trail comprised of two separate “legs” (Palma Sola Paddling Trail and Barrier Island Paddling Trail). The Section 4(f) DOA was submitted to FHWA and in an email response dated July 25, 2014 (**Appendix C**), FHWA concurred with the recommendations and found that although the resources are protected by Section 4(f), the proposed project would have impacts that are so minor and temporary in nature to the Paddle Manatee/Manatee County Blueway Paddling Trail, that it qualifies as a Temporary Occupancy exemption under 23 CFR 774.13(d) for Section 4(f) approval. A Section 4(f) Exceptions/Exemptions Determination (Form 650-050-48), prepared under separate cover, for the Paddle Manatee/Manatee County Blueway Paddling Trail was completed and the exception was approved on November 21, 2018. FDOT’s commitments addressing the Paddle Manatee/Manatee County Blueway Paddling Trail are discussed in the commitments section (Section 4). Based on adherence to these commitments, the project is expected to have no significant impact to this Section 4(f) resource.

B.2. Historic Sites/Districts

A *Cultural Resource Assessment Survey (CRAS)* was conducted in accordance with requirements set forth in the National Historic Preservation Act of 1966, as amended, and Chapter 267, F.S. The investigations were carried out in conformity with Part 2, Chapter 12 (recently renumbered to Chapter 8) (Archaeological and Historical Resources) of the FDOT PD&E Manual and the standards contained in the Florida Division of Historical

Resources' (FDHR) Cultural Resource Management Standards and Operations Manual (FDHR 2003; FDOT 1999). In addition, the CRAS met the specifications set forth in Chapter 1A-46, Florida Administrative Code (FAC).

The CRAS Report (June 2014), prepared under separate cover, was submitted to the FHWA on July 1, 2014 for review and transmittal to the SHPO. FHWA approved the recommendations and findings on July 10, 2014, noting that the concurrence applied only to eligibility and that a separate determination of effects was needed for the Section 106 Process. The FHWA transmitted the CRAS report to the SHPO, who concurred with the findings on August 13, 2014 (letter in **Appendix D**). The 2014 CRAS identified 61 historic resources within the Area of Potential Effect (APE) that were evaluated. Of these 61 resources, six resources, all within the historic district at the east end of the project APE and south of SR 684 (Cortez Road), were considered significant: the previously recorded NRHP-listed Cortez Historic District (8MA975) and five NRHP-eligible contributing buildings (8MA677, 8MA678, 8MA937, 8MA940, and 8MA967). The Cortez Historic District was listed in the NRHP in March 1995 in the contexts of exploration/settlement, commerce, architecture, and maritime history. A reconnaissance of the district evidenced that much of its historic fabric remains intact and the boundaries should not be changed from those depicted in its NRHP Registration Form. None of the other identified resources were considered eligible for listing in the NRHP.

A Section 106 Effects Determination Case Study Report (April 2015), prepared under separate cover, was completed to apply the Criteria of Adverse Effect (36 CFR Part 800.5(a)(1)) to the NRHP-listed Cortez Historic District (8MA975). The Preferred Alternative will not require any ROW from the Cortez Historic District and will not require changes to the existing roadway adjacent to the historic district. Only two blocks of the historic district are adjacent to SR 684 (Cortez Road). The eastern touchdown for the Preferred Alternative would be approximately one block away (approximately 250 feet to the west) and the eastern end of the bridge would be approximately 750 feet away from the historic district. The proposed bridge includes sidewalks on both sides that will transition to the existing sidewalks along the at-grade SR 684 (Cortez Road) roadway. The new bridge will replace an existing bridge, so it will not introduce a new element that was not historically present when the historic district was listed in the NRHP, but it will modify the appearance of the element, specifically the type and height of the bridge. The existing and proposed bridge are not visible from the historic district, except at the northern edge along SR 684 (Cortez Road). Most of the historic district is surrounded by vegetation, homes, or other development. Based on a rendering of the proposed new bridge, and limited views of the bridge from the historic district, the proposed 65-foot High-Level Fixed-Bridge would not result in significant visual and aesthetic changes to the historic district. The historic district is significant for its association with the historic fishing industry in Florida, commerce and maritime history, and the vernacular architecture associated with the maritime character of the village. Since the proposed new bridge is

not adjacent to the historic district and is not readily visible from the district, this change would not alter the characteristics that make this historic district significant. At the five residences within the APE that are contributing resources, the predicted noise levels are below the noise abatement criterion (NAC) of 66 dBA and only expected to increase by 2.2 dBA or less at the locations, which is not a perceptible increase. The Preferred Alternative will not alter the existing automobile access to the historic district nor will it impact the use of individual contributing resources within the historic district. Based on the effects evaluation documented in the *Section 106 Effects Determination Case Study Report*, the SHPO concurred with the finding that the project would have *no adverse effect* on the NRHP-listed Cortez Historic District (8MA975) on May 29, 2015 (letter in **Appendix D**).

A *Cultural Resource Assessment Survey Update Technical Memorandum for Preferred Stormwater Management Facility Sites (CRAS Update)* (September 2017), prepared under separate cover, was prepared to evaluate the recommended stormwater management facility (SMF) sites (3 and 4B) and also includes newly identified historic resources within the overall project APE that were constructed between 1966 and 1968. As a result, it was determined that there are no historical resources which are currently listed, determined eligible, or appear to be potentially eligible for listing in the NRHP within the recommended SMF sites, APE, or within the overall project APE. The SHPO concurred with the *CRAS Update* on October 3, 2017 (**Appendix D**).

The Preferred Alternative is expected to have no significant impact on historic sites/districts.

B.3. Archaeological Sites

A *CRAS* was completed as referenced in B.2. above. During the 2014 *CRAS*, background research indicated that no archaeological sites have been previously recorded within the project area and the likelihood of finding intact archaeological sites was considered to be low. As a result of field survey, no archaeological sites were discovered. As a result of the *CRAS Update* completed in 2017, no archaeological sites were discovered within the recommended SMF sites. The Preferred Alternative is anticipated to have no significant impact on archaeological sites.

C. NATURAL

C.1. Wetlands and Other Surface Waters

In accordance with Executive Order 11990, *Protection of Wetlands*, dated May 24, 1977, US Department of Transportation Order 56601.A, *Preservation of the Nation's Wetlands*, dated August 24, 1978, and FDOT's PD&E Manual, Part 2, Chapter 9, *Wetlands and Other Surface Waters*, a *Natural Resources Evaluation (NRE)* (October 2017), was

prepared under separate cover as part of this PD&E study. The purpose of this evaluation was to assure the protection, preservation, and enhancement of wetlands to the fullest extent practicable.

Portions of three wetlands, three other surface waters (OSW), four seagrass beds, two areas of live-bottom, oyster clumps, and non-vegetated bottom were identified within the study area.

The Preferred Alternative will result in minor, unavoidable direct impacts to 0.0002 acre of other surface waters (OSW) comprised of three drainage ditches and 0.01 acre of seagrass habitat. No direct impacts or loss of function to local mangrove wetlands are anticipated. Indirect impacts are expected to be minimal as the project will be constructed primarily within the existing ROW limits. The wetlands within the study area have been impacted by the surrounding landscape and adjacent land uses including proximity to SR 684 (Cortez Road). The wetland areas also have experienced habitat fragmentation due to surrounding development. A Uniform Mitigation Assessment Method (UMAM) analysis was performed to estimate the functional loss due to wetland/OSW impacts from the Preferred Alternative. For this project, the minor impact to OSWs is not anticipated to require mitigation due to the loss of less than 0.01 UMAM functional unit. Based on the calculations, the project would result in 0.004 units of seagrass functional loss for direct impacts and no direct loss of mangrove function. Preliminary mitigation options have been evaluated which include concepts for nearby constructed seagrass mitigation as well as the use of seagrass mitigation bank credits at the Mangrove Point Mitigation Bank, if available. These mitigation options will offset the anticipated seagrass impacts. A detailed discussion of effects on EFH within the project study area has been provided in the *NRE* (October 2017), prepared under separate cover and is discussed in Section C.9 of this support document.

The proposed project was evaluated for potential wetland impacts in accordance with Executive Order 11990, Protection of Wetlands. Based upon the above considerations, it is determined that there is no practicable alternative to the proposed construction in wetlands and the proposed action includes all practicable measures to minimize impacts to wetlands which may result from such use.

Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV, Chapter 373, F.S., and 33 U.S.C. §1344.

Therefore, no significant impacts to wetlands are anticipated.

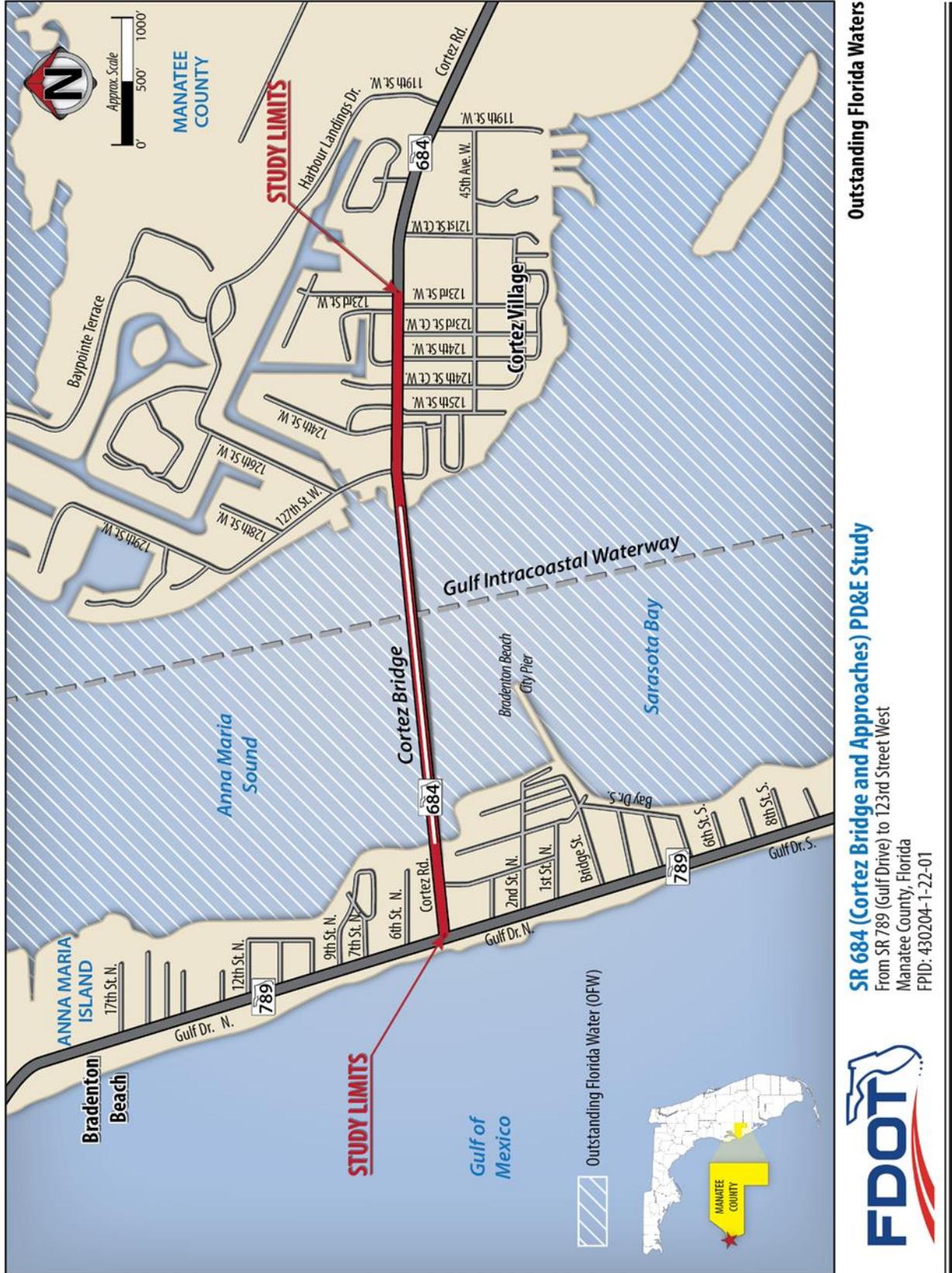
C.2. Aquatic Preserves and Outstanding Florida Waters

There are no aquatic preserves located within the study area. Sarasota Bay and Anna Maria Sound are both designated Outstanding Florida Waters (OFW), comprising approximately 23.4 acres of OFW within 200 feet of the project (**Figure 5**). Waters with this designation are afforded an extra measure of protection and are thus subject to greater stormwater runoff treatment volume requirements than regular surface waters. SMFs will be designed to provide additional treatment as part of the state's Environmental Resource Permitting process. Therefore, the Preferred Alternative is anticipated to have no significant impacts to aquatic preserves or OFW.

C.3. Water Quality and Water Quantity

The existing bridge does not provide any stormwater treatment. The stormwater runoff from SR 684 (Cortez Road) from the Preferred Alternative will be collected and conveyed to stormwater facilities by curb, gutter and pipes. The water quality and runoff attenuation will be achieved through the construction of offsite ponds, which will require the acquisition of additional ROW. Stormwater from the west end of the project to the high point of the bridge will drain to the west and be discharged into proposed SMF 3. Water from the high point of the bridge to the east end of the project limits will be collected at the end of the bridge and conveyed to proposed SMF 4B. More detailed information is contained in the *Final Drainage Design Concept Report* (June 2018), prepared under separate cover. The proposed stormwater facilities design will include, at a minimum, the quantity requirements for water quality impacts as required by the Southwest Florida Water Management District (SWFWMD) and will be designed to meet state water quality and quantity requirements, and best management practices will be utilized during construction. In accordance with Part 2, Chapter 11 of the FDOT's *PD&E Manual*, a *Water Quality Impact Evaluation* (WQIE) (January 2015) was prepared under separate cover for the project. Water quality regulatory requirements apply to this project. Water quality and quantity issues will be addressed through compliance with the design requirements of authorized regulatory agencies. Therefore, the Preferred Alternative is anticipated to be an enhancement to water quality.

Figure 5 Outstanding Florida Waters



C.5. Floodplains

In accordance with Part 2, Chapter 13 of the FDOT's PD&E Manual, a *Final Location Hydraulic Report* (LHR) (June 2018) was prepared under separate cover for the project.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) for Manatee County (Community Panel Numbers 12081C 0277E, 12081C 0279E, 12081C 0281E and 12081C 0283E), the majority of the bridge lies within Zone AE (area of 100-year flood, base flood elevation has been determined) and the east abutment is within Zone VE (coastal zone with velocity hazard [wave action]). There are no floodways within the project limits.

Portions of the project are located within the floodplain limits shown on the FEMA Flood Insurance Rate Map (FIRM) Community Panels 12081C 0277E and 12081C 0279E. The floodplain is primarily due to storm surge from the Gulf of Mexico. There are also two 24-inch cross drains within the limits of this project at MP 0.780 and MP 0.889 which will not be extended as a result of the project. The preferred profile was set to maintain a one-foot clearance from the design wave crest elevation. The project's drainage design will be consistent with local (FEMA), FDOT, and SWFWMD design guidelines which prevent significant changes in the base flood elevations.

To ensure the project is consistent with the local floodway and floodplain management programs Floodplain coordination has been done with FDOT District 1 Sarasota Operations Center, Manatee County FEMA Coordinator, City of Bradenton Beach FEMA Coordinator, and SWFWMD.

The floodplain encroachments will be minimal due to the Preferred Alternative following the approximate same alignment as the existing bridge within the coastal floodplain. There will be a minor impact to the floodplain, but flood elevations and risks will not be increased due to the changes in the vertical and horizontal alignments. Additional information regarding floodplains can be found in the LHR.

There is a Coastal Barrier Resource System (CBRS) south of the bridge, extending east to the existing SMF outfall near the Florida Maritime Museum at the Florida Institute of Saltwater Heritage (F.I.S.H.) property. The project will not have any involvement with the F.I.S.H. property; therefore, there will be no involvement with the CBRS. The existing SMF at the southeast corner of the SR 684 (Cortez Road)/SR 789 (Gulf Drive) intersection is within the Coastal Construction Control Line (CCCL) and it is assumed that this pond will not be modified.

The proposed drainage systems will perform hydraulically in a manner equal to or greater than the existing conveyance systems and backwater surface elevations are not expected

to increase. This project will have minimal impact on the existing floodplains within and adjacent to this roadway improvement project. As a result, there will be no significant adverse impacts on natural and beneficial floodplain values. 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 emergency evacuation routes. Therefore, it has been determined that this encroachment will have no significant impact on floodplains.

C.6. Coastal Zone Consistency

An AN Package was completed for this project and mailed to the Florida State Clearinghouse and local and federal agencies on January 3, 2012, in accordance with the Coastal Zone Management Act of 1978 and Presidential Executive Order 12372. The full list of agencies that received the AN Package and a summary of agency responses is included in Appendix A of the *Comments and Coordination Report*, prepared under separate cover. The State of Florida determined on February 15, 2012 that this project is consistent with the Florida Coastal Zone Management Program. The State's final concurrence will be determined during the environmental permitting process.

C.8. Protected Species and Habitat

The project area was evaluated for potential impacts to federal- and state-listed/protected plant and animal species in accordance with 50 CFR 402.12, Section 7(c) of the Endangered Species Act of 1973, as amended, by the Wildlife Code of the State of Florida (Chapter 39, FAC) and Part 2, Chapter 16 of the FDOT's PD&E Manual. The evaluation included literature review, database searches, and field assessments of the project area to identify the potential occurrence of protected species and/or presence of federally-designated critical habitat. The evaluation documented current environmental conditions along the corridor and potential impacts to wildlife, habitat, and listed species; the project area's current potential to support species listed as endangered, threatened or of special concern; identified current permitting and regulatory agency coordination requirements for the project; and requested comments from regulatory agencies with jurisdiction over the study.

An *NRE* (October 2017) was prepared under separate cover as part of consultation required under Section 7 of the Endangered Species Act of 1973, as amended, and per the requirements of Part 2, Chapter 16 of the FDOT *PD&E Manual*. Field evaluations of the study area were conducted by project biologists from June 24, 2013 to June 28, 2013. The evaluation included coordination with the U.S. Fish and Wildlife Service (FWS), the National Marine Fisheries Service (NMFS), the Florida Fish and Wildlife Conservation Commission (FWC), and the Florida Natural Areas Inventory (FNAI). A total of 23 state- and/or federally-listed protected species were identified as having the potential to occur

within the project study area. **Table 3** summarizes the effect determination for each of these species resulting from the proposed project based on the FDOT findings and commitments to offset potential impacts. Potential impacts to listed species and their habitats are described in more detail in the *NRE*. The *NRE* was submitted to the FWS, NMFS and FWC on November 29, 2017. The FWC did not respond. The concurrence letter from FWS, dated January 24, 2018 with Attachment and email from the NMFS, dated December 7, 2017, are located in **Appendix E**.

FDOT's commitments addressing listed and protected species are discussed in the commitments section (Section 4) of this document. Based on adherence to these commitments, this project is expected to have no significant impacts to protected species or habitat.

Table 3: Summary of Listed Species Effect Determinations

Scientific Name	Common Name	State Listing (FWC)	Federal Listing (FWS)	Determination of Effect
<i>Acrostichum aureum</i> *	Golden leather fern	Threatened	None	No Effect
<i>Chrysopsis floridana</i> *	Florida golden aster	Endangered	Endangered	No Effect
<i>Harrisia aboriginum</i> *	Aboriginal prickly apple	Endangered	Endangered	No effect
<i>Eragrostis pectinacea var. tracyi</i> *	Sanibel love grass	Endangered	None	No effect
<i>Platalea ajaja</i>	Roseate spoonbill	Threatened	None	May affect, not likely to adversely affect
<i>Egretta caerulea</i>	Little blue heron	Threatened	None	May affect, not likely to adversely affect
<i>Egretta tricolor</i>	Tri-colored heron	Threatened	None	May affect, not likely to adversely affect
<i>Egretta rufescens</i>	Reddish egret	Threatened	None	May affect, not likely to adversely affect
<i>Charadrius melodus</i>	Piping plover	Threatened	Threatened	May affect, not likely to adversely affect
<i>Haematopus palliatus</i>	American oystercatcher	Threatened	None	May affect, not likely to adversely affect
<i>Calidris canutus rufa</i>	Red knot	Threatened	Threatened	May affect, not likely to adversely affect
<i>Haliaeetus leucocephalus</i> **	Bald eagle	None	None	May affect, not likely to adversely affect
<i>Mycteria americana</i>	Wood stork	Threatened	Threatened	May affect, not likely to adversely affect
<i>Acipenser oxyrinchus desotoi</i>	Gulf sturgeon	Threatened	Threatened***	May affect, not likely to adversely affect
<i>Pristis pectinata</i>	Smalltooth sawfish	Endangered	Endangered	May affect, not likely to adversely affect
<i>Trichechus manatus</i>	West Indian manatee	Threatened	Threatened	May affect, not likely to adversely affect
<i>Drymarchon corais couperi</i>	Eastern indigo snake	Threatened	Threatened	May affect, not likely to adversely affect

Scientific Name	Common Name	State Listing (FWC)	Federal Listing (FWS)	Determination of Effect
<i>Gopherus polyphemus</i>	Gopher tortoise	Threatened	Candidate	No effect
<i>Caretta caretta</i>	Loggerhead turtle	Threatened	Threatened	May affect, not likely to adversely affect
<i>Chelonia mydas</i>	Green turtle	Endangered	Endangered	May affect, not likely to adversely affect
<i>Lepidochelys kempii</i>	Kemp's Ridley turtle	Endangered	Endangered	May affect, not likely to adversely affect
<i>Dermochelys coriacea</i>	Leatherback turtle	Endangered	Endangered	No effect
<i>Eretmochelys imbricata</i>	Hawksbill turtle	Endangered	Endangered	No effect

*State listed plants are listed by the Florida Department of Agriculture and Consumer Services (FDACS)

** Regulated under the Bald and Golden Eagle Protection Act and Migratory Bird Treaty Act

*** Also listed by National Oceanic and Atmospheric Administration (NOAA)/NMFS

C.9. Essential Fish Habitat

An Essential Fish Habitat (EFH) Assessment was completed in accordance with the requirements of the Magnuson-Stevens Fishery Conservation and Management Act of 1976 (MSFCMA), as amended in 1996 and reauthorized in 2007 and Part 2, Chapter 17 of the FDOT's PD&E Manual to assess waters and substrate necessary to fish for spawning, breeding, feeding and development to maturity. The MSFCMA established standards for fishery conservation and management and created eight regional Fishery Management Councils (FMC) to apply those national standards in fishery management plans (FMP). Consultation with the NMFS is required as part of this process. A detailed discussion of effects on EFH within the project study area has been provided in the *NRE* (October 2017), prepared under separate cover.

A benthic survey was conducted by a team of biologists from June 24, 2013 to June 28, 2013 to identify and document the presence and extent of various EFH types including seagrasses, non-vegetated bottom, and live bottom within the survey area. Based on consultation with the NMFS, species within the following FMPs were identified to have EFH present for specific life stages: penaeid shrimp, red drum, reef fish (snappers, groupers, wrasses), stone crab, coastal migratory pelagics (Spanish mackerel), highly migratory species (several shark species), and coral (class *Anthozoa*). Project-related activities may have direct (e.g., physical disruption) or indirect (e.g., loss of prey species) effects on EFH and may be site-specific or habitat-wide.

Construction of the Preferred Alternative will likely result in permanent direct and indirect impacts to the EFH habitats from installation of the bridge structure and piers/pilings. The specific locations of any proposed bridge piers/pilings will be determined in the Design phase. Therefore, the direct impacts to the EFH habitats were calculated based on the

entire limits of construction (project footprint). The Preferred Alternative is estimated to result in approximately 7.89 acres of permanent direct impact to EFH types: estuarine emergent wetland (0.0002 acre), seagrass (0.01 acre), estuarine water column (3.90 acres), non-vegetated bottom (3.15 acres) and live bottom (0.83 acre) habitats. Because the design details and construction means and methods for the Preferred Alternative have not yet been determined, permanent indirect impacts to EFH habitat that may occur from the proposed construction activities cannot be precisely calculated at this time. Permanent indirect impacts to estuarine water column, seagrass and live bottom EFH could result from shading impacts from the proposed bridge. With construction of the Preferred Alternative, removal of the existing bridge structure will eliminate the existing shading properties of that structure. Permanent indirect impacts to EFH due to shading, which could result in the eventual loss of ecological function and productivity throughout a portion of the food chain from new bridge construction, will be addressed in a shading effects evaluation and documented in an addendum to the EFH Assessment during the final design and permitting phase of this project. While there will be inevitable shading effects once the new bridge is constructed, the NMFS expressed a preference for the 65-foot High-Level Fixed Bridge Alternative, as the increased height will lessen the effects of shading on seagrass.

Temporary indirect impacts to EFH habitat that may occur from the proposed construction activities include increased turbidity which could result in the burial of benthic species, re-suspension of potentially contaminated sediments, and physical impairment to estuarine species, such as the clogging of gills from suspended particulates resulting in suffocation or abrasion of sensitive epithelial tissue. However, the juvenile and adult life stages of the managed species are considered to be motile and highly capable of eluding adverse conditions. Thus, temporary indirect impacts have been estimated by calculating all EFH impacts that could potentially occur within the existing ROW limits, which would represent the greatest expected extent of construction activities. The Preferred Alternative is estimated to result in approximately 23.28 acres of temporary indirect impact to EFH types: mangrove wetlands (0.03 acre), estuarine emergent wetlands (0.205 acre), seagrass (0.061 acre), estuarine water column (11.52 acres), non-vegetated bottom (9.54 acres) and live bottom (1.92 acres). Note that these impact estimates are likely an overestimate of the actual impacts to EFH that will occur during construction. Further coordination with the NMFS will take place during the Design phase and prior to permitting when temporary impacts can be accurately determined.

The Preferred Alternative was evaluated for cumulative impacts to EFH. Inclusion of other projects within this cumulative impact analysis is based on identifying common attributes between impacts from other projects and potential impacts from the proposed project. Six projects were identified that could possibly impact EFH and were analyzed in the *NRE*. Only the Anna Maria Bridge (Bridge No. 130054 - SR 64 (Manatee Avenue) over Anna Maria Sound/Gulf Intracoastal Waterway) and the Preferred Alternative projects are

expected to result in potential direct impacts to EFH. Each project will be required to obtain environmental permits and avoid and minimize impacts to EFH to the extent practicable. Those EFH impacts that cannot be avoided or minimized, such as bridge pier construction, will be mitigated if necessary. As EFH mitigation is anticipated for completion within the same watershed or drainage basin, cumulative impacts are not expected.

FDOT will employ, to the extent practicable, design features and construction methodologies that will avoid and/or minimize impacts to EFH. Efforts will be made to avoid impacts to live bottom (i.e., corals) from the proposed project. A more comprehensive assessment of the live bottom communities will be conducted during the Design phase. Once the locations of the proposed bridge pilings have been determined, a comprehensive assessment of impacts to live bottom will be conducted and a plan to avoid, minimize and mitigate for impacts to live bottom will be produced. As indicated above, an addendum to the EFH assessment will be prepared and further coordination with the NMFS will take place during the Design phase and prior to permitting.

An EFH Assessment has been prepared and coordination has been completed in accordance with the MSFCMA. The *NRE*, which includes the EFH Assessment, was submitted to the NMFS and their email response dated December 7, 2017 is in **Appendix E**. Based on this coordination, the Preferred Alternative will have no significant impacts to EFH.

D. PHYSICAL

D.1. Highway Traffic Noise

A *Final Noise Study Report* (February 2018) was prepared under separate cover following FDOT procedures that comply with Title 23 Code of Federal Regulations (CFR), Part 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise*. The evaluation uses methodologies established by the FDOT and documented in the *PD&E Manual*, Part 2, Chapter 18. The prediction of traffic noise levels with and without the roadway improvements was performed using the FHWA's Traffic Noise Model (TNM-Version 2.5).

The Preferred Alternative is predicted to result in exterior traffic noise levels ranging from 50.2 dB(A) to 72.7 dB(A) at 134 noise sensitive sites located adjacent to the project corridor. Of the 134 noise sensitive sites evaluated, 41 residences (including designated RV sites) are predicted to experience future traffic noise levels that approach or exceed 66 dB(A), the Noise Abatement Category (NAC) for Activity Category B representing residences. None of the evaluated sites will experience a substantial increase [15 dB(A) or more] of traffic noise as a result of the proposed project.

Noise abatement measures, including noise barriers, were evaluated for the 41 noise sensitive sites. Depending on the physical location and proximity of the impacted noise sensitive sites to the breaks in the barrier, the effectiveness of the barrier reduction provided with each barrier system varied between locations. The results of the analysis indicated that noise barriers could potentially provide at least the minimum required noise reduction for a cost below the reasonable limit of \$42,000 per benefited receptor in three different locations. The potentially cost reasonable and feasible noise barriers are predicted to benefit up to 29 impacted noise sensitive sites at three different locations along SR 684 (Cortez Road).

The FDOT is committed to further consideration of noise barrier systems during the project Final Design phase(s) at the three locations listed below contingent upon the following:

- Detailed noise analyses during the final design process supports the need for, and the feasibility and reasonableness of, providing abatement;
 - Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;
 - Community input supporting types, heights, and locations of the noise barrier(s) is provided to the District Office; and
 - Safety and engineering aspects, as related to the roadway user and the adjacent property owner, have been reviewed and any conflicts or issues resolved.
1. Bridgeport Condominiums (Station 10, 10-11 impacted sites benefitted, depending on barrier height).
 2. Single-Family Homes along 4th Street North, located south of SR 684 (Cortez Road) and east of SR 789 (Gulf Drive) (between Stations 5 and 9, six-eight impacted sites benefitted, depending on barrier height).
 3. Buttonwood Inlet RV Resort (between Stations 48 and 52, 10 impacted sites benefitted).

Noise abatement measures were evaluated for all noise sensitive sites identified as impacted by the Preferred Alternative. It was determined that traffic system management techniques, alignment modifications, and property acquisition are not reasonable abatement measures. Land use controls were identified as feasible and cost reasonable solutions to mitigate for future traffic noise levels that can be used by local officials in future land use planning. The *Noise Study Report* for this project is available in the project file.

A land use review will be performed during the project's Design phase to identify all noise sensitive sites that may have received a building permit subsequent to the noise study but prior to the project's Date of Public Knowledge. The date that the Type 2 Categorical Exclusion is approved by the FDOT Office of Environmental Management will be the Date of Public Knowledge. If the review identifies noise sensitive sites that have been permitted prior to the Date of Public Knowledge, then those sensitive sites will be evaluated for traffic noise impacts and abatement considerations.

Based on the existing land use within the limits of this project, construction of the proposed roadway improvements may have a temporary noise or vibration impact. If noise-sensitive land uses develop adjacent to the roadway prior to construction, additional impacts could result. It is anticipated that the application of the FDOT Standard Specifications for Road and Bridge Construction will minimize or eliminate most of the potential construction noise and vibration impacts. However, should unanticipated noise or vibration issues arise during the construction process, the Project Manager, in concert with the District Noise Specialist and the Contractor, will investigate additional methods of controlling these impacts.

Based on the traffic noise analysis, the consideration of noise barriers to mitigate traffic noise impacts, and the implementation of minimization measures per standard specifications, the Preferred Alternative is expected to have no significant impact on potential noise sensitive sites.

D.2. Air Quality

The project is located in an area which is designated attainment for all of the National Ambient Air Quality Standards under the criteria provided in the Clean Air Act. Therefore, the Clean Air Act conformity requirements do not apply to this project.

This project is not expected to create adverse impacts on air quality because the project is expected to improve the LOS and reduce delay and congestion on all facilities within the project area.

Construction-phase air quality impacts will be short-term and will primarily be in the form of emissions from diesel-powered construction equipment and dust from construction activities. 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 in accordance with FDOT's Standard Specifications for Road and Bridge Construction as directed by the FDOT Project Engineer. Therefore, the Preferred Alternative is expected to have no significant impact on air quality.

D.3. Contamination

A Level I contamination evaluation was conducted for the study and a *Contamination Screening Evaluation Report (CSER)* (August 2017) was prepared under separate cover pursuant to FHWA's Technical Advisory T 6640.8A and the FDOT PD&E Manual, Part 2, Chapter 20 requirements. A Level I assessment was conducted to identify and evaluate sites containing hazardous materials, petroleum products, or other sources of potential environmental contamination along the SR 684 (Cortez Road) project corridor.

Based on a document and site review, five "Medium"-ranked mainline sites and two "Low"-ranked mainline sites were identified for potential contamination within the project corridor. Of the two recommended SMFs, one was ranked "High" (SMF 4B) and one was ranked "Medium" (SMF 3). For the sites ranked "Low", no further action is required at this time, as these sites have been determined to have low risk to the project. Variables that may change the risk ranking include non-compliance with environmental regulations, new discharges to the soil or groundwater, and modifications to current permits. Should any of these variables change, re-assessment of these facilities shall be conducted during subsequent project development phases.

For those locations with a risk ranking of "Medium" or "High", including any proposed stormwater treatment ponds outside the FDOT ROW, Level II screening which includes testing will be conducted during the Design phase, if it is determined that construction activities could be in the vicinity of these sites or if the site will be subject to ROW acquisition. Currently, the Preferred Alternative will require ROW from five "Medium"-ranked mainline sites; one "High"-ranked SMF; and one "Medium"-ranked SMF as presented in **Table 4**. Future project design plans will contain marked contamination polygons and general notes as applicable.

At the existing bridge, FDOT has completed various assessments of the bridge in association with prior rehabilitation projects and this study. A 2004 evaluation by FDOT determined that no poly-chlorinated biphenyls (PCB)-containing oils were released at this bridge. In 2013, an asbestos survey was performed for all asbestos-containing materials (ACMs) indicated as present on the bridge, and paint chip samples were collected for analysis of metals-based paints. No ACMs were identified as a result of the asbestos survey and review of the bridge plans. No metals-based paint concentrations that would generate hazardous waste were identified. Due to the evaluation results regarding ACMs, PCBs, and hazardous levels of metals-based paints on the existing bridge, the ranking for this site is "Low".

Table 4: Medium/High Ranked Sites

Site No.	Name	Final Rank
1	City of Bradenton Beach Police Department	Medium
2	Bradenton Beach Marina	Medium
5	Cortez Watercraft Rental	Medium
6	Former Union 76 Station	Medium
7	Cortez Fishing Center	Medium
SMF 3	Stormwater Management Facility	Medium
SMF 4B	Stormwater Management Facility	High

Source: Final Contamination Screening Evaluation Report (June 2018)

If dewatering will be necessary during construction, a SWFWMD Water Use Permit will be required. The Contractor will be responsible for obtaining and ensuring compliance with any necessary dewatering permit(s). Any dewatering operations in the vicinity of potentially contaminated areas shall be limited to low-flow, short-term operations. A dewatering plan may be necessary to avoid potential contamination plume exacerbation.

Additionally, Section 120, Excavation and Embankment – Sub article 120.1.2, Unidentified Areas of Contamination of the FDOT *Standard Specifications for Road and Bridge Construction* will be included in the project construction documents. This specification requires that in the event that any hazardous material or suspected contamination is encountered during construction, or if any spills caused by construction-related activities should occur, the Contractor shall be instructed to stop work immediately and notify the District One Environmental Management Office, as well as the appropriate regulatory agencies for assistance.

Based on 1) the future completion of Level II field screening for the “High” and “Medium” risk-ranked sites identified, 2) the completion of contamination remediation activities as determined necessary (following future testing activities), and 3) the inclusion of the appropriate contamination demarcation in the construction plans, the Preferred Alternative is expected to have no significant impact on contamination.

D.4. Utilities and Railroads

The Preferred Alternative will require the relocation of some existing utilities and coordination with utility providers will continue through final design. See **Table 5** for information on potentially impacted utilities. Existing utilities present within the project footprint include cable/fiber optics, electric, lighting, telephone, and water and sewer lines. Existing above ground and underground utilities as well as utilities adjacent to the bridge are expected to be impacted. The project design will seek to avoid and minimize impacts to existing utilities to the extent feasible within roadway ROW. A full discussion of utilities

can be found in Sections 2.14 and 6.8 of the *Final PER* (March 2019) prepared under separate cover.

There are no active or inactive railroad crossings within or adjacent to the project limits.

Based on the above considerations, the Preferred Alternative is anticipated to have no significant impacts to utilities or railroads.

Table 5: Existing Utilities Impacted by Preferred Alternative

Owner	Type	Potential Impact	Station	Side
Manatee County Utility Operations	Water	Under proposed retained fill section/walls and approach slab.	8+00 to 11+00	LT
Bright House Networks Manatee	Cable/Fiber	Under proposed retained fill section/walls and approach slab.	8+00 to 11+00	LT
Florida Power & Light	Electric	Under proposed retained fill section/walls, approach slab, and bridge.	8+00 to 11+75	LT
Florida Power & Light	Electric	Above ground boxes within limits of proposed widening.	8+15 & 9+00	LT
Manatee County Utility Operations	Sewer (Force Main)	Under proposed retained fill section/walls and approach slab.	9+70 to 11+00	LT
Manatee County Utility Operations	Sewer (Force Main)	Under proposed bridge.	11+00 to 41+00	LT/RT
Manatee County Utility Operations	Water	Under proposed bridge.	11+00 to 41+00	LT
Bright House Networks Manatee	Cable/Fiber	Under proposed bridge.	11+00 to 41+00	LT
Verizon Florida Inc.	Cable/Fiber	Cable attached to existing bridge will have to be relocated.	29+50 to 40+00	RT
Manatee County Transportation Department	Traffic Ops.	Existing camera may have to be relocated to serve proposed bridge.	38+00	RT
Florida Power & Light	Electric	Existing overhead crossings may have to be raised to accommodate proposed elevated roadway profile.	40+45 & 44+30	LT/RT
Manatee County Utility Operations	Sewer (Force Main)/ Water	Under proposed retained fill section/walls and approach slab.	41+00	LT
Bright House Networks Manatee	Cable/Fiber	Under proposed retained fill section/walls and approach slab.	41+00	LT
Verizon Florida Inc.	Cable/Fiber	Under proposed retained fill section/walls and approach slab.	41+00 to 46+25	RT
Manatee County Utility Operations	Water	Crossings under proposed retained fill section/walls.	42+05 & 44+65	LT/RT
Manatee County Utility Operations	Sewer (Force Main)	Under proposed retained fill section/walls.	44+25 to 46+25	LT

D.5. Construction

Construction activities for the Preferred Alternative may cause minor short-term air quality, noise, water quality, traffic congestion, and visual impacts for residents and travelers within the immediate vicinity of the project.

The air quality effect will be temporary and will primarily be in the form of emissions from diesel-powered construction equipment and dust from embankment and haul road areas. 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 in accordance with FDOT's *Standard Specifications for Road and Bridge Construction*.

Noise and vibration effects will be from the heavy equipment movement and construction activities, such as pile driving for construction of the bridge. These effects will be minimized by adherence to noise control measures found in the most current edition of the FDOT's *Standard Specifications for Road and Bridge Construction*.

Water quality impacts resulting from erosion and sedimentation will be controlled in accordance with the most current edition of the FDOT's *Standard Specifications for Road and Bridge Construction*, "Prevention, Control, and Abatement of Erosion and Water Pollution," and through the use of best management practices (BMPs).

Short-term construction related wetland impacts will be minimized by adherence to the FDOT's *Standard Specifications for Road and Bridge Construction* and related permits. These specifications include best management practices, which entail the use of siltation barriers, dewatering structures, and containment devices that will be implemented for controlling 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 that would excessively inconvenience the community so that motorists, residents, and business persons can make other accommodations. Applicable provisions of the FDOT's *Standard Specifications for Road and Bridge Construction* will be followed. A sign providing the name, address, and telephone number of an FDOT contact person will be displayed on-site to assist the public in obtaining immediate answers about project activity.

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) and implementation of the FDOT's *Standard Specifications for Road and Bridge Construction*.

For the residents living in the project area, construction areas may be displeasing visually; however, this is a temporary condition and the result will be an improved infrastructure project.

D.6. Bicycles and Pedestrians

There are existing sidewalks on both sides of the SR 684 (Cortez Road) throughout the study area, including across the bridge, ranging from 5-to 6-foot wide. West of the bridge, located adjacent to the northern ROW line, there is also a sidewalk which continues under the west end of the bridge to the Bradenton Beach Marina on the south side. There are no bike lanes or shoulders on the existing bridge, however, bicyclists are accommodated on the five-foot paved outside shoulders on the roadway east of the existing bridge. Currently, bicyclists ride in the traffic lanes or on the sidewalk to cross the bridge. There is one crosswalk located between 127th Street West and 124th Court West/Central Avenue, and another between 124th Street West and 123rd Street Court West. These crosswalks feature a red brick pavement pattern.

The Preferred Alternative will result in improved facilities for bicyclists and pedestrians with the addition of 10-foot sidewalks and 10-foot shoulders across the bridge. The existing 5- to 6-foot sidewalks on the roadway approaches to either side of the bridge will be widened to 10-foot where possible. The 10-foot shoulders on the bridge will transition to the proposed 4-foot bike lanes west of the bridge and to match the existing 5-foot shoulders east of the bridge. West of the bridge, the scenic bike route that runs under the west end of the bridge to the Bradenton Beach Marina on the south side will be maintained. The Preferred Alternative will add sidewalks along the reconstructed 127th Street West beneath the bridge's east end. Sidewalks and bike lanes are also included with the new 127th Street West access road. The sidewalk facilities in the project will be designed and constructed to comply with the Americans with Disabilities Act (ADA) of 1990, as amended. The sidewalks will meet ADA requirements for access, width and grade. Therefore, the project is expected to enhance bicycle and pedestrian facilities.

D.7. Navigation

The existing Cortez Bridge (FDOT Bridge Number 130006) is an undivided two-lane low-level drawbridge structure that provides a horizontal navigational clearance of 90 feet and a minimum vertical clearance of 17 feet 6-inches above MHW. The bridge spans the Gulf Intracoastal Waterway, a marked federal navigational channel which generally runs between the mainland and the barrier islands along the Gulf of Mexico. The existing vertical clearance is less than the established guide clearance of 21 feet set by the U.S. Coast Guard (USCG) for this location. The USCG indicated as part of the ETDM

screening that “a replacement of the Cortez Bridge will require a Coast Guard bridge permit”; therefore, the Preferred Alternative will require a USCG permit.

The USCG guide clearances established for the Gulf Intracoastal Waterway at this location are 21 feet (in the closed position) vertical clearance above MHW for new drawbridges (bascule) and 65 feet vertical clearance above MHW for new fixed-bridges. A *Boat Height Survey Technical Memorandum* (October 2016), prepared under separate cover, was submitted to the USCG who responded on January 13, 2017 with a preliminary determination that to provide for the reasonable needs of navigation, a vertical clearance of at least 65 feet is required for a fixed-bridge structure. The correspondence received from the USCG is included in **Appendix F**. Based on data provided by the bridge tender at the Cortez Bridge and allowing for tidal fluctuations, the Preferred Alternative, a 65-foot High-Level Fixed-Bridge with a guide clearance of 90 feet perpendicular distance between fenders, would allow approximately 98% of boats that currently require the existing bridge to open to safely navigate under the proposed structure. The remaining 2% of boats taller than 65 feet typically moor at facilities north of the Cortez Bridge, near the mouth of the Manatee River or Tampa Bay. These boats can use the Gulf of Mexico to travel south. Research documented in the *Boat Height Survey Technical Memorandum* (October 2016) did not identify any boats 65 feet tall or taller using the Cortez Bridge channel due to the shallow nature of the channel. Navigational lighting mounted on the existing bridge and fenders will be replaced with the Preferred Alternative, in accordance with the USCG bridge permit requirements. Therefore, the Preferred Alternative is expected to enhance navigation.

4. COMMITMENTS

The FDOT is committed to the following measures:

- The FDOT is committed to establishing and working closely with a Bridge Design Committee during the Design phase to advise the Department on aesthetic design features for the bridge and approaches. Members of this committee will be determined by local agencies and the community during the Design phase. In addition, a portion of the project construction budget will be dedicated for landscaping.
- FDOT is committed to coordinating with the Bradenton Beach Police Department during the Design phase of the project regarding the potential modification of the handicap access to remain ADA compliant during and following construction.
- The FDOT will implement the *Sea Turtle and Smalltooth Sawfish Construction Conditions* for protection of the five species of marine turtles (green turtle, leatherback turtle, hawksbill turtle, Kemp's Ridley turtle, loggerhead turtle) and the smalltooth sawfish potentially occurring in the area.
- The FDOT will implement the *Gulf Sturgeon Protections Guidelines*, during the Construction phase of a Build Alternative.
- The most recent USFWS- and FWC-approved *Standard Manatee Construction Conditions* will be implemented to assure that the West Indian manatee will not be adversely impacted by the project.
- The most recent USFWS *Construction Precautions for the Eastern Indigo Snake* will be implemented to assure that the eastern indigo snake will not be adversely impacted by the project.
- FDOT is committed to further consultation for the Endangered Species Act with NMFS during the Design phase and prior to permitting when temporary impacts to resources are finally determined.
- FDOT is committed to completing Essential Fish Habitat (EFH) consultation and documenting permanent indirect impacts to EFH due to shading in a shading effects evaluation, which will be included in an addendum to the *Natural Resources Evaluation* (NRE) during the final Design and Permitting phases of this project.
- The FDOT is committed to further consideration of noise barrier systems during the project Final Design phase(s) at the three locations listed below contingent upon the following:

- Detailed noise analyses during the Final Design process supports the need for, and the feasibility and reasonableness of, providing abatement;
 - Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;
 - Community input supporting types, heights, and locations of the noise barrier(s) is provided to the District Office; and
 - Safety and engineering aspects, as related to the roadway user and the adjacent property owner, have been reviewed and any conflicts or issues resolved.
1. Bridgeport Condominiums (Station 10, 10-11 impacted sites benefitted, depending on barrier height).
 2. Single-Family Homes along 4th Street North, located south of SR 684 (Cortez Road) and east of SR 789 (Gulf Drive) (between Stations 5 and 9, six to eight impacted sites benefitted, depending on barrier height).
 3. Buttonwood Inlet RV Resort (between Stations 48 and 52, 10 impacted sites benefitted).
- A land use review will be conducted during the Design phase to identify noise sensitive sites that may have received a building permit subsequent to the noise study but prior to the date of public knowledge (i.e., the date that the environmental document has been approved by the FDOT Office of Environmental Management). If the review identifies noise sensitive sites that have been permitted prior to the date of public knowledge, then those sensitive sites will be evaluated for traffic noise and abatement considerations.
 - Construction activities within the Palma Sola Bay and Barrier Island Paddling Trail that would be associated with the improvements to the SR 684 bridge will be of a temporary duration (i.e., less than the time needed for the construction of the entire project) and there will be no change in the ownership of the trail. The replacement of the bridge in the vicinity of the paddling trail will occur within the existing SR 684 ROW.
 - Construction activities within the Palma Sola Bay and Barrier Island Paddling Trail will be minor and changes, if any, will be minimal. Adequate vertical and horizontal navigational clearances will be provided for trail users. During construction in the vicinity of each trail, adequate access will be maintained through minor signed detours along either waterways or by land.

- Construction activities within the Palma Sola Bay and Barrier Island Paddling Trail will create no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property on either a temporary or permanent basis. The FDOT plans to keep both trails accessible during construction activities. The FDOT will add a plan note into the General Notes of the project's final design plans to ensure that contractor equipment staging, materials stockpiling or storing activities will not be allowed within the Palma Sola Bay and Barrier Island Paddling Trail. During construction, in the vicinity of each trail, adequate access will be maintained through minor signed detours along either waterways or by land.
- The Palma Sola Bay and Barrier Island Paddling Trail within the limits of the project's construction area will be restored to a condition which is at least as good as that which existed prior to the project being started.

APPENDIX A – Project Planning Consistency

**SARASOTA/MANATEE
METROPOLITAN PLANNING ORGANIZATION**



**FISCAL YEAR 2017/2018-2021/2022
TRANSPORTATION IMPROVEMENT PROGRAM**

**FOR THE
SARASOTA-BRADENTON URBANIZED AREA**

TIP

Adopted June 19, 2017
Amended September 25, 2017
Administrative Modification made October 10, 2017
Administrative Modification made February 14, 2018
Amended April 23, 2018
Amended June 11, 2018

Fund	<2018	2018	2019	2020	2021	2022	>2022	All Years
Traffic Signal Reimbursement								
Item Number: 413642 1 Project Description: PALMETTO TRAFFIC SIGNALS REIMBURSEMENT *NON-SIS*: LRTP Goal 2, page 3-5								
District: 01 County: MANATEE Type of Work: TRAFFIC SIGNALS Project Length: .751								
OPERATIONS / RESPONSIBLE AGENCY CITY OF PALMETTO								
DDR -DISTRICT DEDICATED REVENUE	280,450	61,544	63,390	65,292	67,251	69,268	0	607,195
Item 413642 1 Totals:	280,450	61,544	63,390	65,292	67,251	69,268	0	607,195
Project Total:	280,450	61,544	63,390	65,292	67,251	69,268	0	607,195
Fund	<2018	2018	2019	2020	2021	2022	>2022	All Years
SIS Project								
Item Number: 414506 2 Project Description: SR 70 FROM LORRAINE RD TO CR 675/WATERBURY ROAD *SIS*: LRTP Table 8, page 5-6								
District: 01 County: MANATEE Type of Work: PD&E/EMO STUDY Project Length: 6.091								
P D & E / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	720,381	0	0	0	0	0	0	720,381
DIH -STATE IN-HOUSE PRODUCT SUPPORT	448,403	0	0	0	0	0	0	448,403
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	4,566,209	0	0	0	0	0	0	4,566,209
DIH -STATE IN-HOUSE PRODUCT SUPPORT	20,000	0	0	0	0	0	0	20,000
RIGHT OF WAY / MANAGED BY FDOT								
DSB1 -SKYWAY	0	0	1,771,092	2,053,453	0	0	0	3,824,545
Item 414506 2 Totals:	5,754,993	0	1,771,092	2,053,453	0	0	0	9,579,538
Project Total:	5,754,993	0	1,771,092	2,053,453	0	0	0	9,579,538
Fund	<2018	2018	2019	2020	2021	2022	>2022	All Years
Bridge Project								
Item Number: 430204 2 Project Description: SR 684 FROM SR 789 (GULF DRIVE) TO 123RD STREET WEST *NON-SIS*: LRTP Goal 2, page 3-5								
District: 01 County: MANATEE Type of Work: REPLACE MOVABLE SPAN BRIDGE Project Length: .900								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
DDR -DISTRICT DEDICATED REVENUE	7,250,000	0	0	0	0	0	0	7,250,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	50,177	0	0	0	0	0	0	50,177
RIGHT OF WAY / MANAGED BY FDOT								
DSB1 -SKYWAY	0	0	0	2,035,596	4,816,502	1,846,960	0	8,699,058
Item 430204 2 Totals:	7,300,177	0	0	2,035,596	4,816,502	1,846,960	0	15,999,235
Fund	<2018	2018	2019	2020	2021	2022	>2022	All Years
Major Improvement Project: NEW PHASE ADDED (additional funding from project 435090 1 SR 70 at 9th Ave E expected when work program opens in July)								
Item Number: 431350 2 Project Description: 15TH ST E/301 BLVD E FROM TALLEVAST ROAD TO US 41 *NON-SIS*: LRTP Table 1, page 5-2								
District: 01 County: MANATEE Type of Work: ADD LANES & RECONSTRUCT Project Length: 4.744								
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
ACSU -ADVANCE CONSTRUCTION (SU)	821,403	0	0	0	0	0	0	821,403
SU -STP, URBAN AREAS > 200K	4,465,882	0	1,000,000	0	0	0	0	5,465,882
RIGHT OF WAY / MANAGED BY FDOT								
SU -STP, URBAN AREAS > 200K	0	0	0	0	0	3,706,557	0	3,706,557
Item 431350 2 Totals:	5,287,285	0	1,000,000	0	0	3,706,557	0	9,993,842

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
STIP REPORT
=====

HIGHWAYS
=====

ITEM NUMBER:430204 1 PROJECT DESCRIPTION:SR 684 FROM SR 789 (GULF DRIVE) TO 123RD STREET WEST *NON-SIS*
DISTRICT:01 COUNTY:MANATEE TYPE OF WORK:PD&E/EMO STUDY
PROJECT LENGTH: .900MI

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	GREATER THAN 2021	ALL YEARS
FEDERAL PROJECT NUMBER: <N/A>							
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DIH	229,398	19,017	0	0	0	0	248,415
DS	21,310	0	0	0	0	0	21,310
TOTAL <N/A>	250,708	19,017	0	0	0	0	269,725

FEDERAL PROJECT NUMBER: 8886 227 A

PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT							
ACSU	77,628	0	0	0	0	0	77,628
SU	1,804,530	0	0	0	0	0	1,804,530
TALU	107,215	0	0	0	0	0	107,215
TOTAL 8886 227 A	1,989,373	0	0	0	0	0	1,989,373
TOTAL 430204 1	2,240,081	19,017	0	0	0	0	2,259,098

ITEM NUMBER:430204 2 PROJECT DESCRIPTION:SR 684 FROM SR 789 (GULF DRIVE) TO 123RD STREET WEST *NON-SIS*
DISTRICT:01 COUNTY:MANATEE TYPE OF WORK:REPLACE MOVABLE SPAN BRIDGE
PROJECT LENGTH: .900MI

FUND CODE	LESS THAN 2018	2018	2019	2020	2021	GREATER THAN 2021	ALL YEARS
FEDERAL PROJECT NUMBER: <N/A>							
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	6,168,922	0	0	0	0	0	6,168,922
DIH	29,745	20,432	0	0	0	0	50,177
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DSB1	0	0	0	2,035,596	4,816,502	1,846,960	8,699,058
TOTAL <N/A>	6,198,667	20,432	0	2,035,596	4,816,502	1,846,960	14,918,157
TOTAL 430204 2	6,198,667	20,432	0	2,035,596	4,816,502	1,846,960	14,918,157
TOTAL Project:	8,438,748	39,449	0	2,035,596	4,816,502	1,846,960	17,177,255

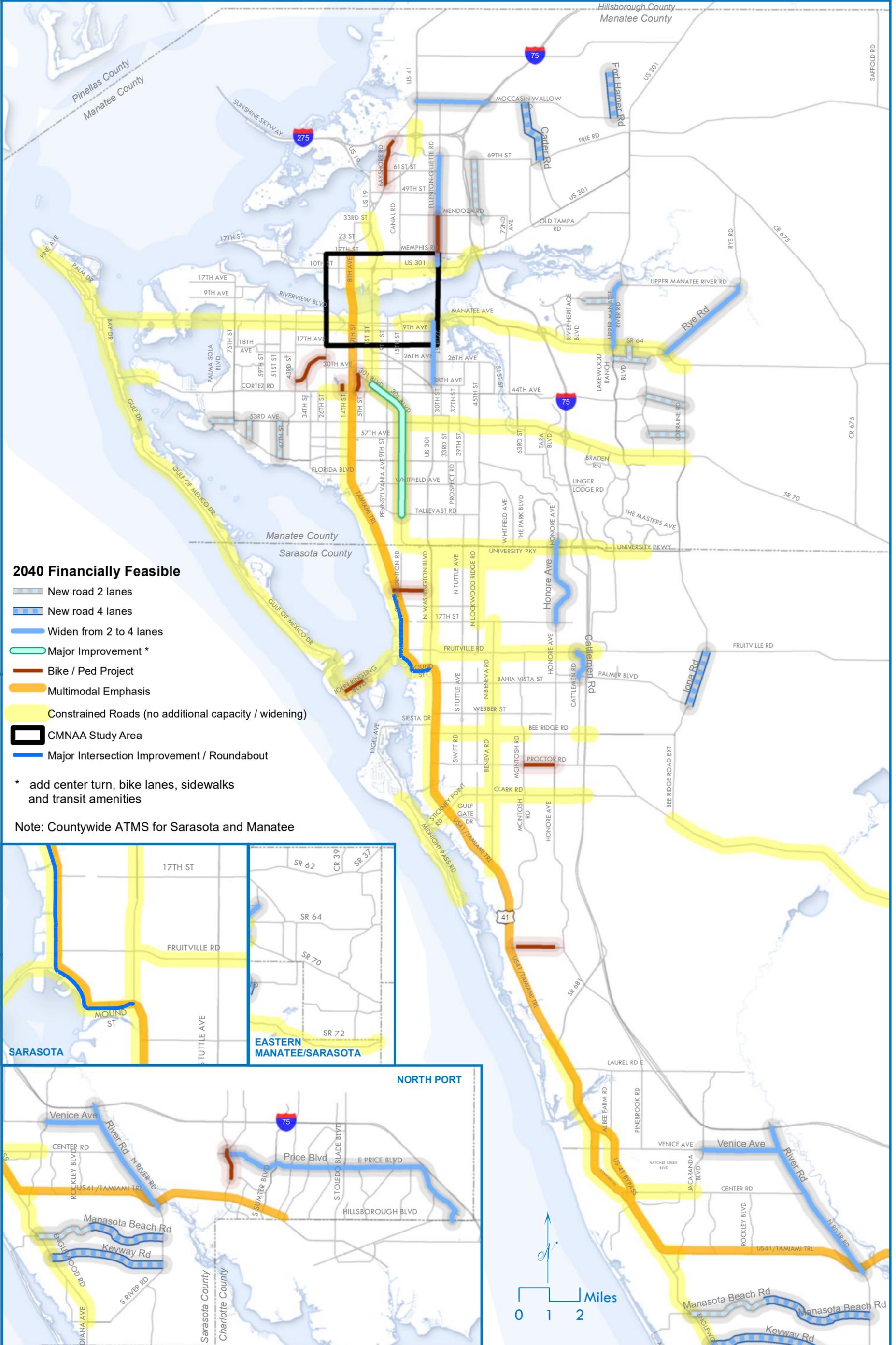
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- Table 8 – Major Regional Investments & Strategic Intermodal System (SIS) Projects





2040 Financially Feasible

- New road 2 lanes
- New road 4 lanes
- Widen from 2 to 4 lanes
- Major Improvement *
- Bike / Ped Project
- Multimodal Emphasis
- Constrained Roads (no additional capacity / widening)
- CMNAA Study Area
- Major Intersection Improvement / Roundabout

* add center turn, bike lanes, sidewalks and transit amenities

Note: Countywide ATMS for Sarasota and Manatee

Sarasota / Manatee MPO - Financially Feasible Projects

Table 1 - Manatee County - Other Arterial (State / Federal Funds)

Facility	From	To	Type	Project	Current Cost (In Millions)	Year of Expenditure Cost (In Millions)	Currently Funded Phase (2016-2020)	Phase to be Funded (2021 - 2025)	Phase to be Funded (2026 - 2030)	Phase to be Funded (2031 - 2040)	Unfunded	
Manatee County ATMS					\$ 20.00	\$ 20.00	ATMS \$3.4 million	ATMS Expansion \$5 million	ATMS Expansion \$5 million	ATMS Expansion \$10 million	-	
15th St E/301 Blvd E	Tallevast Rd	US 41	Roadway - Widening	Multimodal Improvements - Add center turn lane, bike lane, multiuse trail and transit amenities	\$ 80.00	\$ 100.00	PE \$5.3 million	ROW \$25 million	CST \$75 million	-	-	
Central Manatee Alternatives Analysis				Projects from Central Manatee Network Alternatives Analysis (CMNAA) project (FDOT)	\$ 12.00	\$ 12.00	CMNAA Study \$3 million	CMNAA Projects \$3 million	CMNAA Projects \$3 million	CMNAA Projects \$6 million	-	
Upper Manatee River Rd	Fort Hamer Rd	SR 64	Roadway - Widening	Widen from 2 lanes to 4 lanes with multimodal improvements	\$ 57.61	\$ 95.96	-	-	PD&E \$3.26 million	PE / ROW / CST \$92.7 million	-	
Total Manatee Other Arterial Balance (+ / -)					\$ 169.61	\$ 227.96						

Administrative Modification 15th Street/301 Blvd April 27, 2016

Table 2 - Sarasota County - Other Arterial (State / Federal Funds)

Facility	From	To	Type	Project	Current Cost (In Millions)	Year of Expenditure Cost (In Millions)	Currently Funded Phase (2016-2020)	Phase to be Funded (2021 - 2025)	Phase to be Funded (2026 - 2030)	Phase to be Funded (2031 - 2040)	Unfunded	
Sarasota County ATMS					\$ 20.00	\$ 20.00	ATMS \$3.4 million	ATMS Expansion \$5 million	ATMS Expansion \$5 million	ATMS Expansion \$10 million	-	
River Rd	US 41	West Villages	Roadway - Widening	Widen from 2 lanes to 4 lanes with multimodal improvements	\$ 37.20	\$ 47.19	PD&E / PE County	ROW / CST \$47.19 million	-	-	-	
River Rd	West Villages	Center Rd	Roadway - Widening	Widen from 2 lanes to 4 lanes with multimodal improvements	\$ 28.40	\$ 41.50	PD&E / PE County	ROW / CST \$2.2 million	CST \$39.3 million	-	-	
River Rd	Center Rd	I-75	Roadway - Widening	Widen from 2 lanes to 4 lanes with multimodal improvements	\$ 31.38	\$ 58.09	PD&E / PE County	-	ROW \$3.5 million	CST \$54.59 million	-	
Price Blvd	Cranberry	Sumter	Roadway - Widening	Widen from 2 lanes to 4 lanes with multimodal improvements	\$ 33.37	\$ 57.46	PD&E / PE City	-	ROW \$11.88 million	CST \$45.58 million	-	
Honore Ave	University Parkway	17th St	Roadway - Widening	Widen from 2 lanes to 4 lanes with multimodal improvements	\$ 63.07	\$ 29.21	-	-	PD&E / PE \$11.84 million	ROW \$17.37 million	CST \$120 million	
Total Sarasota Other Arterial Balance (+ / -)					\$ 213.43	\$ 253.45						

Sarasota / Manatee MPO - Financially Feasible Projects

Table 3 - MPO Area - Transportation Management Area (Federal Funds)

Facility	Type	Project	Current Cost (In Millions)	Total Investment (In Millions)	Boxed Funds (Prioritized Annually)
Manatee County Congestion Management System (CMS)	Box TMA Funds	Congestion Management	\$ 5.0	\$ 20.0	\$1 million per year
Manatee County Multimodal Emphasis Corridor (MMEC)	Box TMA Funds	Multimodal Emphasis Projects: 10th Ave from Riverside Dr. to 17th St US 41 from 69th Ave (Bay Drive) to Cortez Road US 41 from Edwards Dr. to Braden Ave. US 41 at Bayshore Gardens Pkwy US 41 from Sarasota/Manatee County Line to 26th Ave W, Bike Infrastructure Business US 41 (14th St W) 39th Ave W to 26th Ave W	\$ 15.0	\$ 60.0	\$3 million per year
Sarasota County Congestion Management System (CMS)	Box TMA Funds	Congestion Management	\$ 5.0	\$ 20.0	\$1 million per year
Sarasota County Multimodal Emphasis Corridor (MMEC)	Box TMA Funds	Multimodal Emphasis Projects: US 41 @ Myrtle St & Martin Luther King Jr Roundabout US 41 @ Gulfstream Roundabout US 41 @ Fruitville Roundabout US 41 @ Main Roundabout US 41 @ Orange Roundabout US 41 from Beneva Rd to Stickney Pt Road US 41 @ Ringling Blvd Roundabout US 41 from Hillview to Webber US 41 and University Pkwy Intersection	\$ 15.0	\$ 60.0	\$3 million per year
Total Transportation Management Area (TMA) Balance (+ / -)			\$ 40.00	\$ 160.00 \$ 173.80 \$ 13.80	

Table 4 - MPO Area - Transportation Alternatives (Federal Funds)

Facility	From	To	Type	Project	Current Cost	Total Investment (In Millions)	Prioritized Annually
Multimodal Project not on MMEC or Regional Roadway				MPO will commit \$600,000 per year towards multimodal projects and priorities plus a local contribution towards project completion.	\$ 0.60	\$ 12.00	\$600,000 per year with local contributions
Total Transportation Alternative Balance (+ / -)					\$ 0.60	\$ 12.00 \$ 22.40 \$ 10.40	

Table 5 - MPO Area - Transit (Federal Funds)

Facility	From	To	Type	Project	Fund Existing System
Manatee County Area Transit (MCAT)				Existing Operations	Fund Existing System
				Service expansion, enhancements, and capital improvements from Transit Development Plan (linked in Appendix)	
Sarasota County Area Transit (SCAT)				Existing Operations	Fund Existing System
				Service expansion, enhancements, and capital improvements from Transit Development Plan (linked in Appendix)	

Sarasota / Manatee MPO - Illustrative Projects from Manatee County and Municipalities

Table 6 - Manatee County - Impact Fee / Mobility Fee / Developer Funded (Local Funds)

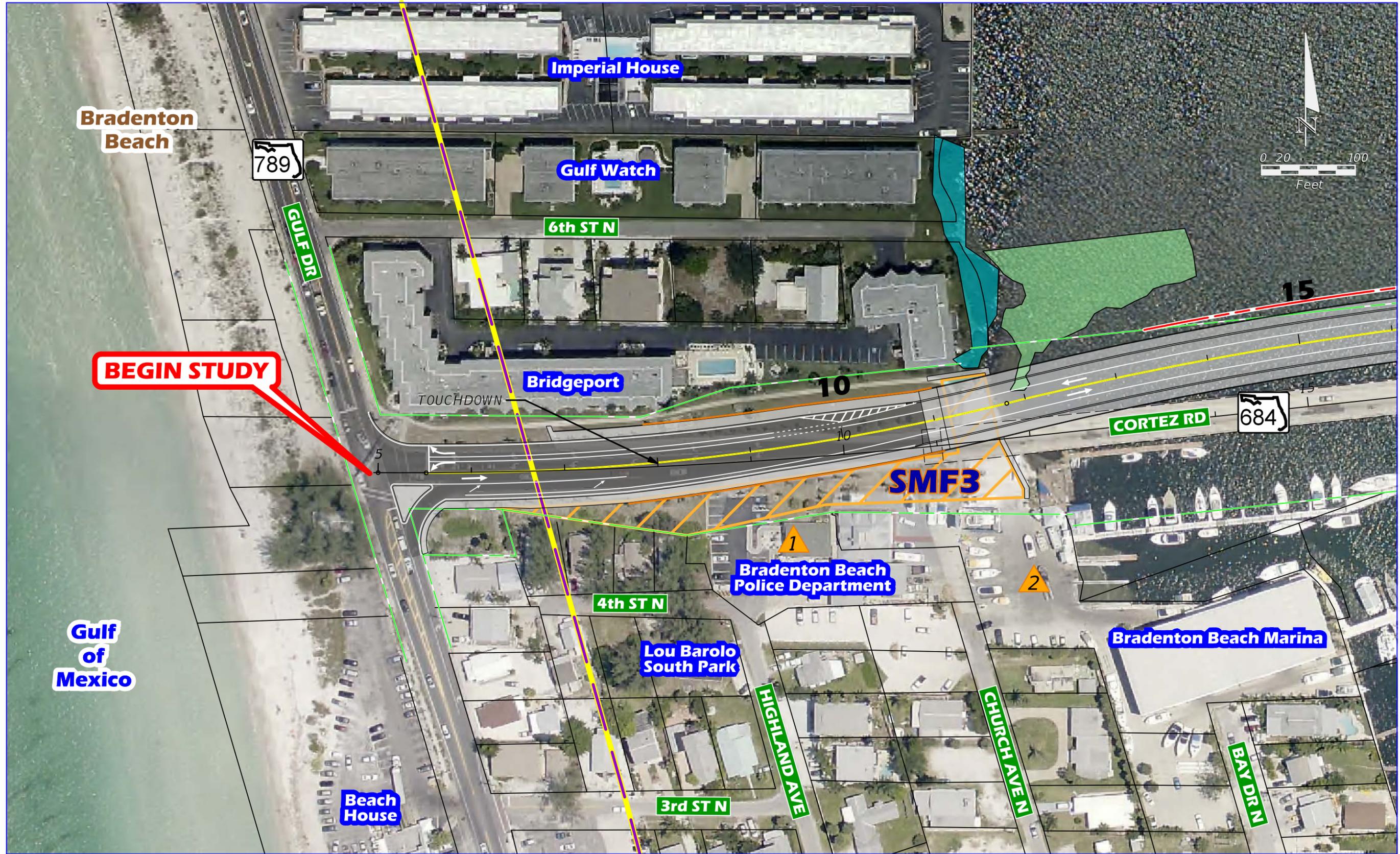
Facility	From	To	Type	Project	Current Cost (in millions)	Year of Expenditure Cost (in millions)	Source of Funding
Manatee County				*** Countywide Local Estimates*** Impact Fees / Mobility Fees / Developer Contributions = \$200 Million Estimates are generated based on Population and Employment forecasts documented in Financial Resources Section of Long Range Transportation Plan			
27th St. East	38th Street East	SR 64	Manatee County	Widen from 2 lanes to 4 lanes with multimodal improvements	\$ 33.51		Funded with Impact Fee / Mobility Fee / Developer
Rangeland Parkway	White Eagle Blvd	Lorraine Rd	Manatee County	New 2 lane roadway with multimodal improvements	\$ 18.79		Funded with Impact Fee / Mobility Fee / Developer
44th Ave E	White Eagle Blvd	Lorraine Rd	Manatee County	New 2 lane roadway with multimodal improvements	\$ 21.92		Funded with Impact Fee / Mobility Fee / Developer
Rye Rd	SR 64	Upper Manatee River Road	Manatee County	New 4 lane roadway with multimodal improvements	\$ 47.68		Funded with Impact Fee / Mobility Fee / Developer
Moccasin Wallow Road	US 41	Artisan Lakes Parkway	Manatee County	New 4 lane roadway with multimodal improvements	\$ 28.98		Funded with Impact Fee / Mobility Fee / Developer
Ellenton -Gillette Rd	US 301	69th Street East	Manatee County	New 4 lane roadway with multimodal improvements	\$ 55.48		Funded with Impact Fee / Mobility Fee / Developer
51st St West	El Conquistador Parkway	53rd Ave East	Manatee County	New 2 lane roadway with multimodal improvements	\$ 18.79		Funded with Impact Fee / Mobility Fee / Developer
66th Street West	El Conquistador Parkway	53rd Ave East	Manatee County	New 2 lane roadway with multimodal improvements	\$ 8.14		Funded with Impact Fee / Mobility Fee / Developer
50th Ave West	86th Street West	75th Street West	Manatee County	New 2 lane roadway with multimodal improvements	\$ 11.12		Funded with Impact Fee / Mobility Fee / Developer
60th Ave East	Mendoza	69th Ave	Manatee County	Widen from 2 lanes to 4 lanes with multimodal improvements	\$ 31.45		Funded with Impact Fee / Mobility Fee / Developer
Ft Hamer Rd	Moccasin Wallow Road	one mile north of Moccasin Wallow Road	Manatee County	New 2 lane roadway with multimodal improvements	\$ 31.40		Funded with Impact Fee / Mobility Fee / Developer
Port Harbor Parkway	Golden Harbor Trail	Upper Manatee River Road	Manatee County	New 2 lane roadway with multimodal improvements	\$ 15.97		Funded with Impact Fee / Mobility Fee / Developer
Gate wood Drive	Lakewood Ranch Blvd	White Eagle Blvd	Manatee County	New 2 lane roadway with multimodal improvements	\$ 16.91		Funded with Impact Fee / Mobility Fee / Developer
117th Street East	Gatwood Drive	SR 64	Manatee County	New 2 lane roadway with multimodal improvements	\$ 8.14		Funded with Impact Fee / Mobility Fee / Developer
Carter Road	Erie Road	Moccasin Wallow Road	Manatee County	New 2 lane roadway with multimodal improvements	\$ 32.73		Funded with Impact Fee / Mobility Fee / Developer
Total					\$ 381.02	\$ -	

Sarasota / Manatee MPO - Illustrative Projects from Sarasota County and Municipalities

Table 7 - Sarasota County - Impact Fee / Mobility Fee / Developer Funded(Local Funds)

Facility	From	To	Type	Project	Current Cost (in millions)	Year of Expenditure Cost (in millions)	
*** Countywide Local Estimates*** Impact Fees / Mobility Fees / Developer Contributions = \$308 Million Estimates are generated based on Population and Employment forecasts documented in Financial Resources Section of Long Range Transportation Plan							
Sarasota County							
US 41 @ Gulfstream			City of Sarasota	Major Intersection Improvement / Roundabout	\$ 32.63		Funded with Impact Fee / Mobility Fee / Developer
Price Blvd	Toledo Blade	Cranberry	City of North Port	Widen from 2 lanes to 4 lanes with multimodal improvements	\$ 35.66		Funded with Impact Fee / Mobility Fee / Developer
Price Blvd	Hillsborough Blvd	Toledo Blade	City of North Port	Widen from 2 lanes to 4 lanes with multimodal improvements	\$ 52.44		Funded with Impact Fee / Mobility Fee / Developer
Price Blvd	Sumter	Biscayne Dr	City of North Port	Widen from 2 lanes to 4 lanes with multimodal improvements	\$ 142.62		Funded with Impact Fee / Mobility Fee / Developer
Keyway Rd	SR 776	River Rd	Sarasota County	New 4 lane roadway with multimodal improvements	\$ 211.81		Funded with Impact Fee / Mobility Fee / Developer
Manasota Beach Rd	SR 776	Sarasota County/North Port boundary	Sarasota County	New 2 lane roadway with multimodal improvements	\$ 44.90		Funded with Impact Fee / Mobility Fee / Developer
Manasota Beach Rd	Sarasota County/North Port boundary	River Rd	Sarasota County	New 4 lane roadway with multimodal improvements	\$ 99.25		Funded with Impact Fee / Mobility Fee / Developer
Cattlemen Rd	Fruitville Rd	Palmer Blvd	Sarasota County	Widen from 2 lanes to 4 lanes with multimodal improvements	\$ 16.91		Funded with Impact Fee / Mobility Fee / Developer
Iona Rd	Fruitville Rd	Palmer Blvd	Sarasota County	New 4 lane roadway with multimodal improvements	\$ 10.42		Funded with Impact Fee / Mobility Fee / Developer
Venice Ave	Jacaranda Blvd	River Rd	Sarasota County	Widen from 2 lanes to 4 lanes with multimodal improvements	\$ 39.84		Funded with Impact Fee / Mobility Fee / Developer
Total					\$ 653.85	\$ -	

**APPENDIX B – Preferred Alternative Concept Plans for the 65-foot High-Level
Fixed-Bridge Alternative**



PREFERRED ALTERNATIVE - NORTHERN ALIGNMENT - HIGH-LEVEL FIXED ALTERNATIVE

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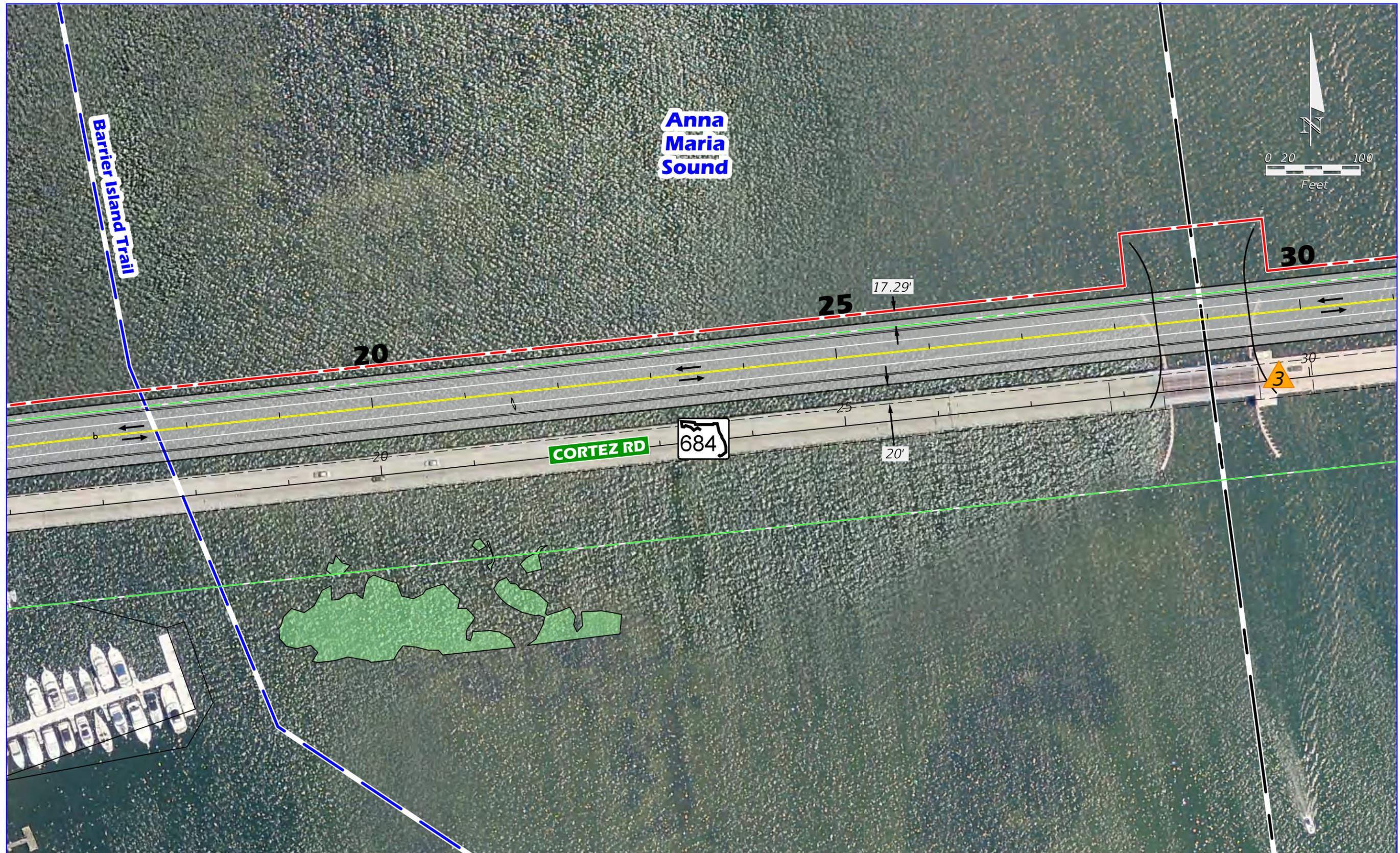
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	EXISTING ROW		EXISTING WETLAND		PROPOSED BRIDGE WITH FLUSH SHOULDERS AND SIDEWALKS
	PARCEL BOUNDARY		POTENTIAL CONTAMINATION SITE		
	EXISTING PADDLING TRAIL		PROPOSED ROW		
	COASTAL CONSTRUCTION CONTROL LINE		PROPOSED RETAINING WALL		
	GULF INTRACOASTAL WATERWAY				

ATKINS NORTH AMERICA, INC.
 4030 WEST BOY SCOUT BLVD
 SUITE 700
 TAMPA, FL 33607

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 684	MANATEE	430204-1-22-01

SR 684 (CORTEZ ROAD)
 FROM SR 789 (GULF DRIVE)
 TO 123RD STREET WEST

SHEET NO.
 1



PREFERRED ALTERNATIVE - NORTHERN ALIGNMENT - HIGH-LEVEL FIXED ALTERNATIVE

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	EXISTING ROW		EXISTING WETLAND		PROPOSED BRIDGE WITH FLUSH SHOULDERS AND SIDEWALKS
	PARCEL BOUNDARY		POTENTIAL CONTAMINATION SITE		
	EXISTING PADDLING TRAIL		PROPOSED ROW		
	COASTAL CONSTRUCTION CONTROL LINE		PROPOSED RETAINING WALL		
	GULF INTRACOASTAL WATERWAY				

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 4030 WEST BOY SCOUT BLVD
 SUITE 700
 TAMPA, FL 33607

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 684	MANATEE	430204-1-22-01

SR 684 (CORTEZ ROAD)
 FROM SR 789 (GULF DRIVE)
 TO 123RD STREET WEST

SHEET NO.
2



PREFERRED ALTERNATIVE - NORTHERN ALIGNMENT - HIGH-LEVEL FIXED ALTERNATIVE

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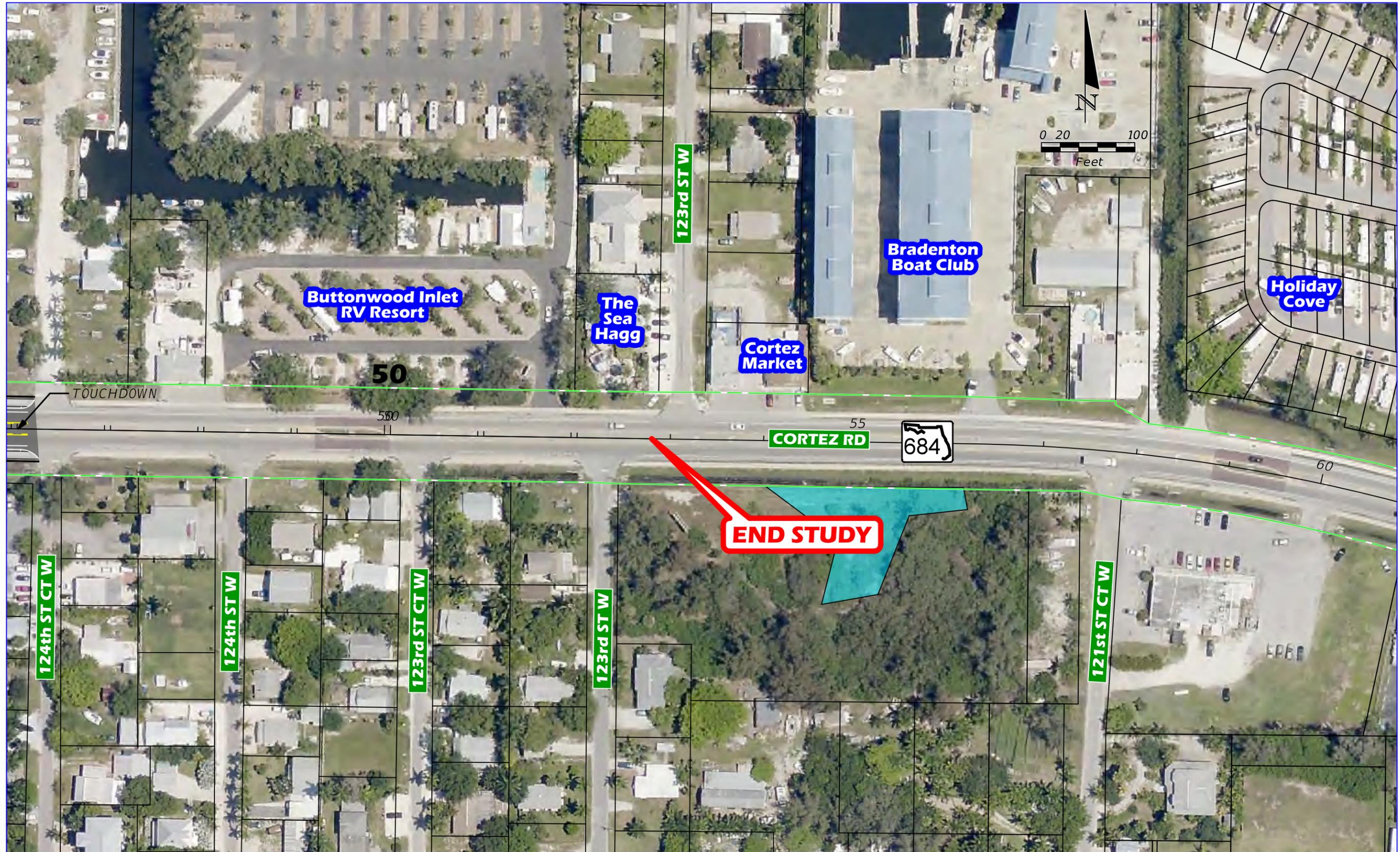
	BASILINE OF SURVEY AND CENTERLINE OF CONSTRUCTION		EXISTING SEAGRASS		PROPOSED ROADWAY WITH BIKE LANES AND SIDEWALKS
	EXISTING ROW		EXISTING WETLAND		PROPOSED BRIDGE WITH FLUSH SHOULDERS AND SIDEWALKS
	PARCEL BOUNDARY		POTENTIAL CONTAMINATION SITE		
	EXISTING PADDLING TRAIL		PROPOSED ROW		
	COASTAL CONSTRUCTION CONTROL LINE		PROPOSED RETAINING WALL		
	GULF INTRACOASTAL WATERWAY				

ATKINS NORTH AMERICA, INC.
 4030 WEST BOY SCOUT BLVD
 SUITE 700
 TAMPA, FL 33607

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 684	MANATEE	430204-1-22-01

SR 684 (CORTEZ ROAD)
 FROM SR 789 (GULF DRIVE)
 TO 123RD STREET WEST

SHEET NO.
3



PREFERRED ALTERNATIVE - NORTHERN ALIGNMENT - HIGH-LEVEL FIXED ALTERNATIVE

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	EXISTING ROW		EXISTING WETLAND		PROPOSED BRIDGE WITH FLUSH SHOULDERS AND SIDEWALKS
	PARCEL BOUNDARY		POTENTIAL CONTAMINATION SITE		
	EXISTING PADDLING TRAIL		PROPOSED ROW		
	COASTAL CONSTRUCTION CONTROL LINE		PROPOSED RETAINING WALL		
	GULF INTRACOASTAL WATERWAY				

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 4030 WEST BOY SCOUT BLVD
 SUITE 700
 TAMPA, FL 33607

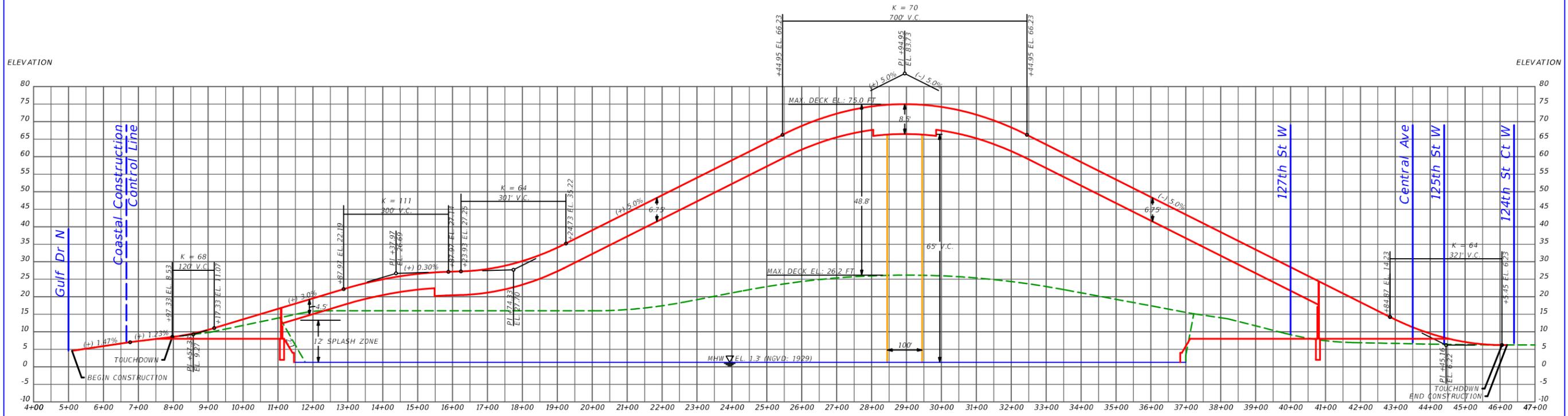
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 684	MANATEE	430204-1-22-01

SR 684 (CORTEZ ROAD)
 FROM SR 789 (GULF DRIVE)
 TO 123RD STREET WEST

SHEET NO.
4

Existing Bridge:
 Begin Bridge: Sta. 11+05.01
 End Bridge: Sta. 37+22.76
 Bridge Length: 2,617.75'

Proposed Bridge:
 Begin Bridge: Sta. 11+09.95
 End Bridge: Sta. 40+79.95
 Bridge Length: 2,970'-0"



HIGH-LEVEL FIXED BRIDGE

SCALE:
 HORIZONTAL: 1" = 300'
 VERTICAL: 1" = 30'

PREFERRED ALTERNATIVE - NORTHERN ALIGNMENT - HIGH-LEVEL FIXED ALTERNATIVE

ATKINS NORTH AMERICA, INC.
 4030 WEST BOY SCOUT BLVD
 SUITE 700
 TAMPA, FL 33607

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 684	MANATEE	430204-1-22-01

SR 684 (CORTEZ ROAD)
 FROM SR 789 (GULF DRIVE)
 TO 123RD STREET WEST

SHEET NO.
 5

APPENDIX C – Section 4(f) Coordination with FHWA and Manatee County

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) EXCEPTIONS/EXEMPTIONS DETERMINATION

650-050-48
Environmental
Management
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Project Name:	SR 684 from SR 789 (Gulf Drive) to 123rd Street West		
FM#:	430204-1-22-01	ETDM#:	13568
FAP#:	8886-227-A		
Project Review Date:	11/19/2018		
FDOT District:	1		
County(ies):	Manatee		

Project Description including Section 4(f) Specific Information:

The purpose of this project is to address the structural and functional deficiencies of the existing Cortez Bridge (#130006). The project limits encompass the portion of SR 684 (Cortez Road) from SR 789 (Gulf Drive) within the City of Bradenton Beach on Anna Maria Island to 123rd Street West within Cortez, a distance of approximately 0.9 miles. The existing two-lane low-level bascule (drawbridge) Cortez Bridge will be replaced with a two-lane 65-foot high level fixed-bridge. The project is anticipated to have temporary construction impacts to two separate "legs" of the Paddle Manatee/Manatee County Blueway Paddling Trail (i.e., the Palma Sola Paddling Trail and the Barrier Island Paddling Trail) which cross under the bridge.

Type of Property: Public Parks and Recreation Areas

Description of Property: The Paddle Manatee/Manatee County Blueway Paddling Trail is a 75-mi long designated paddling trail spanning Manatee County, and traverses the Intracoastal Waterway, Palma Sola Bay and the northern portion of Sarasota Bay in western Manatee County. Two separate "legs" of the Paddle Manatee/Manatee County Blueway Paddling Trail (i.e., the Palma Sola Paddling Trail and the Barrier Island Paddling Trail) cross underneath SR 684 (Cortez Road) at the Cortez Bridge and are owned by the Florida Department of Environmental Protection and managed by Manatee County. The Barrier Island Paddling Trail crosses under the bridge near the west end, while the Palma Sola Bay Paddling Trail crosses under the bridge near the east end. The paddling trails are used for passive recreation, including kayaking and canoeing. On July 25, 2014, the Federal Highway Administration (FHWA) found that although the resource is protected by Section 4(f), the proposed project would have impacts that are so minor and temporary in nature that the proposed action qualifies for the Temporary Occupancy exemption under 23 CFR 774.13(d). The Manatee County Parks and Natural Resources Department, the Official with Jurisdiction (OWJ) over the resource, concurred with this determination on April 8, 2014.

Establishing Section 4(f) Exception Eligibility (from 23 CFR 774.13):

The facts of the case must match the circumstances as described below:

- Restoration, rehabilitation or maintenance of transportation facilities that are on or eligible for the National Register when:
 - (1) The Administration [FDOT] concludes, as a result of the consultation under 36 CFR 800.5, that such work will not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register, and
 - (2) The OWJ over the Section 4(f) resource have not objected to the FDOT conclusion.

- Archaeological sites that are on or eligible for the National Register when:
 - (1) The Administration [FDOT] concludes that the archaeological resource is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place. This exception applies both to situations where data recovery is undertaken and where the Administration [FDOT] decides, with agreement of the OWJ, not to recover the resource; and
 - (2) The OWJ over the Section 4(f) resource have been consulted and have not objected to the Administration [FDOT] finding.

- Designations of park and recreation lands, wildlife and waterfowl refuges, and historic sites that are made, or determinations of significance that are changed, late in the development of a proposed action. With the exception of the treatment of archaeological resources in §774.9(e) discovered during construction, the Administration [FDOT] may permit a project to proceed without consideration under Section 4(f) if the property interest in the Section 4(f) land was acquired for transportation purposes prior to the designation or change in the determination of significance, and if an adequate effort was made to identify properties protected by Section 4(f) prior to acquisition. However, if it is reasonably foreseeable that a property would qualify as eligible for the National Register prior to the

SECTION 4(F) EXCEPTIONS/EXEMPTIONS DETERMINATION

start of construction, then the property should be treated as a historic site and does not qualify for the Section 4(f) exception.

In applying this exception the analyst must consider whether:

- (1) The property acquisition was completed prior to the designation or the change in the determination of significance.
- (2) The Cultural Resources Assessment Survey (CRAS) report was considered complete and sufficient at the time of its submittal.
- (3) The CRAS report identified the property in question as a resource that would require re-examination or that would become significant prior to construction.
- (4) The property in question is an archaeological site important primarily for the information it contains.

- Temporary occupancies of land that are so minimal as to not constitute a use within the meaning of Section 4(f). The following conditions must be satisfied:
- (1) Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;
 - (2) Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal;
 - (3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
 - (4) The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project; and
 - (5) There must be documented agreement of the OWJ over the Section 4(f) resource regarding the above conditions.
- Park road or parkway projects under 23 U.S.C. 204 which is the Federal Lands Access Program, providing access to transportation facilities located on or adjacent to, or provide access to Federal Lands.
- Certain trails, paths, bikeways, and sidewalks, in the following circumstances:
- (1) Trail-related projects funded under the Recreational Trails Program, 23 U.S.C. 206(h)(2);
 - (2) National Historic Trails and the Continental Divide National Scenic Trail, designated under the National Trails System Act, 16 U.S.C. 1241-1251, with the exception of those trail segments that are historic sites as defined in 23 CFR 774.17, such as any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the NRHP. The term includes properties of traditional religious and cultural importance to an Indian tribe that are included in, or are eligible for inclusion in the NRHP.
 - (3) Trails, paths, bikeways, and sidewalks that occupy a transportation facility right-of-way without limitation to any specific location within that right-of-way, so long as the continuity of the trail, path, bikeway, or sidewalk is maintained; and
 - (4) Trails, paths, bikeways, and sidewalks that are part of the local transportation system and which function primarily for transportation unless they are historic.
- Transportation enhancement projects and mitigation activities, where:
- (1) The use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection; and
 - (2) The OWJ over the Section 4(f) resource agrees in writing to the use described in (1) of this section.

Establishing Section 4(f) Exemption Eligibility (Refer to Chapter 7.3.4 for further information and criteria)

- Section 1303 of the FAST Act incorporates the ACHP Program Comment exemption for common post-1945 concrete and steel bridges and culverts into Section 4(f), eliminating review requirements for these structures under Section 4(f). This exemption applies to specific types of bridges and culverts built after 1945, including various forms of reinforced concrete slab bridges, reinforced concrete beam and girder bridges, steel multi-beam bridges or multi-girder bridges, and culverts and reinforced concrete boxes (See Section V Program Comment).
- (Section 11502 (23 U.S.C. 138(f)/49 U.S.C. 303(h)) exempts from Section 4(f) review the use of rail. The exemption to **Section 4(f)** applies regardless of whether the railroad or rail transit line, or element thereof, is listed on or is eligible for listing on the National Register of Historic Places.

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The exemption applies to the following resource types which might otherwise be considered abandoned or not in use:

- Railroad and transit lines over which service has been discontinued under the process described in 49 U.S.C. 10903;
- Railroad and transit lines that have been railbanked (a voluntary agreement between a railroad company and a trail agency to use an out-of-service rail corridor as a trail until a railroad might need the corridor again for rail service as described in 16 U.S.C. 1247(d)); and
- Railroad and transit lines that have been otherwise reserved for the future transportation of goods or passengers.

- 23 CFR 774.11(e)(2). The interstate highway system is exempt from being treated as a historic resource under Section 4(f), unless the U.S. Secretary of Transportation determines individual elements possess national or exceptional historic significance and should receive protection.

Interstate highway-related facilities in Florida determined historically significant by the Secretary of Transportation and therefore not exempt under Section 4(f) are:

- I-275 Bob Graham/Sunshine Skyway Bridge
- I-75 Alligator Alley- Milepost range 19.6-49.3
- I-75 Snake Wall
- I-95 Myrtle Avenue Overpass

- (23 CFR 774.11(h)) When a property formally reserved for a future transportation facility temporarily functions for park, recreation, or wildlife and waterfowl refuge purposes in the interim, the interim activity, regardless of duration, will not subject the property to Section 4(f).

- 23 CFR 774.11 (i) When a property is formally reserved for a future transportation facility before or at the same time a park, recreation area, or wildlife and waterfowl refuge is established and concurrent or joint planning or development of the transportation facility and the Section 4(f) resource occurs, then any resulting impacts of the transportation facility will not be considered a use as defined in §774.17. Examples of such concurrent or joint planning or development include, but are not limited to:

- Designation or donation of property for the specific purpose of such concurrent development by the entity with jurisdiction or ownership of the property for both the potential transportation facility and the Section 4(f) property; or
- Designation, donation, planning, or development of property by two or more governmental agencies with jurisdiction for the potential transportation facility and the Section 4(f) property, in consultation with each other.

Explanation supporting the Section 4(f) property meets all of the criteria of the Exception or Exemption

On July 25, 2014, FHWA found that although the resource is protected by Section 4(f), the proposed project would have impacts that are so minor and temporary in nature that these impacts qualify under the 23 CFR 774.13(d) exemption for Section 4(f) approval (See Attachment 1). FDOT District One has adopted this determination that Section 4(f) does not apply to the proposed action based upon coordination with the Manatee County Parks and Natural Resources Department, the information set forth above, and the regulatory provisions located at 23 C.F.R. § 774.13(d). The OWJ concurred with this determination on April 8, 2014 (see Attachment 2). FDOT District One has made the following commitments consistent with the criteria in 23 CFR § 774.13 (d)(1-5) above:

1. Construction activities within the Palma Sola Bay and the Barrier Island Paddling Trail “property” that would be associated with all project alternatives under consideration will be of a temporary duration (i.e., less than the time needed for the construction of the entire project) and there will be no change in the ownership of the Trail “property”. All bridge improvement alternatives are expected to occur within the existing SR 684 ROW.;
2. Construction activities within the Palma Sola Bay and the Barrier Island Paddling Trail “property” will be minor and changes, if any, will be minimal. Adequate vertical and horizontal navigational clearances will be provided for all trail users.;

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) EXCEPTIONS/EXEMPTIONS DETERMINATION

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06/17

3. Construction activities within the Palma Sola Bay and the Barrier Island Paddling Trail "property" will create no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property on a permanent basis. The FDOT plans to keep both "legs" of the trail accessible during construction activities. The FDOT will add a plan note into the General Notes of the project's final design plans to ensure that contractor equipment staging, materials stockpiling or storing activities will not be allowed within the two separate "legs" of the Paddle Manatee/Manatee County Blueway Paddling Trail (i.e., the Palma Sola Paddling Trail and the Barrier Island Paddling Trail) "property".;

4. The Palma Sola Bay and the Barrier Island Paddling Trail "property" within the limits of the project's construction area will be restored to a condition which is at least as good as that which existed prior to the project being started.

A Temporary Occupancy Exemption Concurrence Letter (attached) with these commitments was sent to the Manatee County Parks and Natural Resources Department, the OWJ, on March 18, 2014 and concurrence was received dated April 8, 2014 (See Attachment 2).

Documentation

The following items **must** be attached to this form to ensure proper documentation of the Section 4(f)

Exception/Exemption:

1. DOA form and documentation
2. Required communications with the OWJ (i.e. concurrence letters) for the Exception/Exemption as applicable

Signatures

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 December 14, 2016, and executed by FHWA and FDOT.

Signature: Kimberly Warren : 11/20/2018
Preparer Date

Signature: Gwen G. Pipkin 11/20/2018
Environmental Manager, or designee Date

OEM
Concurrence:  11/21/2018
Date

Signature:  11/21/2018
Director of OEM, or designee Date



Florida Department of Transportation

RICK SCOTT
GOVERNOR

801 North Broadway
Bartow, FL 33830

ANANTH PRASAD, P.E.
SECRETARY

March 18, 2014

Mr. Charles A. Hunsicker
Parks and Natural Resources Department Director
Manatee County
5502 33rd Avenue Drive West
Bradenton, FL 34209

RE: Palma Sola Bay and Barrier Island Paddling Trails
SR 684 (Cortez Road) from SR 789 (East Bay Drive) to 123rd Street West
Financial Project ID: 430204-1-22-01
Manatee County, Florida

Dear Mr. Hunsicker:

The Florida Department of Transportation (FDOT) District One, in coordination with the Federal Highway Administration (FHWA), is conducting a Project Development and Environment (PD&E) Study to evaluate improvement alternatives for the State Road 684/Cortez Bridge over the Gulf Intracoastal Waterway in Manatee County, Florida (see **Figure 1**). The proposed alternatives being evaluated include the no-build alternative, the rehabilitation alternative, or replacement of the existing two-lane double-leaf bascule bridge (Bridge Number 130006). All alternatives will maintain the existing two lanes, as no capacity increase is proposed. The no-build alternative includes minor repairs to the existing bridge to extend the life of the bridge by 10 years. The rehabilitation alternative would include major repairs to extend the life of the bridge by 25 years, and avoid posting the bridge for weight limits but does not include widening to add shoulders or increased sidewalk widths. The bridge replacement alternatives being evaluated include a low-level (21 ft [ft] vertical navigation clearance) bascule bridge, a mid-level (45 ft) bascule bridge, or a high-level (65 ft) fixed-span bridge. Bridge replacement alternatives would include two 12-ft travel lanes, two 10-ft shoulders, and two 8-ft sidewalks. Replacement alternatives are being evaluated on a north, south, or centered alignment.

As per FHWA requirements, one of the objectives is to identify parcels that may be protected under Section 4(f) of the Department of Transportation Act of 1966. Section 4(f) typically applies to publically-owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance.

Mr. Charles A. Hunsicker
Palma Sola Bay and Barrier Island Paddling Trails
SR 684 (Cortez Road) from SR 789 (East Bay Drive) to 123rd Street West
Financial Project ID: 430204-1-22-01
March 18, 2014
Page 2 of 5

Section 4(f) also applies to historic or archaeological sites of national, state, or local significance regardless of ownership.

FDOT has identified the Palma Sola Bay Paddling Trail and the Barrier Island Paddling Trail as publicly owned and designated and managed by your agency, Manatee County Parks and Natural Resources Department, and as potential Section 4(f) resources. We believe the Palma Sola Bay Paddling Trail and the Barrier Island Paddling Trail are locally significant resources and play an important role as recreation areas. Significance means that in comparing the availability and function of the recreation objectives of that community, the resources in question play an important role in meeting those objectives.

It is FHWA's policy to avoid and/or minimize impacts to potential Section 4(f) resources. As shown on **Figure 1**, the current conceptual design requires no right of way from the Palma Sola Bay Paddling Trail nor the Barrier Island Paddling Trail, as the bridge replacement can be accommodated within the existing SR 684 right of way. Likewise, we do not expect the aesthetic attributes, access, or function of the recreational use of the two paddling trails will be impacted by this project. Therefore, there will be no use of these resources. Additional coordination will take place with your office during the design and construction phases to avoid and/or minimize impacts to the paddling trail. FDOT will ensure that contractor staging or storing activities will not be allowed within the Palma Sola Bay and Barrier Island Paddling Trails during construction.

The horizontal navigation clearance underneath the bridge is not anticipated to change with any of the alternatives being evaluated. Since the existing low-level bridge will be repaired, rehabilitated, or replaced, the vertical clearance will remain unchanged or be increased. Access to the paddling trails is not likely to be impacted. Aesthetic attributes and the function of the paddling trails will not be affected by the proposed improvements.

Prior to making a determination of whether or not Section 4(f) applies, the FHWA requires a statement of significance from the official who has jurisdiction over the subject parcels. We are requesting Manatee County's concurrence with the determination that the Palma Sola Bay and Barrier Island Paddling Trails are both significant resource (as described previously) and that there will be no use of these resources due to implementing the proposed project.

In addition, the FHWA requires that this office undertake further coordination with your agency regarding the proposed project's involvement with the paddling trails during construction and possible temporary impacts associated with construction activities. Accordingly, the FDOT is providing the following commitments that would be associated with implementing the proposed project:

- (1) Construction activities within the Palma Sola Bay and Barrier Island Paddling Trail "property" that would be associated with the improvements to the SR 684 bridge will be of a temporary duration (i.e., less than the time needed for the construction of the entire project) and there will be no change in the ownership of the trail "property". The replacement of the bridge will occur within the existing SR 684 ROW.
- (2) Construction activities within the Palma Sola Bay and Barrier Island Paddling Trail "property" will be minor and changes, if any, will be minimal. Adequate vertical and horizontal navigational clearances will be provided for trail users.
- (3) Construction activities within the Palma Sola Bay and Barrier Island Paddling Trail "property" will create no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property on a permanent basis. The FDOT plans to keep the trails accessible during construction activities. The FDOT will add a plan note into the General Notes of the project's final design plans to ensure that contractor equipment staging, materials stockpiling or storing activities will not be allowed within the Palma Sola Bay and Barrier Island Paddling Trail "property".
- (4) The Palma Sola Bay and Barrier Island Paddling Trail "property" within the limits of the project's construction area will be restored to a condition which is at least as good as that which existed prior to the project being started.

We are requesting your concurrence with the determination that both the Palma Sola Bay and Barrier Island Paddling Trails meet the Section 4(f) definition of significant resources. We are also requesting your concurrence with the temporary impacts from construction assessment. If you concur, please sign and date the concurrence block on page 4 of this letter and return it to me at the address shown in the letterhead or preferably by e-mail to gwen.pipkin@dot.state.fl.us as soon as possible, or by March 28, 2013.

If you have any questions or wish to discuss, please contact me at (863) 519-2375 or at the email address listed above. Thank you for your assistance with this request.

Sincerely,



Gwen G. Pipkin
Environmental Administrator

Mr. Charles A. Hunsicker
Palma Sola Bay and Barrier Island Paddling Trails
SR 684 (Cortez Road) from SR 789 (East Bay Drive) to 123rd Street West
Financial Project ID: 430204-1-22-01
March 18, 2014
Page 4 of 5

Concurrence



(Signature)

(Date)

Mr. Charles A. Hunsicker
Parks and Natural Resources Department Director
Manatee County

Djr/kw/rgc

cc: Lauren Greenfield (FDEP)
Antone Sherrard (FDOT)
Martin Horwitz (FDOT)
Kimberly Warren (Atkins)

Figure 1: Project Location Map

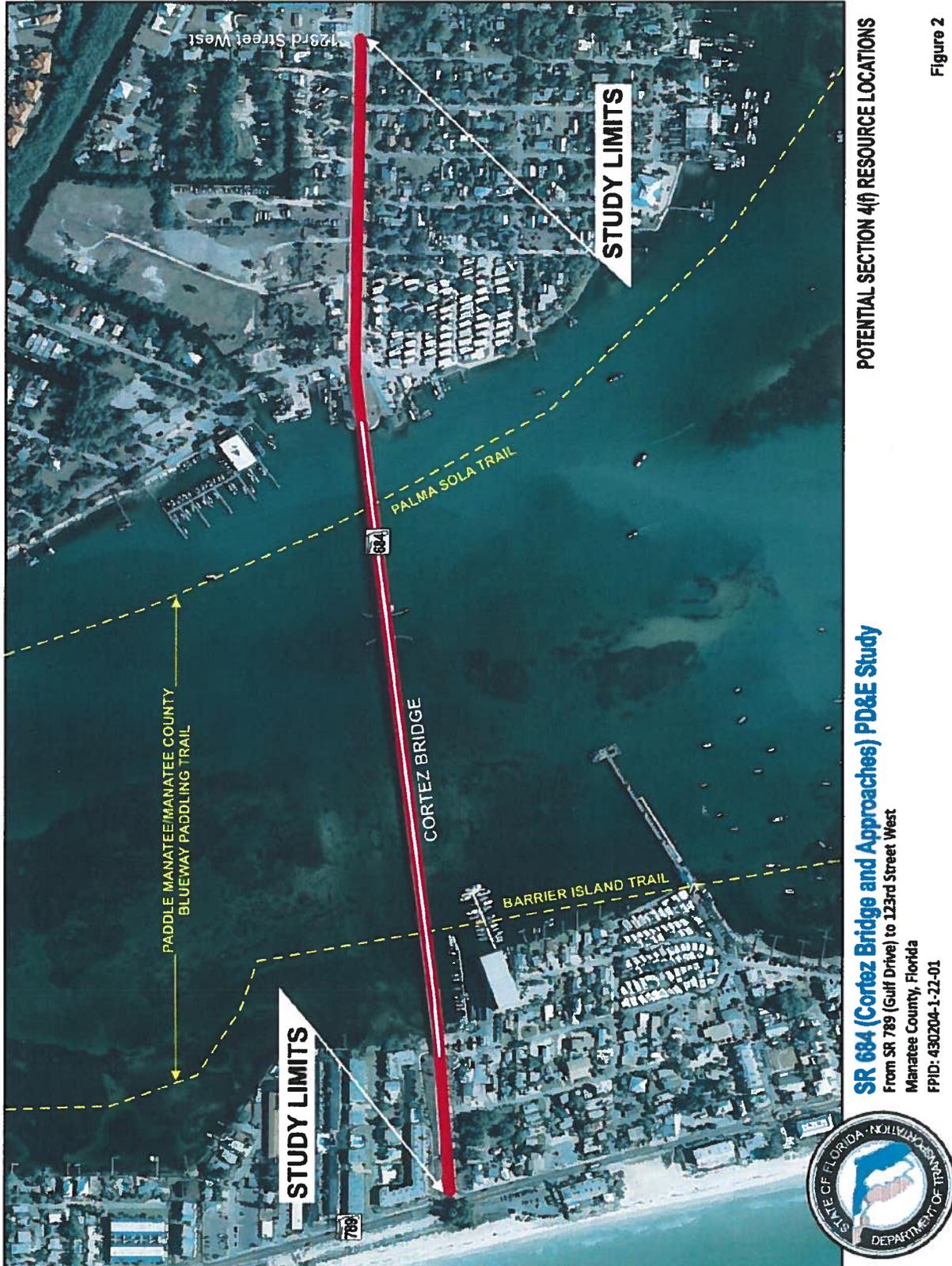


Figure 2

From: Cathy.Kendall@dot.gov [<mailto:Cathy.Kendall@dot.gov>]

Sent: Friday, July 25, 2014 10:32 AM

To: Horwitz, Martin

Cc: Pipkin, Gwen G; BSB.Murthy@dot.gov

Subject: 4f DOA paddling trails at Cortez Bridge

FHWA has reviewed the recommendation provided by FDOT regarding the eligibility of the Paddle Manatee/Manatee County Blueway Paddling Trail as a Section 4(f) resource, and the temporary nature of any minor impacts to this resource that would negate the need for a Section 4(f) approval, per 23 CFR 774.13 (d). FHWA concurs with the recommendation and finds that although the resources are protected by Section 4(f), the proposed project would have impacts that are so minor and temporary in nature that these impacts qualify under the 23 CFR 774.13(d) exemption for Section 4(f) approval.

Please retain this finding as part of the project record.

Cathy Kendall, AICP
Senior Environmental Specialist
FHWA - FL, PR and VI
545 John Knox Road, Suite 200
Tallahassee, FL 32303
(850) 553-2225
cathy.kendall@dot.gov

APPENDIX D – Cultural Resources Coordination with FHWA and SHPO



Florida Department of Transportation

801 North Broadway Avenue
Bartow, FL 33830

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HISTORIC PRESERVATION

2014 JUL 14 A 11:54

ANANTH PRASAD, P.E.
SECRETARY

RICK SCOTT
GOVERNOR

July 1, 2014

Ms. Cathy Kendall
Environmental Specialist
Federal Highway Administration
545 John Knox Road, Suite 200
Tallahassee, FL 32303

RE: SR 684 (Cortez Bridge), from SR 789 (Gulf Dr.) to 123rd Street West
Manatee County, Florida
Project Development and Environment Study
Cultural Resource Assessment Survey
Financial Project ID No.: 430204-1-22-01

Dear Ms. Kendall:

The Florida Department of Transportation District One (FDOT) is conducting a Project Development and Environment (PD&E) Study to consider the possible rehabilitation or replacement of the Cortez Bridge over Sarasota Pass on SR 684 in Manatee County. A Cultural Resource Assessment Survey (CRAS) was prepared as part of the study to comply with federal and state regulations.

Enclosed are the following documents for your review and coordination with the State Historic Preservation Officer (SHPO):

For the Federal Highway Administration (FHWA):

- One bound Cultural Resources Assessment Survey (CRAS) Report (June 2014)
- One CD containing a pdf file of the CRAS Report

For SHPO:

- One unbound CRAS (June 2014)
- 61 Florida Master Site File (FMSF) forms
- One original Survey Log Sheet
- One CD containing pdf files of the CRAS Report, FMSF forms and photos

The CRAS was prepared in accordance with the Research Design and Survey Methodology Technical Memorandum (May 2013), which defined the Area of Potential Effect (APE) and was approved by FHWA and SHPO in June and July 2013 (SHPO/DHR Project File No. 2013-2396).

The CRAS also complies with Section 106 of the National Historic Preservation Act, and Chapter 267, Florida Statutes. All historic and archaeological resources that may be affected by the proposed project, within the APE, were identified and their significance was assessed in terms of eligibility for listing in the National Register of Historic Places (NRHP).

Background research indicated that no archaeological sites have been previously recorded within the project area and the likelihood of finding intact archaeological sites was considered to be low. As a result of field survey, no archaeological sites were discovered.

Background research also identified 23 previously recorded historic resources, including one NRHP-listed historic district (Cortez Historic District, 8MA975), one bridge (Cortez Bridge, 8MA1822), one structure (Bradenton Beach Pier, 8MA1693), and 20 buildings (8MA677-678, 8MA695, 8MA920, 8MA923, 8MA927, 8MA929-930, 8MA932, 8MA937, 8MA940, 8MA967, 8MA1193-1195, 8MA1698, 8MA1705-1708). As a result of field survey, 61 historic resources were identified and evaluated, including the 23 previously recorded and 38 newly recorded resources. Of the newly recorded resources, one is a linear resource (Cortez Road, 8MA1844), 29 are buildings (8MA1849-1877), and eight are building complexes (8MA1845-1848; 8MA1878-1880; and 8MA1896).

Six of the identified resources, all at the east end of the project APE and south of Cortez Road, are considered significant. The Cortez Historic District (8MA975) was listed in the NRHP in March 1995 in the contexts of exploration/settlement, commerce, architecture, and maritime history. Five buildings within the project APE, 8MA677, 8MA678, 8MA937, 8MA940, and 8MA967, are considered contributing resources to the district. A reconnaissance of the district evidenced that much of its historic fabric remains intact and the boundaries should not be changed from those depicted in its Registration Form. The remaining recorded 33 resources on the east side of the bridge and 20 resources on the west side are typical examples of the Frame Vernacular and Masonry Vernacular styles, and have no significant historic associations; therefore, they are not considered individually eligible for listing in the NRHP.

Cortez Road (8MA1844), which includes the previously recorded ca. 1956 Cortez Bridge (8MA1822), was originally constructed ca. 1903 as a shell road and first paved with asphalt around 1912. Cortez Road, as recorded within the project area, has undergone substantial alterations and is not considered eligible for listing in the NRHP individually, or as part of a historic district. Likewise, Cortez Bridge (8MA1822) is a standard 1950s bascule bridge with no distinguishing elements. Therefore, it is not considered individually eligible for the NRHP.

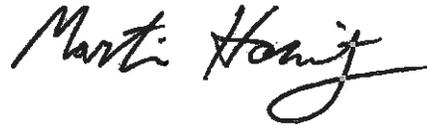
In summary, there is a NRHP-listed historic district, the Cortez Historic District, to the southeast of the Cortez Bridge study area and several blocks east of the bridge. Although at this preliminary stage it appears that none of the bridge alternatives will have an adverse effect on the district, FDOT will continue to consult with the FHWA and SHPO regarding potential effects.

This information is being provided for your review in accordance with the provisions contained in the revised Section 106 of the National Historic Preservation Act, as well as Chapter 267, Florida

Ms. Cathy Kendall, FHWA
SR 684 (Cortez Bridge), from SR 789 (Gulf Dr.) to 123rd Street West
Cultural Resource Assessment Survey
Financial Project ID No.: 430204-1-22-01
July 1, 2014
Page 3 of 4

Statutes. Provided you approve the recommendations and findings in the enclosed CRAS and this letter, please coordinate with the SHPO to provide their concurrence. If you have any questions, or need assistance, please contact me at (863) 519-2805 or by e-mail at martin.horwitz@dot.state.fl.us.

Sincerely,



Martin Horwitz
Environmental Project Manager

MH/rss
Enclosure

cc: B.S.B. Murthy, FHWA
Antone Sherrard, FDOT
Doug Reed, Atkins

Roy Jackson, FDOT
Gwen Pipkin, FDOT
Rebecca Spain Schwarz, Atkins

Marlon Bizerra, FDOT
Bryan Williams, Atkins
Marion Almy, ACI

The FHWA finds the attached Cultural Resource Assessment Survey complete and sufficient and approves / does not approve the above recommendations and findings. Or, FHWA finds the attached Cultural Resource Assessment Survey contains insufficient information.

The FHWA requests the SHPO's opinion on the sufficiency of the attached Report and the SHPO's opinion on the recommendations and findings contained in this cover letter and in the comment block below.

FHWA Comments:

This Section 106 determination is for eligibility only. A determination of effects will still be needed for the Section 106 process

/s/ 
for James Christian
Division Administrator
Florida Division
Federal Highway Administration

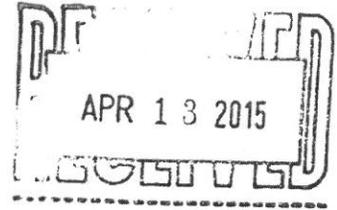
7/10/14
Date

The Florida State Historic Preservation Officer finds the attached Cultural Resources Assessment Survey complete and sufficient and concurs/ does not concur with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 2014-3011. Or, the SHPO/DHR finds the attached Cultural Resource Assessment Survey contains insufficient information.

SHPO Comments:


Robert F. Bendus, Director
Division of Historical Resources
and State Historic Preservation Officer

8/13/14
Date



Florida Department of Transportation

RICK SCOTT
GOVERNOR

801 North Broadway Avenue
Bartow, FL 33830

JIM BOXOLD
SECRETARY

April 9, 2015

RECEIVED
BUREAU OF
HISTORIC PRESERVATION
2015 MAY 11 P 2:23

Ms. Cathy Kendall
Environmental Specialist
Federal Highway Administration
545 John Knox Road, Suite 200
Tallahassee, FL 32303

RE: SR 684 (Cortez Bridge), from SR 789 (Gulf Dr.) to 123rd Street West
Manatee County, Florida
Project Development and Environment Study
Section 106 Effects Determination Case Study Report
Financial Project ID No.: 430204-1-22 -01

Dear Ms. Kendall:

The Florida Department of Transportation District One (FDOT) is conducting a Project Development and Environment (PD&E) Study to consider the possible rehabilitation or replacement of the Cortez Bridge over Sarasota Pass on SR 684 in Manatee County. A Cultural Resource Assessment Survey (CRAS) was prepared as part of the study to comply with federal and state regulations. As a result of the CRAS and through coordination with your office and the State Historic Preservation Officer (SHPO), it was determined that the Cortez Historic District (8MA975) is listed in the National Register of Historic Places (NRHP) and would require a determination of effects.

Enclosed are the following documents for your review and coordination with the SHPO:

For the Federal Highway Administration (FHWA):

- One bound Section 106 Effects Determination Case Study Report (CSR) (April 2015)
- One CD containing a pdf file of the Report

For SHPO:

- One unbound Section 106 Effects Determination CSR (April 2015)
- One CD containing a pdf file of the Report

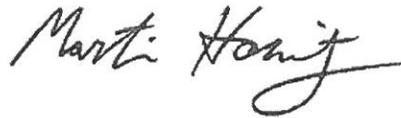
The Criteria of Adverse Effect (36 CFR Part 800.5(a)(1)) were applied to the Cortez Historic District (8MA975) in relation to two Recommended Build alternatives: the 35-foot bascule alternative and the 65-foot fixed span alternative. Based on this evaluation, neither Recommended

Ms. Cathy Kendall
SR 684 (Cortez Bridge), from SR 789 (Gulf Dr.) to 123rd Street West
Section 106 Effects Determination Case Study Report
Financial Project ID No.: 430204-1-22-01
April 9, 2015
Page 2 of 3

Build alternative should have an adverse effect on the historic district. This information is being provided for your review in accordance with the provisions contained in the revised Section 106 of the National Historic Preservation Act, as well as Chapter 267, Florida Statutes.

Provided you approve the recommendations and findings in the enclosed Section 106 Effects Determination CSR and this letter, please coordinate with the SHPO to provide their concurrence. If you have any questions, or need assistance, please contact me at (863) 519-2805 or by e-mail at martin.horwitz@dot.state.fl.us.

Sincerely,



Martin Horwitz
Environmental Project Manager

MH/rss

Enclosure

cc: Mahmud Yousef, FHWA
Antone Sherrard, FDOT
Rebecca Spain Schwarz, Atkins

Roy Jackson, FDOT
Gwen Pipkin, FDOT
Bryan Williams, RK&K

Marlon Bizerra, FDOT
Doug Reed, Atkins
Marion Almy, ACI

The FHWA finds the attached Section 106 Effects Determination Case Study Report complete and sufficient and approves / does not approve the above recommendations and findings. Or, FHWA finds the attached Report contains insufficient information.

The FHWA requests the SHPO's opinion on the sufficiency of the attached Report and the SHPO's opinion on the recommendations and findings contained in this cover letter and in the comment block below.

FHWA Comments:

for James Christian
James Christian
Division Administrator
Florida Division
Federal Highway Administration

5/7/15
Date

The Florida State Historic Preservation Officer finds the attached Section 106 Effects Determination Case Study Report complete and sufficient and concurs/ does not concur with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 2015-2264. Or, the SHPO/DHR finds the attached Report contains insufficient information.

SHPO Comments:

Robert F. Bendus
Robert F. Bendus, Director
Division of Historical Resources
and State Historic Preservation Officer

5/29/15
Date



Florida Department of Transportation

**RICK SCOTT
GOVERNOR**

801 North Broadway Avenue
Bartow, Florida 33830-3809

**MIKE DEW
SECRETARY**

September 21, 2017

Timothy A. Parsons, Ph.D., Director
Division of Historical Resources
State Historic Preservation Officer
Florida Division of Historical Resources
500 South Bronough Street
Tallahassee, FL 32399-0250

Attention: Ms. Alyssa McManus, Transportation Compliance Review Program

**Re: Cultural Resource Assessment Survey Update Technical Memorandum for Preferred Stormwater Management Facility (SMF) Sites Cortez Bridge Project Development and Environment (PD&E) Study SR 684 (Cortez Road) from SR 789 (Gulf Drive) to 123rd Street West Manatee County, Florida
Financial Project ID No.: 430204-1-22 -01
Federal Aid Project No.: 8886-227 A**

2017 SEP 22 P 2:28
FLORIDA DIVISION OF HISTORIC PRESERVATION

Dear Dr. Parsons:

The Florida Department of Transportation (FDOT) District One is pleased to submit the enclosed *Cultural Resource Assessment Survey Update Technical Memorandum for Preferred Stormwater Management Facility (SMF) Sites* (CRAS Update) for the Cortez Bridge Project Development and Environment (PD&E) Study to consider the possible rehabilitation or replacement of the Cortez Bridge over Sarasota Pass on SR 684 in Manatee County.

A *Cultural Resource Assessment Survey* (CRAS) (June 2014) was prepared as part of the study to comply with federal and state regulations. As a result of the CRAS and through coordination with the Federal Highway Administration (FHWA) and your office, it was determined that the Cortez Historic District (8MA975) is listed in the National Register of Historic Places (NRHP) and would require a determination of effects. A *Section 106 Effects Determination Case Study Report* (April 2015) was prepared to evaluate potential project effects on the historic district from both the 35-foot bascule alternative and the 65-foot fixed span alternative. Based on the Criteria of Adverse Effect, neither alternative will have an adverse effect on the Cortez Historic District. The FHWA and SHPO concurred on May 7, 2015 and May 29, 2015, respectively.

The above-referenced CRAS Update (September 2017) was prepared to evaluate three Preferred SMF sites (SMF Sites 3, 4A, and 4B) for this project. In addition, since the 2014 CRAS only surveyed historic resources constructed in 1965 or earlier, this CRAS Update also includes newly identified historic resources within the overall project APE that were constructed between 1966 and 1968.

Background research and field survey did not reveal any previously recorded or newly identified historic or prehistoric archaeological sites within the project Area of Potential Effect (APE) for the three Preferred

Timothy A. Parsons, Ph.D., Director
SR 684 (Cortez Road), from SR 789 (Gulf Dr.) to 123rd Street West
Manatee County, Florida
Financial Project ID No.: 430204-1-22 -01
September 21, 2017
Page 2 of 3

SMF sites. A review of the Florida Master Site File (FMSF) database and the 2014 CRAS indicated that twelve previously recorded historic resources are located within or adjacent to the three Preferred SMF sites. As a result of field survey, no newly identified historic resources are located within the Preferred SMF Sites APE. Background research and field survey resulted in five newly identified historic resources (8MA2133 – 8MA2137) within the overall project APE. These resources, which include a building complex resource group and four contributing buildings, were constructed in 1968. Overall, the five newly recorded historic resources are not a distinctive embodiment of a type, style, or method of construction. In addition, background research did not reveal any historic associations with significant persons and/or events. Thus, none is considered eligible for the NRHP, either individually or as part of a historic district.

Therefore, it was determined that there are no archaeological sites or historic resources which are currently listed, determined eligible, or appear to be potentially eligible for listing in the NRHP within the Preferred SMF Sites APE. In addition, there are no newly identified historic resources within the overall project APE which are currently listed, determined eligible, or appear to be potentially eligible for listing in the NRHP. The previously recorded and evaluated NRHP-listed Cortez Historic District (8MA00975) is located within the overall project APE; however, it has been previously determined that the proposed project should have *No Adverse Effect* on the historic district and this determination remains valid. I am requesting your concurrence with this evaluation and findings.

Please find enclosed one (1) unbound copy of the CRAS Update Technical Memorandum (September 2017), one (1) unbound Survey Log, five (5) unbound Florida Master Site File (FMSF) forms, and one (1) CD with a pdf of the report, survey log, FMSF forms, and photo files.

This information is being provided in accordance with the provisions of the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as the provisions contained in the revised Chapter 267, *Florida Statutes*.

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 FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016, and executed by the Federal Highway Administration (FHWA) and FDOT.

If you have any questions, or if I may be of assistance, please contact me at (863) 519-2805 or vivianne.cross@dot.state.fl.us.

Sincerely,



Vivianne Cross

Environmental Project Manager

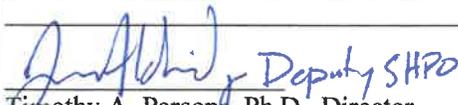
Enclosures

cc: Matthew Marino, FDOT OEM
Thu-Huong Clark, FDOT OEM
Gwen Pipkin, FDOT
Marlon Bizerra, FDOT
Rebecca Spain Schwarz, Atkins
Marion Almy, ACI

Timothy A. Parsons, Ph.D., Director
SR 684 (Cortez Road), from SR 789 (Gulf Dr.) to 123rd Street West
Manatee County, Florida
Financial Project ID No.: 430204-1-22 -01
September 21, 2017
Page 3 of 3

The Florida State Historic Preservation Officer (SHPO)/Florida Division of Historical Resources (FDHR) finds the Cultural Resource Assessment Survey (CRAS) Update complete and sufficient and concurs/ does not concur with the recommendations and findings provided in this letter for SHPO/FDHR Project File Number 2015-2264. Or, the SHPO/FDHR finds the CRAS Update contains _____ insufficient information.

SHPO/FDHR Comments:

For  Deputy SHPO
Timothy A. Parsons, Ph.D., Director
State Historic Preservation Officer
Florida Division of Historical Resources

10/3/2017
Date

APPENDIX E – Correspondence from Natural Resource Regulatory Agencies



Florida Department of Transportation

RICK SCOTT
GOVERNOR

801 North Broadway Avenue
E

MICHAEL DEW
SECRETARY

November 29, 2017

Mr. John Wrublik
United States Fish and Wildlife Service
South Florida Ecological Services Office
1339 20th Street
Vero Beach, FL 32960
john_wrublik@fws.gov



FWS Log No. 2018-I-0289

The Service concurs with your effect determination(s) for resources protected by the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.). This finding fulfills the requirements of the Act.

[Signature] 11/24/18
Date
Jay B. Herrington *[Signature]*
Field Supervisor, Acting

**RE: Natural Resources Evaluation
State Road (SR) 684 (Cortez Road) from SR 789 (Gulf Drive) to 123rd Street West
Project Development & Environment Study
Financial Project ID No. 430204-1
Manatee County, Florida**

Dear Mr. Wrublik,

Please find enclosed the Natural Resources Evaluation (NRE) prepared for the above-referenced project. The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study for roadway and bridge improvement alternatives along State Road (SR) 684 (Cortez Road) from SR 789 (Gulf Drive) to 123rd Street West, a distance of 0.912 mile in Manatee County, Florida. The purpose of the PD&E study is to provide documented information necessary for FDOT to reach a decision on the type, design, and location of improvements; as well as to assess the project's potential impacts to natural resources within the project study area. The proposed improvements are necessary in order to address the structural and functional deficiencies of the existing bridge while accommodating traffic in a safe and efficient manner.

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 FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding (MOU) dated December 14, 2016 and executed by the Federal Highway Administration and FDOT. This NRE is being submitted to the state and federal resource agencies with jurisdiction over wetlands and listed/protected species.

The NRE assesses potential effects of the proposed roadway improvements on wetlands, surface waters and other surface waters (OSW), and state and federal listed species and their respective habitats. The evaluation includes field inspections by qualified biologists, literature and database reviews, and coordination with natural resource agencies. Details on the study methodologies and results are provided in the NRE.

The two Build Alternatives (35-ft Bascule Bridge North Alignment and the 65-ft Fixed Bridge North Alignment) indicate no impacts to mangrove wetlands associated with both the eastern and western shorelines of Anna Maria Sound, as well as adjacent to the eastern terminus of the project corridor. There is no OSW impact anticipated with the 35-ft Bascule Bridge North Alignment alternative. There are 0.0002 acre of impacts to OSWs anticipated for the 65-ft Fixed Bridge North Alignment alternative. Both Build Alternatives would impact 0.01 acre of seagrass. In accordance with federal and state requirements, the full range of mitigation options were considered in developing this project, including impact avoidance, minimization, restoration, enhancement, and creation. This NRE presents conceptual mitigation alternatives, as appropriate, for unavoidable wetland impacts.

As a result of the data collection effort, field reviews, and agency coordination, the FDOT has determined that the project will have the following effects determinations for the following species:

Species	Common Name	State Listing (FWCC)	Federal Listing (USFWS)	Determination of Effect
Plants				
<i>Acrostichum aureum</i>	Golden leather fern	Threatened	None	No Effect
<i>Chrysopsis floridana</i>	Florida golden aster	Endangered	Endangered	No Effect
<i>Harrisia aboriginum</i>	Aboriginal prickly apple	Endangered	Endangered	No effect
<i>Eragrostis pectinacea var. tracyi</i>	Sanibel love grass	Endangered	None	No effect
Birds				
<i>Platalea ajaja</i>	Roseate spoonbill	Threatened	None	May affect, not likely to adversely affect
<i>Egretta caerulea</i>	Little blue heron	Threatened	None	May affect, not likely to adversely affect
<i>Egretta tricolor</i>	Tri-colored heron	Threatened	None	May affect, not likely to adversely affect
<i>Egretta rufescens</i>	Reddish egret	Threatened	None	May affect, not likely to adversely affect
<i>Charadrius melodus</i>	Piping plover	Threatened	Threatened	May affect, not likely to adversely affect
<i>Haematopus palliatus</i>	American oystercatcher	Threatened	None	May affect, not likely to adversely affect
<i>Calidris canutus rufa</i>	Red knot	Threatened	Threatened	May affect, not likely to adversely affect
<i>Haliaeetus leucocephalus</i>	Bald eagle	None	None	May affect, not likely to adversely affect
<i>Mycteria americana</i>	Wood stork	Threatened	Threatened	May affect, not likely to adversely affect
Fish				
<i>Acipenser oxyrinchus desotoi</i>	Gulf sturgeon	Threatened	Threatened	May affect, not likely to adversely affect
<i>Pristis pectinata</i>	Smalltooth sawfish	Endangered	Endangered	May affect, not likely to adversely affect
Mammals				
<i>Trichechus manatus</i>	West Indian manatee	Threatened	Threatened	May affect, not likely to adversely affect
Reptiles				
<i>Drymarchon corais couperi</i>	Eastern indigo snake	Threatened	Threatened	May affect, not likely to adversely affect
<i>Gopherus polyphemus</i>	Gopher tortoise	Threatened	Candidate	No effect
<i>Caretta caretta</i>	Loggerhead turtle	Threatened	Threatened	May affect, not likely to adversely affect
<i>Chelonia mydas</i>	Green turtle	Endangered	Endangered	May affect, not likely to adversely affect
<i>Lepidochelys kempii</i>	Kemp's Ridley turtle	Endangered	Endangered	May affect, not likely to adversely affect
<i>Dermochelys coriacea</i>	Leatherback turtle	Endangered	Endangered	May affect, not likely to adversely affect
<i>Eretmochelys imbricata</i>	Hawksbill turtle	Endangered	Endangered	May affect, not likely to adversely affect

The recommended alternative will not adversely modify any federally-designated critical habitat as none exists in the project vicinity.

The FDOT appreciates the USFWS's involvement with this project. As this project is using Federal funds and in accordance with the MOU previously discussed, the FDOT requests to initiate informal consultation for the aforementioned federally-listed species pursuant to Section 7 of the Endangered Species Act, as amended. The FDOT respectfully requests your review comments or written letter of concurrence with the findings and effect determinations presented in the NRE within 30 days. If you have any questions or require additional information, please contact me at 863.519.2375 or gwen.pipkin@dot.state.fl.us.

Sincerely,

A handwritten signature in blue ink that reads "Gwen G. Pipkin". The signature is written in a cursive style.

Gwen G. Pipkin
Environmental Manager
FDOT, District One

Reed, Doug J

From: David Rydene - NOAA Federal <david.rydene@noaa.gov>
Sent: Thursday, December 7, 2017 3:41 PM
To: Kimberly Warren
Cc: Pipkin, Gwen G; Cross, Vivianne; Reed, Doug J; Warren, Kimberly
Subject: Re: Fw: Natural Resource Evaluation (NRE) for 430204-1-22-01 SR 684 (Cortez Road) from SR 789 (Gulf Drive) to 123rd Street West

NMFS staff has reviewed the Natural Resources Evaluation (NRE) document (dated October 2017) for the proposed replacement or rehabilitation of the SR 684 (Cortez Road) Bridge (Financial Management Number 430204-1/ETDM 13568) in Manatee County, Florida. The NRE was prepared as part of the project's Project Development and Environment Study. NMFS offers the following comments.

Overall, NMFS finds that, at this point in the process, the document adequately analyses the potential impacts to NMFS trust resources (i.e., Essential Fish Habitat) and species listed under the Endangered Species Act (ESA) that are under NMFS's purview. NMFS recommends that leatherback and hawksbill sea turtles not be included in the eventual ESA section 7 consultation request as we believe the project will have no effect on hawksbill and leatherback sea turtles, due to the species' very specific life history strategies, which are not supported at the project site. Leatherback sea turtles have a pelagic, deepwater life history, where they forage primarily on jellyfish. Hawksbill sea turtles typically inhabit inshore reef and hardbottom areas where they forage primarily on encrusting sponges.

Based on the relatively small impacts to seagrasses due to the project (if one of the build alternatives is chosen), NMFS believes that compensatory mitigation for the SR 684 Bridge replacement's seagrass losses could be done together with compensatory mitigation for seagrass losses due to the SR 64 Anna Maria Island Bridge replacement. NMFS recommends that any live bottom organisms (i.e., scleractinian and soft corals) that would directly impacted by the installation of the SR 684 bridge substructures be relocated to suitable alternate locations, preferably within the same estuarine system. If possible, NMFS would prefer that the any replacement bridge be designed to convey stormwater off of the bridge to stormwater treatment facilities for effective treatment before release into the estuary.

When the bridge's design is completed (assuming replacement is chosen), NMFS will need detailed information regarding proposed pile driving operations, including the type of piles to be installed (pile material, width/diameter and length), pile installation method (e.g., impact or vibratory hammer), estimates of total pile strikes per day (for impact hammer) or total minutes of vibratory hammer use per day, any proposed noise reduction techniques, total number of days of pile driving, and total project duration. Pile-driving information should be provided for the permanent bridge piles and also any piles installed for temporary structures (e.g., temporary work trestles) required to complete the project.

NMFS finds that the preliminary plans presented in the NRE for minimization and mitigation of impacts to NMFS trust resources (e.g., seagrasses, live bottom, ESA-listed species) are reasonable. Also, the criteria for a potential blast plan and endangered species watch plan are acceptable (if blasting is deemed necessary).

Of the 2 build alternatives still under consideration (i.e., a drawbridge providing approximately 35 ft of vertical navigational clearance or a fixed bridge providing approximately 65-ft of vertical clearance), NMFS prefers the fixed bridge alternative as its greater height would reduce shading impacts to seagrasses.

On Wed, Nov 29, 2017 at 5:40 PM, Kimberly Warren <kwarren@rkk.com> wrote:

Kimberly Warren has shared a OneDrive for Business file with you. To view it, click the link below.

[SR 684 Cortez NRE_FPID 430204 1.pdf](#)

This email is being sent on behalf of Gwen Pipkin.

Good afternoon,

Please find attached the transmittal letter along with the Natural Resources Evaluation (NRE) prepared for SR 684 (Cortez Road). The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study to evaluate improvements to SR 684 (Cortez Road) from SR 789 (Gulf Drive) to 123rd Street West in Manatee County, Florida. The total project length is approximately 0.912 mile. The attached NRE assesses potential effects of the proposed roadway improvements on state and federal listed species and their respective habitats along with wetlands and other surface waters. This NRE also presents conceptual mitigation alternatives, as appropriate, for unavoidable wetland impacts. The FDOT appreciates your involvement with this project and respectfully requests your review comments or written letter of concurrence with the findings presented in the NRE within 30 days.

The NRE is being distributed to other federal and state resource agencies for their review and comment. If you have any questions or would like a hard copy of the document, please contact me at [\(863\) 519-2375](tel:863-519-2375) or gwen.pipkin@dot.state.fl.us.

Thanks!

Gwen G. Pipkin

Environmental Manager

Office - [863.519.2375](tel:863-519-2375)

Cell - [863-280-5850](tel:863-280-5850)

gwen.pipkin@dot.state.fl.us

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David Rydene, Ph.D.
Fish Biologist
National Marine Fisheries Service
Habitat Conservation Division
263 13th Avenue South
St. Petersburg, FL 33701
Office (727) 824-5379
Cell (813) 992-5730
Fax (727) 824-5300

APPENDIX F – USCG Coordination



Florida Department of Transportation

RICK SCOTT
GOVERNOR

ANANTH PRASAD, P.E.
SECRETARY

May 14, 2013

Seventh Coast Guard District
Attention: Ms. Evelyn Smart, Federal Permitting Agent
909 SE First Avenue
Miami, Florida 33131-3050

Subject: State Road (SR) 684 (Cortez Bridge)
From SR 789 (Gulf Drive) to 123rd Street West, Manatee County, Florida
Project Development and Environment Study
Financial Project ID No.: 430204 1 22 01

Dear Ms. Smart:

The Florida Department of Transportation District One (FDOT) has recently begun a Project Development and Environment (PD&E) Study to consider the possible rehabilitation or replacement of Cortez Bridge over Sarasota Pass on SR 684 in Manatee County. The Federal Highway Administration is the Lead Federal Agency for this study.

In addition to the no-build (repair) and rehabilitation alternatives, bridge replacement alternatives to be considered are low-level and mid level bascule spans and a high-level fixed span. We have been collecting data on boat/mast heights for vessels passing through each bridge opening since March 29, 2013, and will continue through the Labor Day holiday, September 2, 2013.

At the outset of the study, we held a public "Kickoff Meeting" on April 30 to advise the public of the study, the process governing the study, and to receive input regarding their thoughts and concerns. A survey/questionnaire was distributed by mail as part of the meeting notification and also made available at the meeting.

Prior to and during the public meeting, we have been asked if the low-level bascule span alternative to be studied can include an option having a vertical navigational clearance (closed position) lower than the 21-foot minimum guide clearance currently established by the U.S. Coast Guard (USCG) for this area. The minimum vertical clearance of the existing bridge is 17.6 feet.

May 14, 2013

Page 2

The purpose of this letter is to clarify whether there is flexibility in USCG's adopted 21-foot minimum vertical guide clearance for this area and, if so, to confirm the required documentation that must be provided in support of a variance request? Also, if an alternative lower than the 21-foot minimum vertical clearance is ultimately recommended and approved during the study, what regulatory restrictions or restraints due to the lower height would there be, if any?

We would appreciate your consideration and a response as soon as possible as we are trying to determine the viability of even considering a replacement bascule span alternative that would be lower than the USCG's 21-foot minimum vertical guide clearance for this area. If you have any questions, please contact me at (863) 519-2250 or via e-mail at marlon.bizerra@dot.state.fl.us.

Sincerely,



Marlon J. Bizerra, P.E.
District Environmental Manager

MJB/hbw

cc: Tony Sherrard, FDOT
Bryan Williams, Atkins N.A.

Reed, Doug J

From: Williams, Bryan
Sent: Tuesday, April 15, 2014 2:29 PM
To: Barry.Dragon@uscg.mil
Cc: Sherrard, Antone N; william.hartmann@dot.state.fl.us; Reed, Doug J
Subject: SR 684 (Cortez Bridge), fm. SR 789 to 123rd St. W., Manatee County - FPID # 430204-1
Attachments: Cortez Bridge_Location Map_Fig 2-01.jpg

Mr. Dragon:

As we discussed, FDOT District One is conducting a Project Development and Environment (PD&E) Study on the SR 684 Cortez Road (Cortez Bridge) over the Intracoastal Waterway within Anna Maria Sound in Manatee County, Florida. Cortez Bridge is a low-level bascule bridge with 17.5 feet of vertical clearance. We are evaluating rehabilitation and bridge replacement alternatives, including low-level and mid-level bascule bridge alternatives and a fixed bridge. FHWA is the Lead Agency. The project was entered into ETDM screening as Project 13568. The US Coast Guard has entered comments on the Purpose and Need regarding the bridge permit requirements. A project location map is attached.

We have the following questions:

- Who would be the US Coast Guard ETDM/contact person for future coordination? We would like to keep the USCG informed as to any public meetings. A coordination meeting may be desired as well at some point during the study.
- Please confirm the USCG Guide Clearances at this location. The USCG Guide Clearance document online indicated guide clearances are 65 feet vertical above MHW for a fixed bridge and 21 feet for a movable bridge. Also, please confirm the 90 foot horizontal clearance for a new bridge (as opposed to 100 feet). We understand these are “guidelines” and, under certain circumstances, the guidelines may not be appropriate.
- What are the bridge opening schedules for the SR684/Cortez Bridge, the SR 64/Anna Maria Island Bridge, the SR 789/Longboat Key Bridge, and the SR 789/New Pass Bridge?
- Part of our analysis has been evaluation of 1 years’ (2012) bridge tender data to determine the bridge operation trends. We have also evaluated boat height data from Easter (3/30/13) through Labor Day (9/2/13). Is this an adequate sampling for determining alternative bridge heights and effects, if any, to mariners?

Thank you in advance for your assistance.

Bryan Williams
Project Manager

Bryan Williams
Senior Planner
Transportation Planning & PD&E

ATKINS

600 North Broadway Avenue, Suite 310, Bartow, Florida 33830 | Tel: +1 (863) 533 7000, ext. 465-1230 | Fax: +1 (863) 533 7888 | Cell: +1 (863) 205 8333 | Email: bryan.williams@atkinsglobal.com | Web: www.atkinsglobal.com/northamerica www.atkinsglobal.com

Reed, Doug J

From: Allen.E.Stratton@uscg.mil on behalf of Stratton, Allen E CIV [Allen.E.Stratton@uscg.mil]
Sent: Monday, May 05, 2014 12:13 PM
To: Reed, Doug J
Cc: Sherrard, Antone N; Williams, Bryan; 'Hartmann, William'
Subject: RE: SR 684/Cortez Bridge PD&E - FDOT District 1 430204-1-22-01

Mr. Reed,

Please see my answers to questions posed in the April 15th email address to Mr. Dragon:

-I will be the case manager for the Coast Guard Bridge permit for the Cortez Bridge. Please forward invitations to meetings to me.

-The guide clearances for that section of the Gulf Intracoastal Waterway are 65 feet vertical above MHW for a fixed bridge and 21 feet (in the closed position) for a movable bridge, and 90 foot horizontal clearance for a new bridge. These are "guidelines" meaning that we believe these clearances provide a good balance of the reasonable needs of navigation.

-Bridge opening schedules: Cortez Bridge(33 CFR 117.287(d)(1)), SR 64/Anna Maria Island Bridge (33 CFR 117.287(d)(2)), SR 789/Longboat Key Bridge (on demand), SR 789/New Pass Bridge(33 CFR 117.311 New Pass)

-With regard to the navigation survey, am I correct that these tables were drawn from information in the bridge logs only? According to your "Average Number of Boats per Day" slide, two of the busiest months (March and November) are not counted. If the data for those months is similar to the those captured in your study and 0.1% of openings are requested by vessels requiring less than 21' of vertical clearance, then it would seem that a bascule bridge with a 21' vertical clearance when closed would provide little navigational relief if any.

While we may consider issuing a permit for a replacement bridge that does not meet the guidance clearances, we will need to consider public comments, during our public comment period.

V/R,

Gene Stratton
Bridge Management Specialist
Seventh Coast Guard District
Miami, FL
305-415-6740
allen.e.stratton@uscg.mil

-----Original Message-----

From: Doug.Reed@atkinsglobal.com [<mailto:Doug.Reed@atkinsglobal.com>]
Sent: Tuesday, April 29, 2014 3:50 PM
To: Stratton, Allen E CIV
Cc: Sherrard, Antone N; Williams, Bryan; 'Hartmann, William'
Subject: SR 684/Cortez Bridge PD&E - FDOT District 1 430204-1-22-01

Mr. Stratton,

Per Bryan Williams' request, I am sending you several charts summarizing the bridge tender logs for 2012 from the Cortez drawbridge on SR 684 in Manatee County. The charts show several different characteristics of the Cortez Bridge openings.

Also attached is a pie chart summarizing the heights of the boats using this channel between March 29, 2013 (Good Friday) and September 2, 2013 (Labor Day).

If you have any questions, my contact information is provided below.

Thank you.

Douglas J. Reed, PE

Senior Project Manager, Central/West Florida Transportation PD&E

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U.S. Department of
Homeland Security

UNITED STATES
COAST GUARD



Commander
United States Coast Guard
Seventh District

909 S. E. 1st Avenue (Rm 432)
Miami, FL 33131
Staff Symbol: (dpb)
Phone: (305) 415-6736
Fax: (305) 415-6763
Email: randall.d.overton@uscg.mil

16590/2252
January 13, 2017

Marlon J. Bizerra, P.E.
District Environmental Manager
Florida Department of Transportation
801 N. Broadway Avenue
Bartow, Florida 33830-3809

Dear Mr. Bizerra:

The Coast Guard has completed its review of the navigational needs study for the Gulf Intracoastal Waterway, between Manatee Avenue (SR-64), and Cortez Road W (SR 684). Based on our review we have made a preliminary determination that a minimum vertical clearance of 65 feet for fixed bridge structures on Manatee Avenue (SR-64), and Cortez Road W (SR 684) would be required to meet the reasonable needs of navigation on this stretch of the Gulf Intracoastal Waterway.

In November 2016, the U.S. Coast Guard received a navigational needs study for the Gulf Intracoastal Waterway, between Manatee Avenue (SR-64), and Cortez Road W (SR 684). This report was prepared by Rummel, Klepper & Kahl, LLP (RK&K) on behalf of the Florida Department of Transportation.

Based on our review of the navigational needs studies, the Coast Guard has made a preliminary determination that to provide for the reasonable needs of navigational on the Gulf Intracoastal Waterway, between Manatee Avenue (SR-64), and Cortez Road W (SR 684), a vertical clearance of at least 65 ft. is required for fixed bridge structures. Please note that this preliminary determination does not constitute an approval or final agency action. The Coast Guard can only make a final determination after processing a complete bridge permit application.

Please refer to the Coast Guard's Bridge Permit Application Guide located at http://www.uscg.mil/hq/cg5/cg551/BPAG_Page.asp to make application for a Coast Guard bridge permit. Please contact Mr. Randall Overton, (305)415-6736, with any questions. We look forward to working with FDOT and moving this project forward.

Sincerely,

RANDALL D. OVERTON
Bridge Management Specialist
U.S. Coast Guard

eCopy: Lieutenant Ashley Holm (Ashley.E.Holm@uscg.mil), Captain of the Port Office, St. Petersburg, FL