

**SECTION 106 EFFECTS DETERMINATION
CASE STUDY REPORT**

FOR THE

**CORTEZ BRIDGE PROJECT DEVELOPMENT & ENVIRONMENT STUDY,
SR 684 (Cortez Road) from SR 789 (Gulf Drive)
to 123rd Street West
Manatee County, Florida**

**EVALUATION OF EFFECTS
TO THE CORTEZ HISTORIC DISTRICT (8MA975)**

Financial Project Identification (FPID) Number: 430204-1-22-01
Federal-Aid Project Number: 8886-227 A

Prepared for:



**Florida Department of Transportation
District One
801 North Broadway Avenue
Bartow, Florida 33830-1249**

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Prepared by:

**Archaeological Consultants, Inc.
8110 Blaikie Court, Suite A
Sarasota, Florida 34240**

in association with:

**Atkins North America, Inc.
4030 West Boy Scout Boulevard, Suite 700
Tampa, Florida 33607**

April 2015

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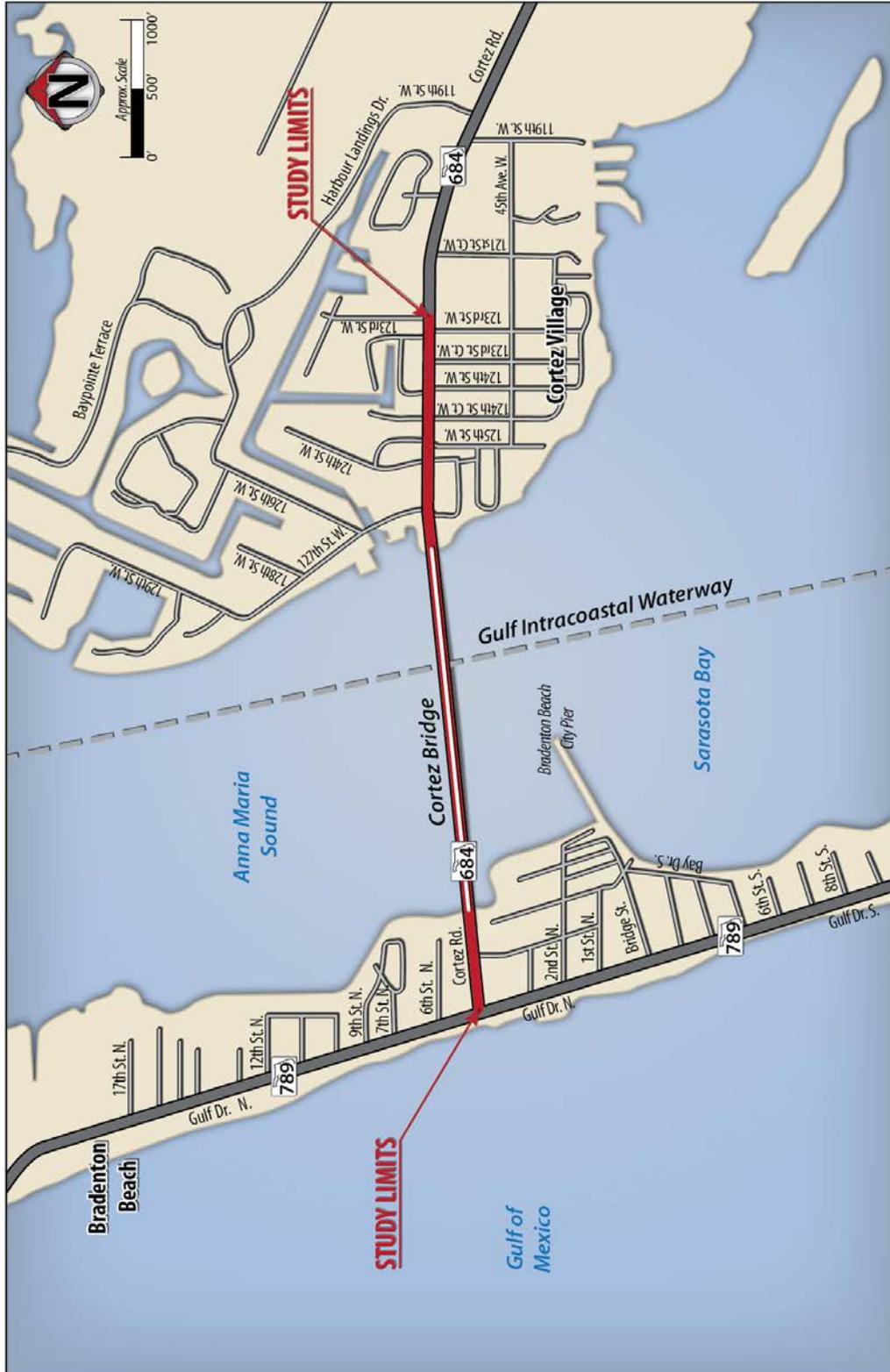
Section 1.0

INTRODUCTION

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 in Manatee County, Florida. The project location map (**Figure 1**) illustrates the location and limits of the Study.

As part of this study, a Cultural Resource Assessment Survey (CRAS) report was prepared in June 2014 on behalf of the FDOT by Archaeological Consultants, Inc. (ACI) of Sarasota, Florida, in association with Atkins. The CRAS located, identified, and bound any precontact and historic period archaeological sites and historic resources located within the project Area of Potential Effect (APE), and assessed their significance in terms of eligibility for listing in the National Register of Historic Places (NRHP). As a result, one significant historic resource, the NRHP-listed Cortez Historic District (8MA975), was located within the project APE (ACI 2014). The CRAS was forwarded to the Federal Highway Administration (FHWA) and the Florida State Historic Preservation Officer (SHPO), both of whom concurred with the findings of the CRAS Report on July 10, 2014, and August 13, 2014, respectively (**Appendix A**).

In accordance with the provisions of the National Historic Preservation Act of 1966 (Public Law 89-665), as amended, and Chapter 267, Florida Statutes, potential project impacts to this NRHP-eligible resource is being evaluated. This Section 106 Effects Determination Case Study Report includes a project description; a project need statement; a physical description, brief historic context, and statement of significance for the historic district; a discussion of the alternatives considered; an application of the criteria of adverse effect to the historic district; and a discussion of public involvement and agency coordination.



PROJECT LOCATION MAP

SR 684 (Cortez Bridge and Approaches) PD&E Study
 From SR 789 (Gulf Drive) to 123rd Street West
 Manatee County, Florida
 FPID: 430204-1-22-01



Figure 1

Section 2.0

PROJECT DESCRIPTION AND NEED

The PD&E Study limits encompass the portion of SR 684 (Cortez Road) from SR 789 (Gulf Drive) at milepost (MP) 0.000 within the City of Bradenton Beach on Anna Maria Island to 123th Street West at MP 0.912 within the Cortez community, a distance of 0.912 miles (mi). The project is located within Sections 03 and 04, Township 34 South, Range 16 East, within the Bradenton Beach United States Geological Survey (USGS) 7.5-minute (1:24,000) quad map, and the USGS “Sarasota” 15-minute by 30-minute (1:100,000) quad map. The existing Cortez Bridge was constructed in 1956 to replace the original 1921 wooden bridge connecting Anna Maria Island with the mainland in Manatee County. The Cortez Bridge (**Photos 1 and 2; Figures 2 and 3**) is an undivided two-lane low-level moveable bascule (drawbridge) structure (Bridge Number 130006) that 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. SR 684 (Cortez Road) is not part of the National Highway System or Florida’s Strategic Intermodal System (SIS); however, the Intracoastal Waterway within the PD&E Study area is on the SIS. In addition, both SR 684 (Cortez Road) and SR 789 (Gulf Drive) are designated evacuation routes by the Florida State Emergency Response Team (SERT). SR 789 (Gulf Drive) from the Longboat Key Bridge to 5th Avenue in Holmes Beach is also designated as the Bradenton Beach Scenic Highway. The existing bridge has a vertical navigational clearance of 17.5 feet (ft).

SR 684 (Cortez Road) is an east-west urban minor arterial that provides one of three vehicular access routes to Anna Maria Island. SR 789 (Gulf Drive) is classified as an urban collector. SR 684 (Cortez Road) is constrained to two lanes from SR 789 (Gulf Drive) to east of Cortez Bridge by the Manatee County Comprehensive Plan. Land use west of the bridge is generally commercial (marina) and residential, with the Bradenton Beach Police Station located adjacent to SR 684 (Cortez Road). There are no access points between SR 789 (Gulf Drive) and the bridge. Access to these adjacent properties is provided by local streets. East of the bridge, the land use is commercial and residential, with side street and driveway connection points. The Access Classification is Access Class 7.

2.1 PROJECT NEED

Routine bridge inspections have identified functional, safety, and structural problems associated with the age of the existing bridge, including concrete delaminations, cracks, spalls, and other deficiencies. The Cortez Bridge has been rated Functionally Obsolete and Structurally Deficient; however, the bridge is not rated Scour Critical. The moveable spans contain fracture critical elements, meaning that failure of those elements would result in substantial collapse of the bridge.

A bridge repair project began in April 2014 and was completed in March 2015. Minor repairs included fixing concrete delaminations and spalls in the deck, railing, beams and bent caps.

Other deficiencies were addressed such as bearing repairs, lighting repair, generator and hydraulic power unit replacement, installation of pile jackets, replacement of the control console, and repairs to the tender house. The expected remaining service life of the bridge, once these repairs were made, is approximately 10 years, or until 2024.



Photo 1. Existing bridge, looking southwest.



Photo 2. Existing bridge, looking west.

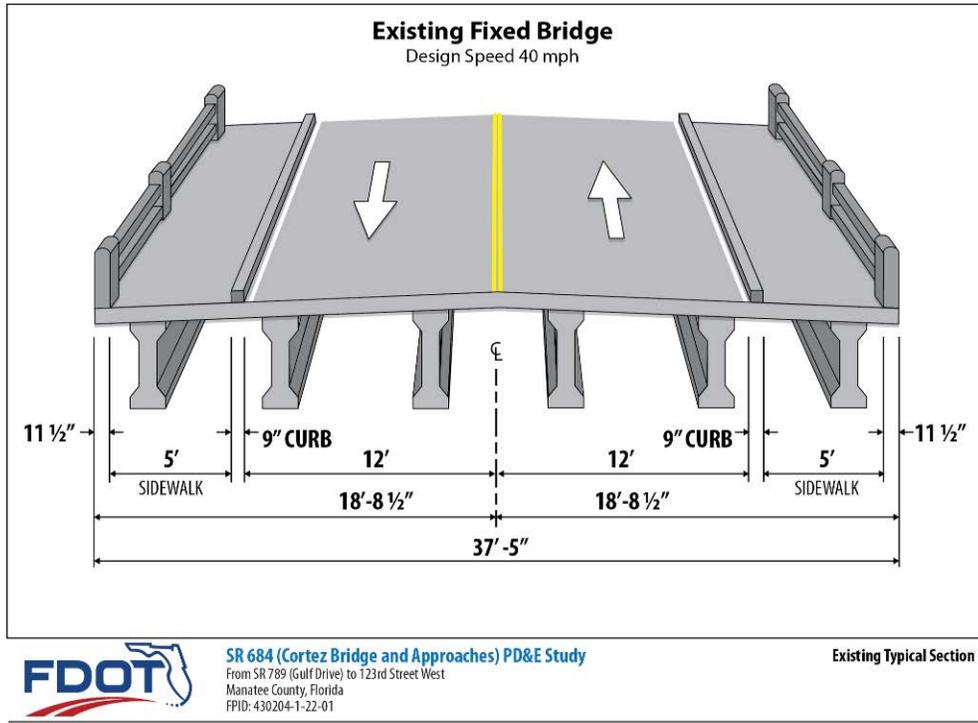


Figure 2. Existing Bridge Typical Section of Fixed Spans.

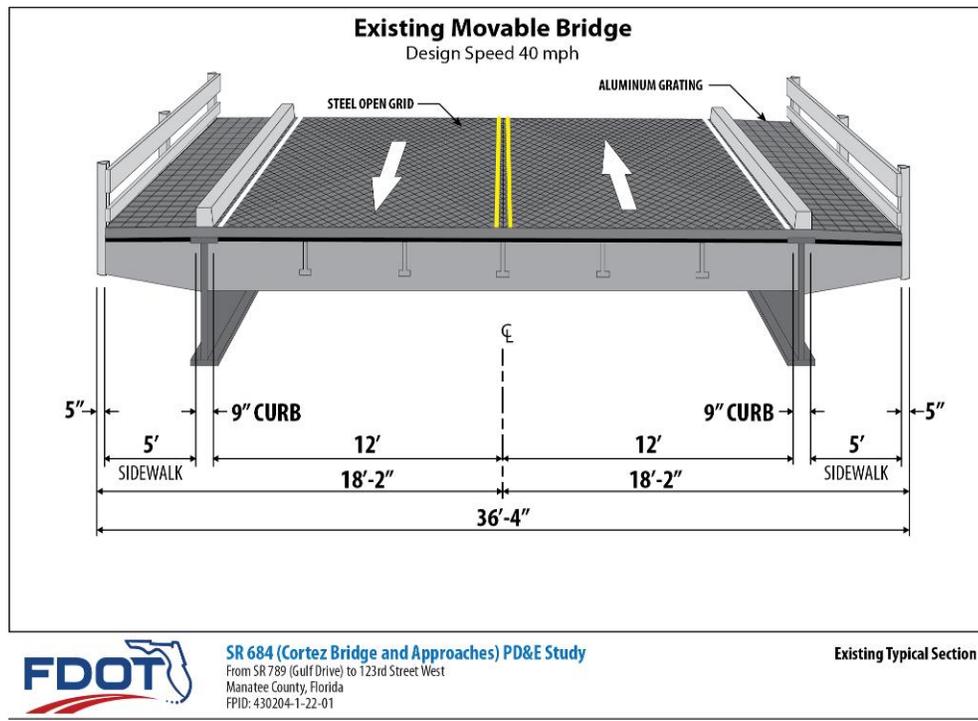


Figure 3. Existing Bridge Typical Section of Bascule Span.

Section 3.0

CULTURAL SETTING

An extensive Culture History was included in the CRAS, Cortez Bridge PD&E Study, SR 684 (Cortez Road) from SR 789 (Gulf Drive) to 123rd Street West, Manatee County, Florida (ACI 2012) and in the NRHP Nomination Form for the Cortez Historic District (Green and Piland 1995). An excerpt from the NRHP Nomination is attached to this report as **Appendix B**.

Section 4.0

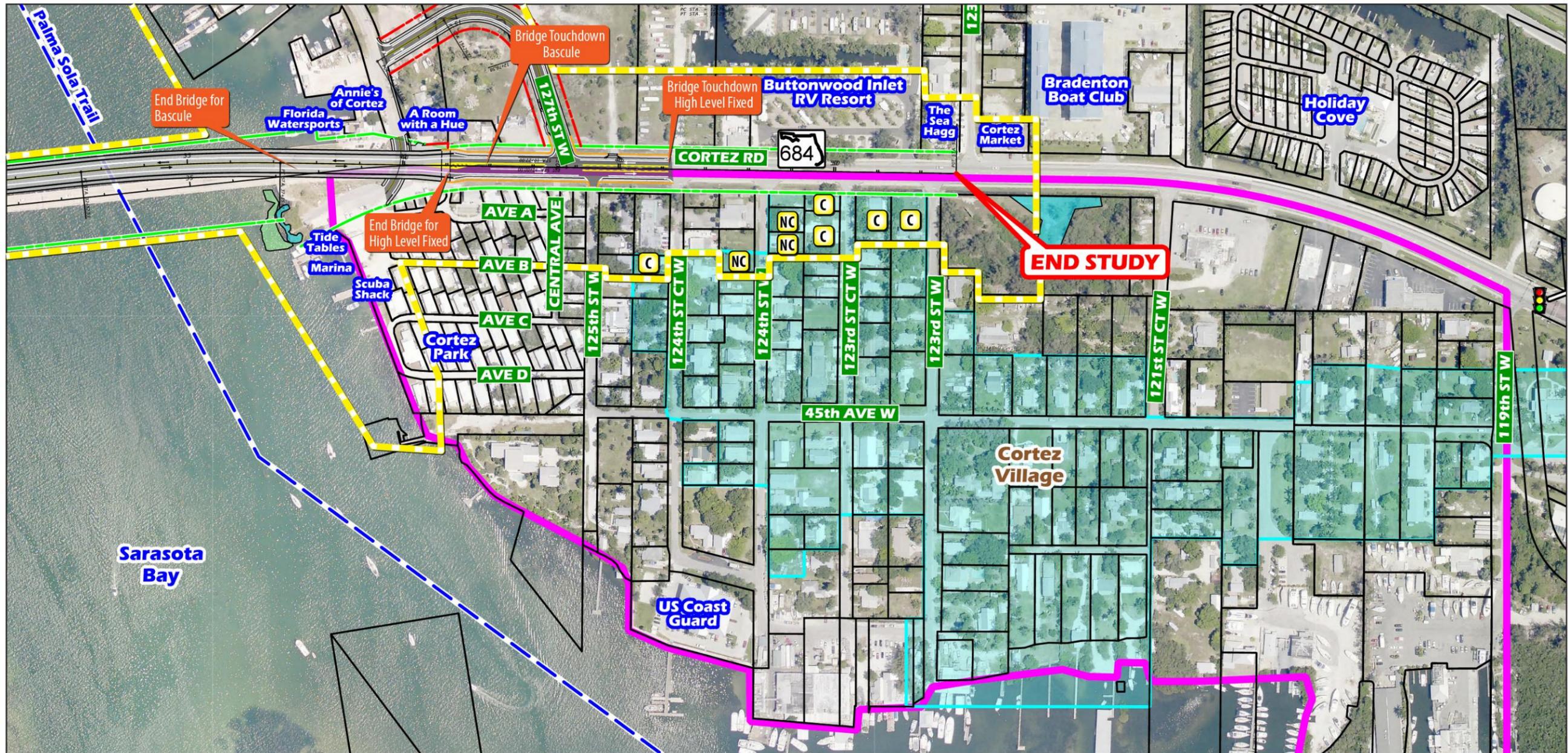
EXISTING SIGNIFICANT HISTORIC RESOURCE

The Cortez Historic District (8MA975) is an approximately 25 acre fishing village roughly bounded on the west by 124th Street Court West, on the south by Sarasota Bay, on the east by 119th Street West, and on the north by Cortez Road (**Figure 4; Photos 3 - 6**). As a whole, the district contains 97 contributing resources and 39 noncontributing resources (Green and Piland 1995:1). As situated within the project APE, the Cortez Historic District contains five contributing resources and two noncontributing resources (**Figure 4; Table 1**). An excerpt from the NRHP nomination is included in **Appendix B**; a brief summary of the history and significance is provided below.

Table 1. Resources in the Cortez Historic District that are within the project APE.

FMSF #	ADDRESS	STYLE	APPROXIMATE YEAR BUILT	CONTRIBUTING/ NONCONTRIBUTING
8MA677	4404 123 rd Street Court W	Frame Vernacular	ca. 1915	Contributing
8MA678	4408 123 rd Street Court W	Frame Vernacular	ca. 1928	Contributing
8MA937	4412 123 rd Street W	Frame Vernacular	ca. 1944	Contributing
8MA940	4407 123 rd Street Court W	Frame Vernacular	ca. 1944	Contributing
8MA967	4414 124 th Street Court W (formerly 4416 124 th Street Court W)	Frame Vernacular	ca. 1925	Contributing
N/A	4403 124 th Street W	Masonry Vernacular	ca. 2007	Noncontributing
N/A	4411 124 th Street W	Masonry Vernacular	ca. 1980	Noncontributing

The area in which the Cortez Historic District is located was purchased from Hamilton Disston by Alan Gardiner in 1883. Following Gardiner’s death, his wife hired David Otis Clark to handle the will, and in 1887, Clark had the land surveyed and platted. Two years later, five North Carolina fishermen purchased the land that would become the village of Cortez. These early settlers built homes along the waterfront, as well as fish docks, camps for sleeping and storage, and a store. Settlement continued to increase, and in 1888, the town’s name was changed from Hunter’s Point to Cortez when the post office was established (Bradbury and Hallock 1962:19; Morris 1995:57). As the community of Cortez relied on fishing for subsistence and financial stability, it was not affected by the depression that struck the rest of Florida in the mid-1890s. During this period, the first school was constructed and steamships began transporting goods to market and brought in tourists and supplies (Green and Piland 1995:8/3).



SR 684 (Cortez Bridge and Approaches) PD&E Study

From SR 789 (Gulf Drive) to 123rd Street West
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- Cortez Historic District (NRHP-Listed)
- Cortez Village, Manatee County Historical and Archaeological Overlay District
- Historic Resources Area of Potential Effect (APE)
- C Contributing to Historic District
- NC Non-contributing to Historic District (within APE)

Cortez Historic District

Figure 4



Photo 3. Cortez Historic District (8MA975), looking southwest along 123rd Street West.



Photo 4. Cortez Historic District (8MA975), looking southwest along 123rd Street Court West.



Photo 5. Cortez Historic District (8MA975), looking northeast along 124th Street West.



Photo 6. Cortez Historic District (8MA975), looking south along 124th Street Court West.

Cortez continued to develop through the early twentieth century. Settlement increased as people came to the area to work for the fishing industry. A majority of these newcomers were family members of pioneer settlers from North Carolina. In addition, new families during this period came from Illinois, Missouri, and the Canary Islands. In 1903, a shell road (today's Cortez Road) was constructed linking Cortez to Bradenton, seven miles northeast. This new road, then called Bradentown Road, is depicted on the 1909 plat for the *Cortez Addition to Cortez*, which subdivided the land in Cortez and to the north for residential development, parks, and golf (Manatee County Clerk of Circuit Court [MCCCC] 1909:195). By 1910, the community had

grown to include a population of 110. At this time, the town tried to incorporate, but these aspirations would never be realized (Green and Piland 1995:8/3).

In 1921, construction began on the original Cortez Bridge, the first to link Anna Maria Island with the mainland at Cortez. Work was halted in October 1921, when a hurricane hit the area, destroying the partially-completed bridge, as well as the waterfront, docks, shipping vessels, fish houses, and numerous residences (Green and Piland 1995:8/6; King 1979). Following the hurricane, construction was restarted, and the bridge was finished in 1922. Today, this wooden bridge has been mostly dismantled and rehabilitated, and is now the Bradenton Beach Fishing Pier, complete with pavilions, a boat dock, and restaurants (ACI 2014).

Signs of growth were halted by the end of the Florida Land Boom and the Great Depression. The community of Cortez was severely impacted by the effects of the depression, not only due to the hurricanes and national economic impacts, but the mullet population once so abundant all but disappeared along with numerous other fish. The fish population did not return in large numbers until the 1940s (Green and Piland 1995:8/7).

The Cortez Historic District is listed in the NRHP under Criterion A in the contexts of exploration/settlement, commerce, and maritime history. The district is significant at the state level because of “its important contribution to the settlement of Manatee County, Florida and for its contribution to Florida’s historic fishing industry on the west coast of the state” (Green and Piland 1995:8/1). The district also is listed under Criterion C in the area of architecture, “for its large collection of vernacular architecture, some of which reflects the maritime character of the village” (Green and Piland 1995:8/1). Its period of significance, as defined in the NRHP Registration Form, extends from 1889 to 1944, which includes those residential and commercial buildings associated with the early fishing industry.

Section 5.0

ALTERNATIVES ANALYSIS

5.1 ALTERNATIVES CONSIDERED

The PD&E Study evaluated numerous alternatives. The objective of the alternative analysis process is to identify technically and environmentally sound alternatives that provide a safe facility, that are acceptable to the community, and that are cost effective. The process will result in the selection of a Preferred Alternative, which can be advanced to the Design phase. The following alternatives are being considered in the PD&E Study and are described in detail in **Appendix C** of this report:

- No Build (Repair) Alternative
- Transportation Systems Management Alternative
- Multi-Modal Alternatives
- Rehabilitation Alternative
- Bridge Replacement Alternatives (3 alternatives and 2 alignments for each)
 - Low-Level Bascule (21-foot vertical clearance; North and South alignments)
 - Mid-Level Bascule (45-foot vertical clearance; North and South alignments)
 - High-Level Fixed Span (65-foot vertical clearance; North and South alignments)

In order to evaluate the study alternatives, a qualitative and quantitative evaluation matrix shown in **Appendix C Table 1-1** was prepared using criteria from a multitude of categories including socioeconomic, environmental, cultural, potential hazardous material/petroleum contamination, and costs (design, ROW, construction, and Construction Engineering and Inspection (CEI). The matrix data was developed utilizing raster-based aerial photography depicting the proposed concepts and right-of-way (ROW) needs for each alternative.

5.2 RECOMMENDED ALTERNATIVES FOR PUBLIC HEARING

As a result of the analysis, three alternatives are being carried forward for further evaluation. The Rehabilitation Alternative is not being carried forward, as explained in Appendix C, Section 1.9. Basically the Rehabilitation Alternative is a longer-term (25 years) solution than the No-Build (Repair) Alternative. The rehabilitation is an investment in a new, yet substandard superstructure, supported by an old, functionally obsolete, and deteriorated substructure that will continue to deteriorate due to the extremely corrosive environment. Rehabilitation does not provide any improvement in levels of service or reductions in traffic delays. Overall public opinion has not demonstrated overwhelming support for the Rehabilitation Alternative. Finally, the

Rehabilitation Alternative does not meet the purpose and need to address the functional deficiencies since it maintains the existing substandard bridge width.

Build alternatives on a northern and a southern alignment were evaluated. All the Build Alternatives (for both northern and southern alignments) were presented at the Alternatives Public Meeting on August 28, 2014, along with the No-Build (Repair) and Rehabilitation Alternatives. Environmental effects are similar for all of the bridge replacement alternatives. Considering the horizontal alignment, the south alignment will have a direct impact on the Bradenton Beach Marina submerged lands lease within the existing ROW. The north alignment will be closer to the Bridgeport Condominiums; however, there is no direct impact to any parcels or businesses. Therefore, because it minimizes direct impacts, **the north alignment was selected.**

The following three alternatives that will be carried forward are described briefly below utilizing information from Appendix C.

- No Build (Repair) Alternative
- 35-foot Bascule Alternative (North Alignment)
- 65-foot Fixed Span Alternative (North Alignment)

5.2.1 No-Build (Repair) Alternative

The No-Build (Repair) Alternative consists of continuing the normal maintenance and minor repairs of the existing bridge in its current configuration while keeping the bridge operating in a safe condition and maintaining the existing typical sections. Repairs include installing cathodic protection pile jackets, repairing the concrete (sealing cracks, patching spalls, etc.) in the piles, pile caps, deck, beams, and traffic railing, repairing the fender system, repairing the bascule span operational machinery, upgrading the bascule span electrical systems, and repairing the bascule span steel in order to extend the service life 10 years. The No-Build Alternative also includes the full replacement of the superstructure on six of the fixed spans, including the beams, deck, and traffic railing, and the installation of 10 crutch bents.

The No-Build (Repair) Alternative requires closure of the bridge for approximately 9 weeks to make the repairs. At the end of the 10-year period, an extensive rehabilitation or replacement of the bridge would be required. The No-Build Alternative does not require stormwater management facilities (SMFs) since it does not alter the existing roadway or add additional capacity. The existing bridge will remain in its current configuration and no additional travel lanes are proposed. The brush curbs will remain in place. Curbs of this type are known to launch errant vehicles, causing them to go over or through the bridge rail. The bridge rails are not designed for an airborne vehicle. In addition, the No-Build alternative may not prevent the need to place weight restrictions on the bridge, meaning that heavy trucks could be restricted. Replacement of the bridge would be required at the end of the 10-year period.

Under the No Build Alternative, the existing bridge and approach spans will essentially be maintained with minimal repairs to keep it operational. The No-Build (Repair) Alternative is a short-term (10 years) solution to address the deteriorating structural condition of the Cortez Bridge. The No Build Alternative does not address any of the elements outlined in the Project Needs.

Although the No-Build (Repair) Alternative does not meet the Purpose and Need to address the functional deficiencies and is not a long-term solution to address the structural deficiencies for the project, it will remain under consideration throughout the alternative analysis and evaluation process.

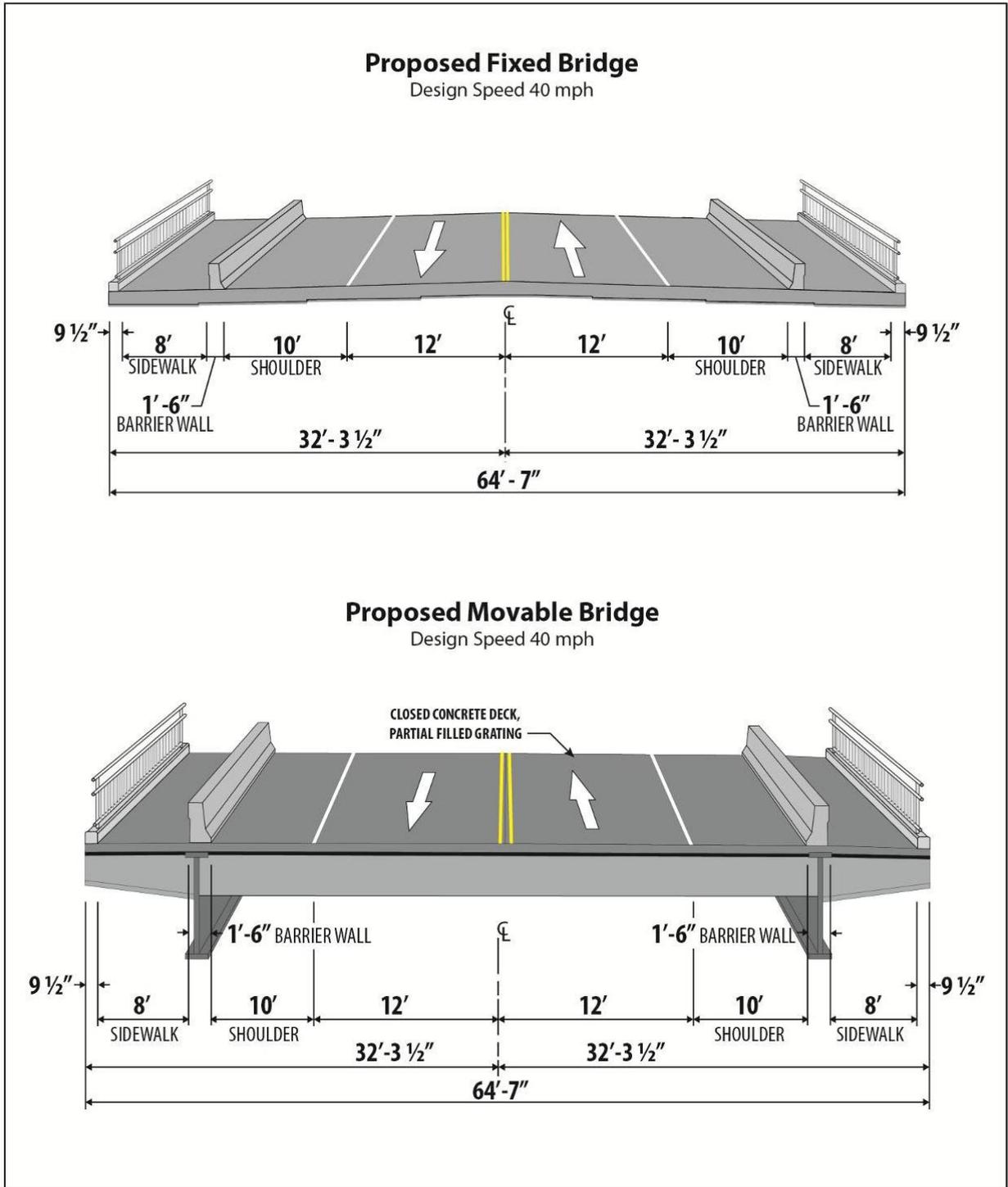
5.2.2 35-foot Bascule Alternative (North Alignment)

The 35-ft Bascule Alternative (North Alignment) is a new alternative that proposes to replace the existing Cortez Bridge with a new bascule structure providing 35 ft of vertical clearance over the Gulf Intracoastal Waterway. The new structure would be built 9 ft to the north of the existing structure, utilizing the proposed typical sections shown in **Figure 5**.

Both west and east of the bridge the roadway approach maintains the existing two-lane roadway configuration. The acceleration/merge lane on the west side and the center turn lane on the east side will remain. The bridge includes an 8-ft sidewalk on both sides which will transition to the existing sidewalks along the at-grade roadway on each end.

The 35-ft Bascule Alternative is a new alternative that was developed after the August 28, 2014, Alternatives Public Meeting. A common theme from those who live on Anna Maria Island or use the bridge to commute is that some relief from travel delay is needed. While the low-level drawbridge (with 21-ft vertical navigation clearance) does not provide any significant reduction in delay, the mid-level drawbridge presented at the Alternatives Public Meeting in August 2014 has a 45-ft vertical navigation clearance that is expected to reduce openings by 50% compared to the existing condition. However, for the mid-level drawbridge the profile grade (5.5%) on the east side of the channel exceeds 5% in order to touch down at 127th Street West. This does not meet Americans with Disabilities Act (ADA) design criteria, unless flat landings are provided intermittently along the sidewalk. Providing landings within the sidewalk creates discontinuities in the walking surface, complicates construction and increases costs. A flatter grade at 5% or less would simplify construction, be more accessible and “comfortable” for pedestrians and bicyclists, and it would not increase cost.

The new 35-ft Bascule Alternative was developed as a compromise to address the above noted concerns with the mid-level drawbridge and still address travel delays. A drawbridge with 4% grades will result in approximately 35 ft of vertical clearance under the bridge. By doubling the existing vertical clearance (which is 17.5 ft), it will allow more than one third of the boats, that currently require the bridge to open, to pass underneath; meaning that openings are expected to be reduced by up to one third. Travel delays would be reduced, yet the bridge height would be lower than the 45-ft drawbridge alternative. The 4% grade would comply with ADA without



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Proposed Replacement Typical Sections

Figure 5. Proposed Replacement Bridge Typical Sections.

requiring sidewalk plateaus (flat landings), and would be easily accessible to fishermen, pedestrians and bicyclists. For comparison, this is less than the 5% grade on the Ringling Bridge. The touchdown points on both sides of the bridge are the same as the low- and mid-level alternatives, thereby maintaining the intersection with 127th Street West. Taking into account the Mean High Water (MHW) elevation of 1.3 ft and an estimated bascule span structure depth of 10 ft, the proposed profile accommodates a minimum 35-ft vertical navigational clearance over the Gulf Intracoastal Waterway. The fixed approaches to the bascule bridge accommodate a 6.75-ft structure depth (140-ft span length), except in the westernmost 450 ft and easternmost 270 ft of the bridge where the structure depth was reduced to 4.5 ft (90-ft span lengths). This reduced structure depth was used to decrease visual and environmental impacts by lowering the elevations of the west and east abutments which minimized the footprint of the proposed sloped abutments, while keeping the superstructure above the splash zone and wave crest elevation. The maximum bascule span structure depth is assumed to be 10 ft. The proposed bridge will be approximately 2,693 ft in length and will reach a maximum deck elevation of 46.4 ft at the center of the navigation channel. This is a 20.2-ft increase from the existing 26.2-ft deck elevation. This compromise profile will allow for the low member of the superstructure to clear the 12-ft splash zone and the wave crest elevation. It will provide for a bascule span slightly longer than the existing, and a modern, robust bridge design. The drawbridge portion would consist of two bascule leaves (i.e. a double-leaf bascule) forming a 170-ft span over a 100-ft wide navigational channel. In summary, the compromise drawbridge alternative incorporates the best features of the low- and mid-level drawbridge alternatives. It provides a profile that touches down at the same locations as the other drawbridge alternatives, maintains sidewalk grades of less than 5%, and yet raises the vertical clearance at the channel to reduce the number of bridge openings by up to one third.

5.2.3 65-foot Fixed Span Alternative (North Alignment)

The High-level Fixed Alternative (North Alignment) proposes to replace the existing Cortez Bridge with a new high-level fixed structure providing 65 ft of vertical clearance over the Gulf Intracoastal Waterway. The new structure would be built 9 ft to the north of the existing structure, utilizing the proposed typical section (fixed bridge portion only) shown in **Figure 5**.

Both west and east of the bridge the roadway approach maintains the existing two-lane roadway configuration. The acceleration/merge lane on the west side and the center turn lane on the east side will remain. The bridge includes an 8-ft sidewalk on both sides which will transition to the existing sidewalks along the at-grade roadway on each end.

Taking into account the MHW elevation of 1.3 ft, the proposed profile accommodates a minimum 65-ft vertical navigational clearance over the existing Gulf Intracoastal Waterway. The fixed spans accommodate a 6.75-ft structure depth (140-ft span length), except in the westernmost 450 ft of the bridge where the structure depth was reduced to 4.5 ft (90-ft span lengths). This reduced structure depth was used to decrease visual and environmental impacts by lowering the elevations of the west abutment which minimized the footprint of the proposed sloped abutments, while keeping the superstructure above the splash zone and wave crest elevation. The main span structure depth is assumed to be 8.5 ft, allowing a 180-ft span length.

The proposed bridge will be approximately 2,965 ft in length, and will reach a maximum deck elevation of 75 ft. This is a 48.8-ft increase from the existing 26.2-ft elevation at the main channel. The profile will allow for the 12-ft splash zone, wave crest, a slightly longer bascule span, and a modern, robust design.

Based on data provided by the bridge tender at Cortez Bridge, this vertical clearance will allow approximately 99 percent of the waterway users that currently require the existing bridge to open to pass under the replacement bridge.

Since the eastern touchdown point of the high-level replacement bridge is east of 125th Street West, local access will be affected. The replacement bridge will pass over 127th Street West, allowing the existing local roadway to connect between the north and south sides of Cortez Road. A new roadway will be developed north of Cortez Road to connect it with 127th Street West. Central Avenue and Avenue A will no longer connect directly to Cortez Road. Access to the Restaurant, Marina, and Scuba Shack south of Cortez Road will be via 127th Street West and the new connecting roadway, as will the restaurant and marinas north of Cortez Road. Access to Cortez Road from 125th Street West and the other connections to the east will remain unchanged from the existing conditions.

In terms of bridge height, there has been a common voice from the Cortez Village community representatives that a high-level fixed bridge would destroy the character of the village and the local preference is for a low-level drawbridge. In addition, since the Anna Maria Bridge is planned for replacement with a fixed span, another fixed-span bridge at Cortez would create an area where boats taller than 65 ft could not traverse. A drawbridge at Cortez would allow tall boats, currently moored south of SR 64 (Manatee Avenue/Anna Maria Bridge) and north of SR 684 (Cortez Road), to travel the Intracoastal Waterway to the south and west to the Gulf of Mexico via Longboat Pass or New Pass.

Public outreach for this PD&E study and a prior PD&E Study revealed vocal opposition to a high-level fixed bridge from the Cortez Village community leaders and some elected officials. A drawbridge similar to the existing bridge is perceived as a more fitting alternative for the historic Cortez fishing village. Although the cost of the high-level fixed bridge is the lowest of all the alternatives, both initially (\$30 million less expensive) and over the 75-year life of the bridge, the potential visual impacts are viewed by some as unacceptable. The access changes at the east touchdown point of the high-level fixed alternative would require ROW acquisition and other access changes that are not required with the drawbridge alternatives.

Of the bridge replacement alternatives, the high-level fixed bridge has garnered the most support overall throughout the study, most likely due to the reduced delay and lowest cost. **Therefore, for the above mentioned reasons, the high-level fixed bridge will be carried forward for further evaluation.**

5.3 PREFERRED ALTERNATIVE

The No-Build (Repair) Alternative and the two Recommended Build Alternatives described in Section 5.2 above will be provided at the Public Hearing. A Preferred Alternative will be selected after that. For the purposes of this Section 106 Effects Determination, the evaluation of effects will be applied for the two Recommended Build Alternatives.

Section 6.0

EVALUATION OF EFFECTS

The Criteria of Adverse Effect (36 CFR Part 800.5(a)(1)) were applied to the Cortez Historic District (8MA975) in relation to the two Recommended Build alternatives: the 35-foot bascule alternative and the 65-foot fixed span alternative (described in Sections 5.2.2 and 5.2.3). Adverse effects on historic resources include, but are not limited to: physical destruction of or damage to all or part of the property; alteration of a property; removal of the property from its historic location; change of the character of the property's use or of physical features within the property's setting that contribute to its historic character; introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features; and neglect of a property which causes its deterioration.

6.1 35-FOOT BASCULE ALTERNATIVE

Based on the Criteria of Adverse Effect, the 35-foot bascule alternative will have no adverse effect on the Cortez Historic District (8MA975). The justification for this determination is contained in the following sub-sections.

6.1.1 Relationship of the Alternative to the Cortez Historic District

The Cortez Historic District is located along the south side of Cortez Road to the east of the Cortez Bridge. Only two blocks of the historic district are adjacent to Cortez Road. The eastern touchdown for the 35-foot Bascule Alternative would be approximately three blocks away (approximately 700 ft to the west). Both west and east of the bridge the roadway approach maintains the existing two-lane roadway configuration. The center turn lane on the east side will remain. The proposed bridge includes an 8-ft sidewalk on both sides which will transition to the existing sidewalks along the at-grade roadway on each end. Construction of the proposed bridge would not require any ROW from the historic district and would not require changes to the existing roadway width for Cortez Road adjacent to the historic district.

6.1.2 Visual/Aesthetics

This alternative involves the construction of a 35-foot high bascule bridge to replace the existing bascule bridge. This alternative will not introduce a new element that was not historically present when the district was listed in the NRHP, but it will modify the appearance of the element, specifically the height of the bridge. This alternative will not affect any of the existing vegetation within the district. **Figure 6** shows the Cortez Historic District in relation to the existing bridge. This graphic also includes photographs of the setting within the historic district and views from the district toward the bridge. Based on these photographs, the bridge is not visible from the historic district except at the northern boundary, along Cortez Road (see locations A, B, and C). These views include the bridge at a distance (see also **Photo 7** taken at 124th Street West, looking

west). Most of the historic district is surrounded by dense vegetation. **Photo 8** is a rendering of the proposed 35-foot bascule bridge as seen from Cortez Road at the northern boundary of the historic district (at the same location as **Photo 7**). Based on this rendering and the existing limited views of the bridge from the historic district, it appears that the proposed 35-foot Bascule Alternative would not result in significant visual and aesthetic changes to the historic district.

In addition, 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. The proposed replacement with another bascule bridge will not alter the maritime character of the Cortez fishing village.

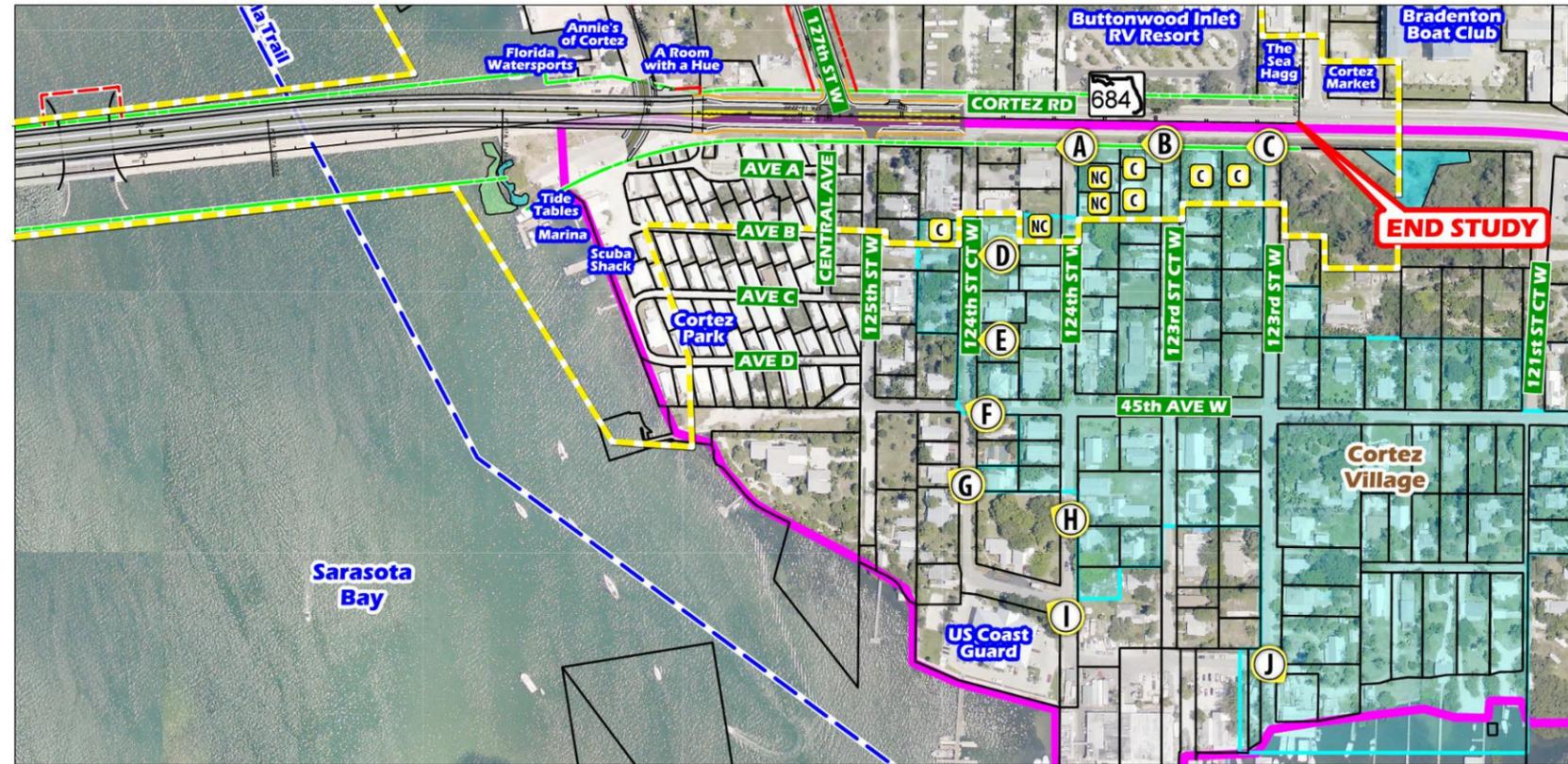
6.1.3 Noise and Air

A traffic noise study will be performed in fulfillment of requirements specified in Title 23 Code of Federal Regulations Part 772 (23 CFR 772). Residences, identified as a noise sensitive land use in Table 1 of 23 CFR 772, are within the Cortez Historic District. Five residences, located within the Historic Resources APE, are identified as contributing to the Historic District. These five residences are included in the traffic noise study. Based on a preliminary noise analysis performed in accordance with 23 CFR 772, the predicted noise levels at these five residences are below the noise abatement criteria. In addition, the proposed 35-foot Bascule Alternative is only expected to increase noise by approximately 1.8 dBA or less at these locations, which is not a perceptible increase. Therefore, the proposed project is not anticipated to introduce audible elements that would diminish the integrity of the historic district's significant features. This also is based on the assumption that there will not be any horizontal or vertical changes to SR 684 (Cortez Road) adjacent to the historic district and there will not be an increase in traffic capacity (no travel lanes added) for any part of the project.

An air quality study using FDOT's screening model, CO Florida 2012, will be performed. Following FDOT procedure, the screening model will be applied at the Cortez Road W/Gulf Drive N intersection as a worst-case location. The project is located in an area which is designated by the USEPA as in attainment of the National Ambient Air Quality Standards established in the Clean Air Act. Therefore, the Clean Air Act conformity requirements do not apply to the project.

6.1.4 Access and Use

This alternative will not alter the existing automobile access to the Cortez Historic District, nor will it impact the use of individual contributing resources within the district.



SR 684 (Cortez Bridge and Approaches) PD&E Study
 From SR 789 (Gulf Drive) to 123rd Street West
 Manatee County, Florida
 FPID: 430204-1-22-01

- Cortez Historic District (NRHP-Listed)
- Cortez Village, Manatee County Historical and Archaeological Overlay District
- Historic Resources Area of Potential Effect (APE)
- Contributing to Historic District
- Non-contributing to Historic District (within APE)

Cortez Historic District Photographs

Figure 6



Photo 7. View toward existing bridge from Cortez Road at 124th Street West, at the northwest corner of the Cortez Historic District, looking west.



Photo 8. Rendering of Proposed 35-foot Bascule Bridge from Cortez Road, looking west from 124th Street West at northern boundary of the Cortez Historic District, looking west.

6.2 65-FOOT FIXED SPAN ALTERNATIVE

Based on the Criteria of Adverse Effect, the 65-foot fixed span alternative will have no adverse effect on the Cortez Historic District (8MA975). The justification for this determination is contained in the following sub-sections.

6.2.1 Relationship of the Alternative to the Cortez Historic District

The Cortez Historic District is located along the south side of Cortez Road to the east of the Cortez Bridge. Only two blocks of the historic district are adjacent to Cortez Road. The eastern touchdown for the 65-foot Fixed Span Alternative would be approximately one block away (approximately 250 ft to the west) but the eastern end of the bridge will be approximately 750 ft away. Both west and east of the bridge the roadway approach maintains the existing two-lane roadway configuration. The center turn lane on the east side will remain. The proposed bridge includes an 8-ft sidewalk on both sides which will transition to the existing sidewalks along the at-grade roadway on each end. Construction of the proposed bridge would not require any ROW from the historic district and would not require changes to the existing roadway width for Cortez Road adjacent to the historic district.

6.2.2 Visual/Aesthetics

This alternative involves the construction of 65-foot high fixed bridge to replace the existing bascule bridge. This alternative will not introduce a new element that was not historically present when the district was listed in the NRHP, but it will modify the appearance of the element, specifically the type and height of the bridge. This alternative will not affect any of the existing vegetation within the district. **Figure 6** shows the Cortez Historic District in relation to the existing bridge. This graphic also includes photographs of the setting within the historic district and views from the district toward the bridge. Based on these photographs, the bridge is not visible from the historic district except at the northern boundary, along Cortez Road (see locations A, B, and C). These views include the bridge at a distance (see also **Photo 7** taken at 124th Street West, looking west). Most of the historic district is surrounded by dense vegetation. **Photo 9** is a rendering of the proposed 65-foot fixed bridge as seen from Cortez Road at the northern boundary of the historic district (at the same location as **Photo 7**). Based on this rendering and the existing limited views of the bridge from the historic district, it appears that the proposed 65-foot Fixed Span Alternative would not result in significant visual and aesthetic changes to the historic district. The only location where it would be more noticeable than the 35-foot bascule bridge is from the northern boundary of the historic district at Cortez Road (see **Photo 9**).

In addition, 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. Although the existing bascule bridge could be replaced with a high level fixed, this would not be a significant change. Since the bridge is not adjacent to the historic district and not readily visible from the historic district, this change will not alter the characteristics that makes this historic district significant.



Photo 9. Rendering of Proposed 65-foot Fixed Span Bridge from Cortez Road, looking west from 124th Street West at northern boundary of the Cortez Historic District, looking west.

6.2.3 Noise and Air

A traffic noise study will be performed in fulfillment of requirements specified in Title 23 Code of Federal Regulations Part 772 (23 CFR 772). Residences, identified as a noise sensitive land use in Table 1 of 23 CFR 772, are within the Cortez Historic District. Five residences, located within the Historic Resources APE, are identified as contributing to the Historic District. These five residences are included in the traffic noise study. Based on a preliminary noise analysis performed in accordance with 23 CFR 772, the predicted noise levels at these five residences are below the noise abatement criteria. In addition, the proposed 65-foot Fixed Span Alternative is only expected to increase noise by approximately 2.2 dBA or less at these locations, which is not a perceptible increase. Therefore, the proposed project is not anticipated to introduce audible elements that would diminish the integrity of the historic district's significant features. This also is based on the assumption that there will not be any horizontal or vertical changes to SR 684 (Cortez Road) adjacent to the historic district and there will not be an increase in traffic capacity (no travel lanes added) for any part of the project.

An air quality study using FDOT's screening model, CO Florida 2012, will be performed. Following FDOT procedure, the screening model will be applied at the Cortez Road W/Gulf Drive N intersection as a worst-case location. The project is located in an area which is designated by the USEPA as in attainment of the National Ambient Air Quality Standards established in the Clean Air Act. Therefore, the Clean Air Act conformity requirements do not apply to the project.

6.2.4 Access and Use

This alternative will not alter the existing automobile access to the Cortez Historic District, nor will it impact the use of individual contributing resources within the district.

Section 7.0

PUBLIC INVOLVEMENT AND AGENCY CONSULTATION

7.1 PUBLIC INVOLVEMENT

On February 16 and 17, 2013, FDOT staffed an information booth at the Cortez Commercial Fishing Festival. The study team handed out surveys to interested parties, which included several questions about the bridge and offered people a chance to share their ideas regarding proposed improvements. During the festival and over the following 10 days, FDOT received 168 completed surveys. The results indicated that 56 percent of the people who completed a survey favor rehabilitation of the existing Cortez Bridge, and 36 percent favor replacement of the bridge. A copy of the survey form with the complete results is included in **Appendix D**.

FDOT held a Public Kickoff Meeting on April 30, 2013, early in the PD&E study process. About 170 people attended the three-hour open house at Kirkwood Presbyterian Church fellowship hall in Bradenton. At the meeting, a video was shown to explain the study process, and FDOT staff discussed project issues with the attendees who had the opportunity to view display boards showing aerial photographs of the existing bridge and the surrounding study area. In April 2013, FDOT distributed surveys by U.S. mail along with the invitation to the Public Kickoff Meeting. Almost 850 completed surveys were received. In addition, 38 written comment sheets, letters, and e-mails were submitted through the study website. The results of the completed surveys indicated 51 percent of respondents favor further rehabilitation of Cortez Bridge and 43 percent favor replacement of the bridge. Of those in favor of bridge replacement, 38 percent prefer a high-level fixed bridge, 19 percent prefer a mid-level drawbridge, 33 percent prefer a low-level drawbridge; and 4 percent favor another option. A copy of the survey form with the complete results is included in **Appendix D**.

On August 28, 2014, FDOT held an Alternatives Public Meeting at Saint Bernard Catholic Church activity center in Holmes Beach. Eighty-seven people attended the open house, during which FDOT displayed different alternatives developed to address the deteriorating structural condition and substandard features of Cortez Bridge. FDOT Staff discussed the alternatives with people who watched a project video, and viewed aerial photographs with the alternatives and numerous poster board displays. A comment sheet was distributed, and FDOT received about 60 completed comment sheets at the public meeting and in the comment period that followed the meeting. The results indicated that 11 percent of respondents were in favor of repairing the bridge; 23 percent favored rehabilitation; and 72 percent favored replacement (the percentages add to more than 100% because some responses included multiple preferences). Of those who preferred replacement of the bridge, 16 percent favored a low-level drawbridge; 33 percent favored a mid-level drawbridge; 21 percent favored a high-level fixed bridge; and 19 percent favored a new bridge to Longboat Key. A copy of the questionnaire is included in **Appendix D**.

A Public Hearing for the project is tentatively scheduled for late summer 2015. At the hearing, FDOT will present the No-Build (Repair) Alternative, the 35-foot Bascule Alternative, and the 65-foot Fixed Span Alternative to the public, and solicit their comments.

7.2 AGENCY CONSULTATION

Initial coordination with the SHPO occurred on April 16, 2013, during a site visit arranged by FDOT and its consultants. During the visit, FDOT provided a brief description of the project and noted that the bridge had been surveyed and recommended as not eligible for the NRHP during the update to *The Historic Highway Bridges of Florida* survey (ACI 2012). FDOT also noted that aside from the ‘no build’ and ‘rehabilitation’ alternatives, they were considering low level (17-25 feet), mid-level (40-50 feet), and high level (60-70 feet) navigation clearance options. The low and mid-level options would use movable spans, while the high-level option would be a fixed bridge. The potential visual impacts of the different heights of the bridge on the NRHP-listed Cortez Historic District also were discussed. There was general consensus that a high-level bridge has the greatest potential to impact the district visually, whereas the low and mid-level bridges likely would not visually impact the district. In addition, there was a discussion regarding the importance of involving the local community during the planning and design phases of the project.

In May 2013, FDOT submitted a Cultural Resource Research Design and Survey Methodology (ACI 2013) technical memorandum to FHWA and SHPO. The objective of this memo was to gain approval for the proposed CRAS methodology and the APE from the two agencies. The report identified previously recorded archaeological sites and historic resources located within the project APE and vicinity, discussed the potential for previously unrecorded cultural resources, illustrated the preliminary zones of archaeological potential for the project corridor, and presented the methods proposed for field survey and data analysis. The historical APE included additional parcels to the north and south of Cortez Road based on the potential visual impacts if the existing bridge is replaced with a new high-level fixed bridge as the worst case scenario. The Research Design and Survey Methodology, including the APE, was approved by FHWA on June 13, 2013, and by SHPO on July 23, 2013 (**Appendix A**).

The CRAS report (dated June 2014) was submitted to FHWA in July 2014. The report located, identified, and bound any precontact and historic period archaeological sites and historic resources located within the project APE and assessed their significance in terms of eligibility for listing in the NRHP. The CRAS resulted in the identification of one significant historic resource, the NRHP-listed Cortez Historic District (8MA975), which was listed in the NRHP on March 16, 1995 (ACI 2014). 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) and Cortez Bridge (8MA1822) are also not considered NRHP eligible.

No archaeological sites were found. FHWA concurred with the findings of the CRAS on July 10, 2014, and forwarded the report to the SHPO, who also concurred with the results on August 13, 2014 (**Appendix A**). FHWA made the following note in the comments box in the letter: “This Section 106 determination is for eligibility only. A determination of effects will still be needed for the Section 106 process.”

Further coordination with FHWA and SHPO will be conducted following the Public Hearing, as needed.

Section 8.0

CONCLUSIONS

The Criteria of Adverse Effect (36 CFR Part 800.5(a)(1)) were applied to the Cortez Historic District (8MA975) in relation to the two Recommended Build Alternatives: the 35-foot Bascule Alternative and the 65-foot Fixed Span Alternative. As a result, both alternatives appear to have *no adverse effect* on this NRHP-listed resource.

Section 9.0

REFERENCES USED

Archaeological Consultants, Inc. (ACI)

- 2012 *The Historic Highway Bridges of Florida*. ACI, Sarasota.
- 2013 *Cultural Resource Research Design and Survey Methodology, Project Development and Environment (PD&E) Study, Cortez Bridge (State Road [SR] 684) from SR 789 (Gulf Dr.) to 123rd Street West, Manatee County, Florida*. ACI, Sarasota.
- 2014 Cultural Resource Assessment Survey, Cortez Bridge PD&E Study, SR 684 (Cortez Road) from SR 789 (Gulf Drive) to 123rd Street West, Manatee County, Florida

Bradbury, Alford G. and E. Storey Hallock

- 1962 A Chronology of Florida Post Offices. *Handbook 2*. The Florida Federation of Stamp Clubs.

Florida Master Site File (FMSF)

- n.d. Various site file forms. On file, DHR, Tallahassee.

Green, Dr. Mary Fulford and Sherry Piland

- 1995 National Register of Historic Places Registration Form for the Cortez Historic District, February. Listed March 16. On file, FDHR, Tallahassee.

King, Carl

- 1979 Interview with William H. Adams for the Manatee County Historical Society. Transcript on file, Manatee County Central Library, Eaton Florida History Room, Bradenton.

Manatee County Clerk of the Circuit Court (MCCCC)

- 1887 *Subdivision of Lot 3 US Survey by BCP*. Official Records, Plat Book 1, pg. 71, Bradenton.
- 1909 *Plat of Cortez Addition, Manatee County, Florida*. Official Records, Plat Book 1, pg. 195, Bradenton.
- 1921 *Amended Plat of Cortez Addition to Cortez, Manatee County, Florida*. Official Records, Plat Book 2, pg. 59, Bradenton.

Morris, Allen

- 1995 *Florida Place Names: Alachua to Zolfo Springs*. Pineapple Press, Inc., Sarasota.

United States Department of Agriculture (USDA)

- 1940 Aerial Photograph CDO-5-24, April 27. PALMM, Gainesville.
- 1951 Aerial Photograph CDO-5H-5, November 20. PALMM, Gainesville.

United States Department of Agriculture (USDA)

1957 Aerial Photograph DCO-1V-46, December 13. PALMM, Gainesville.

1970 Aerial Photograph CDO-1MM-154, December 18. PALMM, Gainesville.

United States Geological Survey (USGS)

1964 Bradenton Beach, Fla., Photorevised 1987.

APPENDIX A: Relevant Correspondence



Florida Department of Transportation

801 North Broadway Avenue
Bartow, FL 33830

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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.

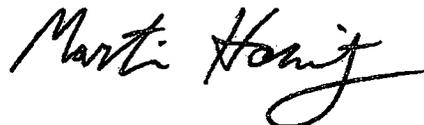
In summary, there is a NRHP-listed historic district, the Cortez Historic District, to the southeast of the Cortez Bridge study area and several blocks east of the bridge. Although at this preliminary stage it appears that none of the bridge alternatives will have an adverse effect on the district, FDOT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

for /s/ [Signature]
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:

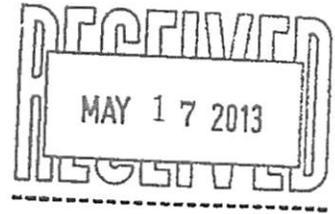
[Empty comment box]

for [Signature]
Robert F. Bendus, Director
Division of Historical Resources
and State Historic Preservation Officer

8/13/14
Date



JUL 29 13 12:07PM



Florida Department of Transportation

RICK SCOTT
GOVERNOR

801 North Broadway Avenue
Bartow, FL 33830

ANANTH PRASAD, P.E.
SECRETARY

May 16, 2013

Mr. Joseph Sullivan
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 Research Design and Survey Methodology
Financial Project ID No.: 430204 1 22 01

Dear Mr. Sullivan:

The Florida Department of Transportation District One (FDOT) has recently begun a federal 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) will be conducted as part of the study to comply with federal and state regulations. As required, as part of Section 106 of the National Historic Preservation Act, and Chapter 267, Florida Statutes (F.S.), all historic and archaeological resources that may be affected by the proposed project will be identified. The CRAS will be a supporting document for the PD&E Study.

Enclosed are two copies of the Cultural Resource Research Design and Survey Methodology (May 2013) for your review and coordination with the State Historic Preservation Officer (SHPO) to obtain approval on the proposed project's area of potential effect (APE) and CRAS methodology.

Should you concur with the proposed APE and methodology described in the enclosed research design, please indicate your concurrence by signing in the space provided below. Following your signature, please submit a copy of this letter and the enclosed research design to the Florida SHPO for review and concurrence.

Mr. Joseph Sullivan
SR 684 (Cortez Bridge), from SR 789 (Gulf Dr.) to 123rd Street West
Cultural Resource Research Design and Survey Methodology
Financial Project ID No.: 430204 1 22 01
May 16, 2013
Page 2 of 2

If you should have any questions or comments, please contact me at 863-519-2625 or by email at JeffreyW.James@dot.state.fl.us.

Sincerely,



Jeffrey W. James
Environmental Project Manager

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MAS/rss

Enclosure

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

Roy Jackson, FDOT
Mark Schulz, FDOT
Rebecca Spain Schwarz, Atkins

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

The FHWA approves the Area of Potential Effect and methodology for cultural resources for the Cortez Bridge PD&E Study as described in the enclosed Cultural Resource Research Design and Survey Methodology document.

The FHWA requests the SHPO's approval of the proposed APE and methodology.

for /s/ [Signature]
David Hawk
Acting Division Administrator
Florida Division
Federal Highway Administration

6-13-13
Date

The Florida State Historic Preservation Officer approves the Area of Potential Effect and methodology for cultural resources for the Cortez Bridge PD&E Study as described in the enclosed Cultural Resource Research Design and Survey Methodology document; SHPO/DHR Project File Number 2013-2396.

for /s/ [Signature]
Robert F. Bendus, Director
Division of Historical Resources
and State Historic Preservation Officer

7/23/13
Date

APPENDIX B: Excerpt from Cortez Historic District NRHP Nomination Form

NR Listed 3/16/95
Bradenton Beach map. 355/16E/s

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name CORTEZ HISTORIC DISTRICT

other names/site number 8 MA 975

2. Location

street & number Bounded by Cortez Road, 119th Street West, Sarasota Bay,
and 124th Street Court West not for publication

city or town CORTEZ vicinity

state Florida code FL county Manatee code 081 zip code 34210

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination
 request for determination of eligibility meets the documentation standards for registering properties in the National Register of
Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property
 meets does not meet the National Register criteria. I recommend that this property be considered significant
 nationally statewide locally. (See continuation sheet for additional comments.)

Suzanne P. Walker / Deputy SHPO 2/8/95
Signature of certifying official/Title Date

Florida State Historic Preservation Officer, Division of Historical Resources
State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register.
 See continuation sheet.
- determined eligible for the National Register
 See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain): _____

Signature of the Keeper

Date of Action

_____	_____
_____	_____
_____	_____
_____	_____

CORTEZ HISTORIC DISTRICT
Name of Property

MANATEE CO., FLORIDA
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
94	39	buildings
0	0	sites
3	0	structures
0	0	objects
97	39	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

DOMESTIC/ Single Dwelling
Secondary Structure

EDUCATION/ School
RELIGION/ Religious Facility

AGRICULTURE/SUBSISTENCE/ Processing

Current Functions
(Enter categories from instructions)

DOMESTIC/ Single Dwelling
Secondary Structure

RELIGION/ Religious Facility

AGRICULTURE/SUBSISTENCE/ Processing

7. Description

Architectural Classification
(Enter categories from instructions)

Vernacular

Materials
(Enter categories from instructions)

foundation concrete pier; cypress pier

walls WOOD/ clapboard

STUCCO

roof Asphalt

other _____

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

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CORTEZ HISTORIC DISTRICT
MANATEE CO., FLORIDA

Section number 7 Page 1

SUMMARY

The Cortez Historic District encompasses the historic residential and commercial resources of the small village of Cortez, in Manatee County. The buildings in the district date from 1889 to 1944 and include houses, a church, stores, and 2 schools. The district also includes structures associated with the primary economic resource of this community on Sarasota Bay, the historic fishing industry. The district is composed of 97 contributing buildings and structures (71%) and 39 non-contributing buildings (29%).

SETTING

The fishing village of Cortez, Florida is located on the tip of a long narrow peninsula (approximately 2.5 miles long and less than 3/4 mile wide) traditionally known as Hunter's Point. Fishermen were attracted to the sheltered harbor of this location. This harbor, the Cortez waterfront, is at the northern tip of Sarasota Bay, on the south side of Hunter's Point and east of Anna Maria Island (see Site Plan 1). Both Hunter's Point and Anna Maria Island offered protection from the winds and waters of the sometimes violent Gulf of Mexico. The fishermen were, however, within easy reach of Sarasota Bay, the Gulf of Mexico, Tampa Bay, and the Manatee River.

From its earliest days Cortez was a rural, semi-isolated fishing community and was more often reached by water than by land. Bradenton, the Manatee County seat, is seven miles east of Cortez. The road running the length of the peninsula, Cortez Road (SR 684), is one of only two highways connecting Anna Maria Island and the Gulf beaches to Bradenton. A wooden bridge connecting Cortez and Anna Maria Island was built in 1922 and was replaced in 1957 with a modern steel and concrete bridge.

By the late 1950s Cortez found itself being gradually surrounded by Bradenton's growing suburbs. A subsequent building boom on Anna Maria Island contributed to the urbanization of Cortez, along with the creation of a public water and sewer system in 1964. The village is increasingly surrounded by tourist-oriented developments, but as yet, has not suffered the invasion of condominiums.

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MANATEE CO., FLORIDASection number 7 Page 2

The village is laid out in a grid pattern, with 45th Avenue West bisecting it from east to west. Almost all the other streets have a north/south orientation. The historic district is contained in an area of approximately 25 acres. The south edge of the district is defined by the harbor. The major highway leading from Bradenton to Anna Maria Island, Cortez Road (44th Avenue West), is the north edge of the district. The east boundary is 119th Street West; 124th Street Court West is the west boundary. The original settlers of Cortez purchased large tracts of land. Over the years those parcels have been subdivided, usually among family members, into lots of varying size and shape. There are no standard building set-backs.

Several of the streets in Cortez are lined with mature Royal palms (photo 1). Lush tropical vegetation forms an important element of the setting and includes hibiscus, crotons, mangroves, mangos, sea grapes, and large oaks. Salt breezes, warm weather, pelicans, sea gulls, and wild parrots are also natural elements of the district. In Cortez yards provided more than a place to be beautified with gardens, trees and shrubs. They were often utilized as work space for the fishermen where net mending, net hanging and boat repair took place. Some yards have constructions resembling clotheslines for net hanging and building (photo 2). Since different nets were used at different times of the year, unused net was stored in sheds or in covered piles. Different boats were also used in different seasons, and boats were stored in yards (photo 3). Garages and other small outbuildings are common. In addition, three water storage tanks are still in existence in the village. Before a modern water system was acquired in the mid-1960s these tanks were used to collect rainwater for household use. These were constructed of cypress (photo 4) or metal (photo 5).

ARCHITECTURAL DESCRIPTION

Early photographs show that structures were built along the Cortez waterfront and projected over the tidal flats on stilt and pier foundations (photo 6). That early frame construction was destroyed by the hurricane of 1921. By World War II much of the harbor had been bulkheaded.

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CORTEZ HISTORIC DISTRICT
MANATEE CO., FLORIDA

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RESIDENCES

The vast majority of residences in the Cortez Historic district are of frame construction with clapboard exterior siding. Most are one-story, although a few of the earlier structures are two-story. Most have gable roofs. A few have pyramidal or cross-gable roofs. Roofs are most often covered with metal or asphalt shingles. Most of the houses have simple square or rectangular plans and rest on cypress piers, creosote-treated wood pilings, or concrete pier foundations. Most of the houses have front porches, although many of these have been enclosed. Among the residential types (defined in Item 8) are the following:

Pyramidal Cottage

An excellent example of this type is the 1925 residence of E. N. and Mary Green at 12003 45th Avenue West (photo 7). The pyramidal roof is sheathed in metal and is pierced on the main (south) facade by a small shed roofed dormer. The house at 12007 45th Avenue West has a steeper pyramidal roof profile (photo 8). It was built ca. 1915. Asphalt roll siding has been placed over the original clapboard exterior.

One of the most sophisticated designs in the village is the two-story Alva Taylor house at 4432 124th Street West (photo 9), built in 1920. The pyramidal roof is pierced on the main (east) facade by a hip roofed dormer and a small balconet is centrally located on the second floor. A low hip roofed porch extends across the main facade.

Front Gable

The residence at 4415 123rd Street Court West, the Henry Norman house, exemplifies this type (photo 10). The small rectangular structure was built ca. 1913. It has board and batten walls and a porch extending across the facade. The low hipped porch roof, with exposed rafters, is supported by battered wood piers.

The residence at 4420 119th Street West is a simple, unadorned example of this type (photo 11). The rectangular

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structure with a central entrance has weatherboard siding and a metal roof. It was built in 1918.

The residence at 12123 45th Avenue West, built in 1930, is a typical example of the front gable house type (photo 12). The gable roof has a fairly low profile and the ridge of the roof runs perpendicular to the street. A porch extends across the main (south) facade. The gable roof of the porch, set slightly lower than the main roof, has the same profile.

The Walton ("Tink") Fulford house at 4527 123rd Street West is another good example of the front gable house type (photo 13). Built in 1926, it rests on creosote treated pilings. The porch across the main facade has been enclosed.

Side Gable

The Nate Fulford residence, 12207 45th Avenue West, illustrates the characteristics of the side gable house type (photo 14). The ridge of the gable roof runs parallel to the street. The entrance of this 1894 residence is centrally located on the long wall of the house, on the south facade. An open porch extends across the main facade and wood posts support the low shed roof of the porch. The house rests on wood piers.

A two-story example of this type is seen at 4404 123rd Street Court West, the Julius Mora house, built in 1913 (photo 15). This house has an unusual recessed central entrance. A one-story kitchen wing extends at the rear.

Cross-Gable

A representative of the cross-gable house type is the Harry and Margaret Taylor house at 4412 123rd Street West (photo 16). The front section of the house has a front facing gable roof. This intersects with a rear section running perpendicular. A shed roofed extension is placed across the rear elevation. The house was built in 1933.

All the Cortez houses do not fit into this simple classification scheme. The oldest house in the village is more

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elaborate than these basic house forms. The Captain Billy Fulford residence at 4507 123rd Street West was built in 1889 (photo 17). This two-story dwelling has a steep hip roof, a two-tiered porch across the facade, turned porch posts, and decorative wood shingles above the first floor porch.

An unusual and non-traditional residence is the Buford Crain house at 12100 46th Avenue West (photo 18). This structure was built between 1915 and 1920 as a house boat with a cypress tray bottom. It is now secured to the shoreline and modified, and serves as a floating residence.

COMMERCIAL STRUCTURES

Cortez has few remaining commercial structures. Most have been converted to residences. In 1926 Cortez acquired its first filling station when Cammie Williams erected a two-story commercial building at 4403 124th Street West (photo 19) and placed a gas pump outside. The first floor had a pool table and a sundries section. Living quarters were on the second floor. The Parent Grocery was housed in the building at 4523 124th Street West, built in 1935 (photo 20). The double entry doors are recessed in a small porch at the south end of the building. The north half of the facade is sheathed with wood shingles; corrugated metal panels veneers the remainder of the building. The rear of the building originally contained living quarters.

FISHING-RELATED STRUCTURES**Fish Houses**

Fish houses were built to process and market the catch. In Cortez fish houses were located along the waterfront, facing south. Docks extended from this side where fishing boats could unload their catch. On the landward side were accommodations for loading fish into trucks. The building generally consisted of an open central passage with side rooms containing an office and freezer or cooler. The breezeway functioned as a processing area and a connection between the boat area and the truck area. Fish houses traditionally functioned much in the manner of a town square, where fishermen met regularly, relayed news, and swapped stories. The basic fish house characteristics can be seen in the

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Fulford Fish House, 4531 123rd Street West, built in 1940 (photo 21). This is the only remaining historic fish house in Cortez.

Net Camps

Net Camps are small, single story buildings. Some were sited on land at the water's edge; some adjoined land on one side and extended over water on the other side; others were stilted over the water. The buildings were frame and often had wrap-around porches. The buildings sited over the water were often accessed by a system of elevated piers. They were usually surrounded by net spreads, made of pine poles, 4-5 inches in diameter, nailed together to create a framing over which limed cotton nets were spread to dry. The introduction of synthetics in the 1950s made these devices unnecessary. Anecdotes suggest that the net camps were a place where villagers gathered, children played, and young lovers sought privacy. Only one Cortez net camp survives in its original site. The Johns-Capo net camp is located approximately 200 yards off shore, just outside the district boundaries. This 1935 frame building with board and batten siding, has lost its integrity through severe deterioration.

The Fulford Net Camp, 4527 123rd Street West (rear B), was also built in 1935 (photo 22). It was originally located over the water just south of its present location, but within a short period of time was moved to the shore for use as a garage. It later was used as a residence.

Public Buildings

The first school in Cortez, at 12016 45th Avenue West, was erected in 1895 (photo 23). This simple rectangular building has board and batten wood siding. It rests on creosote treated wood piling and has a metal gable roof. In form and materials it resembles the earliest Cortez residences. A new school was built in 1912. Located at 4415 119th Street West, it has a recessed central entrance sheltered by a shaped portico (photo 24). The portico is defined by classically-inspired wood piers. The brick exterior was covered with stucco in the early 1960s. Otherwise, the building retains its original floor plan, architectural detailing and character.

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The only historic church structure remaining in Cortez is the Church of God at 4511 124th Street West (photo 25). This ca. 1915 building is a simple rectangular frame structure with a front-facing gable roof. A small gabled projection shelters the entrance. The side walls are fenestrated with 2/2 sash windows.

A small tabby jail was built for the village in 1912 (Photo 26). The simple one-story structure is located at 4415 124th Street Court West (Rear B). The building has a low hip roof with exposed rafters. Tabby is a unique masonry technique utilizing a mixture of shells and lime (photo 27). After the mixture is poured into a frame and hardens, the walls are covered with a layer of stucco or plaster.

MOVED BUILDINGS

Salvaging building materials for reuse, adapting buildings to new purposes, and moving buildings seems to have been an integral part of the Cortez community ethic. This attitude stems, at least partially, from a tradition of using materials from shipwrecks or hurricane salvage, a tradition of frugality, and a dislike of wastefulness. People with few means in remote places did not waste good materials. In Cortez, adaptive reuse of structures has been the norm throughout the historical period. Most moved buildings in Cortez were simply moved from location in the village to another. Several buildings were moved from the waterfront. A few were moved in from nearby communities, such as Bradenton.

ALTERATIONS

Many of the houses in Cortez have been occupied by several generations of the same family. Changes to the houses are often reflections not only of the growth in family size, but the incorporation of modern amenities such as air conditioning. Porches are common features. Once open or screened, they have often been enclosed to provide additional living space. Weathered exterior siding has often been covered by aluminum, vinyl or asbestos siding. These alterations are generally reversible, and for the most part have not changed the general form of the building.

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Structures that are close to the water front are subject to the effects of wind and salt water and undergo fairly rapid deterioration. The exterior fabric of these structures is routinely replaced on an on-going basis, usually in like materials.

NON-CONTRIBUTING BUILDINGS

Buildings within the historic district that are considered non-contributing are those built since 1944 and those earlier buildings that have been altered to the extent that their original architectural form and/or character has been lost.

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CONTRIBUTING PROPERTIES

<u>Address</u>	<u>Use/Name</u>	<u>Date</u>
<u>45th Ave. West</u>		
11904	Luther McDonald residence	1920 [moved 1930]
11904 (rear)	garage	c.1930
11916	Bonnell residence	1930
11916 1/2	Walter Bell residence	1940
12002	Albert Few residence	c.1909
12002 (rear A)	water tank	c.1910
12002 (rear B)	garage	c.1910
12003	E. N. Green residence	1925
12003 rear	garage	c.1925
12004	residence	1925
12005	Fulford boarding house	1925 [moved 1960s]
12007	Richard residence	1910-15
12006	residence	c.1930
12008	residence	1935
12016	school	1895
12115	Bell residence	1926
12115 rear	garage	c.1926
12118	McBride residence	1941
12119	Curtis Johns residence	c.1910
12120	Newman residence	1930
12123	residence	1930 [moved 1940s]
12203 rear	water tank	c.1930
12204	Rowland residence	1928 [moved 1944]
12207	Nathan Fulford residence	1894-95
12408	Paul Taylor residence	1911
12408 rear	garage	c.1920

45th Ave. Drive West

12103	Warren Wilson residence	c.1940
12204	Ralph Fulford residence	1944

46th Ave. West

12100	Crain Boathouse	1915-20 [moved 1920]
12120	Gray Fulford residence	1926 [moved 1935]
12304	Neriah Taylor residence	1922

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119th St. West

4415	School	1912
4420	R. L. Gutherie residence	1918

121st St. West

4515	James Jones residence	1930 [moved c. 1941]
4515 (rear A)	privy	c.1941
4515 (rear B)	storage	c 1941

121st St. Court West

4512	Harry Halbert residence	c.1909
4512 rear	garage	c.1910
4516	Mamie Fulford residence	1921-22
4516 (rear)	residence	1920 [moved 1985]
4519	residence.	1920
4519 (rear)	garage	1920s
12116	Goose Culbreath residence	1920 [moved c.1940]

123rd St. West

4412	Harry Taylor residence	1933
4418	Nash Pringle residence	1911
4418 rear	garage	c.1920
4427	Marvin "Hal" Culbreath residence	1930 [moved 1935]
4436	Marvin Carver residence	1941
4436 rear	garage	c.1941
4440	O. K. Drymond residence	1939
4506	Raymond Guthrie residence	1910
4506 rear A	garage	c.1915
4506 rear B	water tank	c.1915
4507	Capt. Billy Fulford res.	1889
4511	Charles Lewis residence	1920
4511 rear	garage/apt	c.1940s
4512	Gilbert Mora residence	c.1940 [moved 1945]
4515	Letha Fulford residence	c.1920
4515 rear	garage	c.1920
4527	Walton (Tink) Fulford res.	1926

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4527 rear	garage	c.1926
4527 B	net camp/residence	1935 (moved 1935)
4531	Fulford Fish House	1940

123rd St. Court West

4404	Julius Mora residence	1913
4407	John. Taylor residence	1937
4408	Mitthe Kight residence	c.1920 [moved c.1930]
4408 rear	garage	c.1930
4415	Henry Norman residence	c.1912
4416	Albert Mora residence	1934
4416 rear	garage	c.1935
4419	Mitchell Store/residence	c.1910
4420	Gene Fulford residence	1937
4518	Bill Guthrie residence	1915[moved 1921]
4518 rear	storage building	c.1925

124th St. West

4403	commercial building	1926
4415	Joe Fulford residence	1910-15
4415 rear	storage building	c.1930
4423	residence	1925
4423 rear	garage/apt.	c.1940s
4432	Alva Taylor residence	1920
4439	Charles Guthrie residence	c.1929
4439 rear A	garage	c.1930
4504	Les Guthrie residence	1930
4511	Church of God	1922
4512	Bill Guthrie residence	1915[moved 1920s]
4515	church parsonage	1920
4519	Lemuel Pringle residence	1915 [alt. 1937]
4523	Parent's Grocery	1935

124th St. Court West

4415	John Austin residence	1916
4415 rear A	garage	c.1920
4415 Rear B	jail	c. 1912
4416	Edgar Green residence	1925[moved 1930]

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4416 rear	garage	c.1930
4418	Neriah Taylor, Jr. res.	1930
4418 rear	garage	c.1930
4428	residence	c. 1942
4511	residence	1918

NON-CONTRIBUTING PROPERTIES

45th Ave. West

11907	residence	1949 [alt. 1970]
11915	Bernard Capo residence	1910 [alt. 1950s]
11918 A	duplex	1980
11918 B	duplex	1980s
11919	Ernest Buck residence	1910-20 [alt.1950s]
12010	Few Jr. residence	1970
12102	residence	1955
12106	residence	1970s
12118 rear	storage	late 1940s
12124	Chas. Culbreath res.	1920 [alt.]
12203	garage/apt.	1940s
12205	apartment	c. 1941 [alt./move 1986]
12312	duplex	c. 1970
12323	res./apt.	c.1920s [add 1950]

45th Ave Drive West

12119	Wade Lewis residence	1970s
12101	residence	1970s
12118	residence	late 1940s
12118 rear	garage	late 1940s
12124	Ida Wilson residence	1944-45 [add./ alt. 1974]
12124 A	garage	c.1950
12124 B	Boat Shop	c.1960

121st St. Court West

4515	Garner residence	1940s
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123rd St. West

4512	garage/apt.	c.1950
4523	Fulford residence	1907 [alt. 1974]
4527 A	Fulford Fish House shed	1964

123rd St. Court West

4423	Bonnell residence	1950
4424	residence	c.1910 [alt. 1960]
4424 rear	garage	c.1920
4425	residence	c. 1970
4425 rear	garage	c.1970
4506	residence	1950
4511	McCoy residence	c.1945

124th St. West

4411	residence	c. 1970
4424	Dick Posey residence	c.1929 [alt]
4435	residence	1970
4506	residence	c.1970
4507	residence	c.1970
4511 A rear	Church of God classrooms	1970s

124th St. Court West

4427	res. (orig. ice house)	alt 1980
------	------------------------	----------

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Areas of Significance

(Enter categories from instructions)

EXPLORATION/SETTLEMENT

COMMERCE

ARCHITECTURE

MARITIME HISTORY

Period of Significance

1889-1944

Significant Dates

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: _____

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SUMMARY

The Cortez Historic District is significant at the state level under Criterion A for its important contribution to the settlement of Manatee County, Florida and for its contribution to Florida's historic fishing industry on the west coast of the state. The village presents a total assemblage of homes, buildings, streetscapes, and waterfront that reflect the growth and historic associations of Cortez from the late 19th to the mid-20th century. It is a microcosm of economic and social history of small town, coastal, maritime Florida. The district recognizes the contributions of several generations of Cortezians, working and living in a unique coastal area. The district also has significance under Criterion C for its large collection of vernacular architecture, some of which reflects the maritime character of the village. The period of significance extends from 1889 to 1944.

HISTORICAL CONTEXT

The fishing industry was a key factor in settling the Gulf Coast of Florida. By the 18th century the Spanish were operating outposts throughout coastal Florida, processing salted fish for Cuban markets. These continued in operation during the English occupation and became more permanently established during the Second Spanish Period (1783-1821). Fisheries in the areas of Carlos Bay, Charlotte Harbor, and Tampa Bay were described by 1821. In 1834 Captain William Bunce became one of the first Americans to enter the market, establishing a fish ranch or "rancho" at the mouth of the Manatee River. Bunce also established a fishery on Palm Island. Other "ranchos" were established in Sarasota Bay, Tampa Bay, and the Manatee River during the 18th and early 19th centuries. They were primarily mullet fisheries, but became self-sufficient plantations by producing fruit and vegetables.

As this area of Florida was settled, Manatee County was established in 1856 and the village of Manatee became the county seat. One of the earliest settlers in the area was William Whitaker who received a deed from the U.S. government for a homestead on Sarasota Bay in 1851. Over the years he expanded his holdings to 193 acres. Whitaker supported himself by selling dried and salted fish to Cuban traders. With his profits he went

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into cattle raising and citrus farming. By 1870 Manatee County had a population of just under 2,000. While fishing was the predominant activity along the coastal part of the county, the production of sugar and molasses were the biggest industries in the inland portion.

"Hunter's Point," the projection of land on which Cortez is located, was mentioned in 1879 by Silas Stearns in a U.S. Fish Commission Report as the site of a mullet fishery important in supplying Cuban markets. Stearns reported that 10,000 pounds of fish were caught in a haul in that year. According to the report, many of the 28 fishermen at Hunter's Point were from the Bahamas. There were no permanent dwellings at that time, only a large fish house which had two sleeping rooms built on to it for the men.

In the economic depression following the Civil War, Florida Governor William Bloxham, hoping to free the state of debt, worked out an agreement with Hamilton Disston, a wealthy Philadelphia manufacturer. In 1881 Disston purchased vast tracts of the state's acreage at a phenomenally low price. His purchase included of 246,000 acres of land in Manatee County (which at that time also included what today is Sarasota County). Disston then sold much of this property to developers. A large portion of his Manatee County holding was sold to the Florida Southern Railroad Company. In April of 1883 the acreage that now comprises the village of Cortez was sold by Disston to Alan Gardiner of Jamestown, Rhode Island. Gardiner died the following October and the land was bequeathed to his wife. David Otis Clark, a Palma Sola lawyer, was appointed by the widow to handle the probate of Gardiner's will. In 1887 Clark had the land surveyed and platted into fourteen parcels (see Site Plan No. 2). The land was bounded by A Street on the north (probably today's Cortez Road), and Sarasota Bay on the south. Five north/south streets were designated and numbered sequentially from west to east as First through Fifth Streets.

HISTORIC SIGNIFICANCE

In the 1880s several fishermen from North Carolina's Carteret County moved to Cedar Key on Florida's west coast. A coastal hurricane in 1879 had probably encouraged movement out of North Carolina. By 1887 some of these fishermen had moved

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further south to Perico Island, on the north side of Palma Sola Bay. The 1889 five of those North Carolina fishermen purchased land in the area laid out by Clark, in what would become the village of Cortez. They were Charlie Jones, Jim Guthrie, and three brothers: William, Nathan, and Sanders Fulford. Many of the residents of Cortez today represent a third or fourth generation from these first settlers.

Location was an important factor in securing the success of the early settlement of Cortez. The Cortez waterfront consisted of a small harbor, sheltered by the barrier islands of Anna Maria and Longboat Key to the west. Fish were plentiful in the area, for north of the peninsula was Palma Sola Bay and north of this was the mouth of the Manatee River.

In the late 1880s the only transportation to Cortez was by water. It was an all day sailboat trip to the port of Bradenton, so the village was rather isolated for a number of years. Steam ships did stop in Cortez in the early 1900s, bringing supplies and passengers. The steamer Mistletoe, owned by the Savarese Fish Company, stopped twice weekly in Cortez. Only a primitive wagon road led through the palmettos from Cortez to Bradenton. Around 1903 the road was rebuilt with shells. It was eventually given a backtop surface, but remained two lanes wide until the World War II period, when it was widened and resurfaced. A wooden bridge with a horizontal swing-opening in the channel was built in 1922, connecting Cortez to Anna Maria Island.

The early settlers built homes near the waterfront, probably resembling those back home in North Carolina. Fish docks, camps for sleeping and storage of nets, and a store were quickly added along the waterfront. Fishermen relatives from North Carolina were recruited to work as crewmen. When residents applied to Washington for a post office in 1896, the name was changed from Hunter's Point to Cortez. Between 1900 and 1910, settlers from North Carolina continued to join their kinfolk in Cortez, but the village also attracted settlers from Illinois, Missouri, and the Mora family from the Canary Islands. By 1910 the village had a population of 110 and an attempt to incorporate the village was made about this time. As children grew up, the original large tracts of land were divided and homes were built next to those of the parents. The legacy of the earliest settlers is still felt in the village. Some descendants have moved away only to return

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after retirement. Other who have located elsewhere return each year to the Annual Cortez Natives Picnic, held each spring.

Between 1890 and 1901 additions were made to a waterfront store to create a small hotel, the Albion Inn. The same visitors frequented the Inn year after year. It was the site of the Cortez Post Office until the building was sold in the 1950s. The Albion Inn was important in village life for it brought in visitors and influences from the outside world. Some of those visitors eventually bought property in Cortez. The Albion Inn was demolished 1991.

As Cortez grew, the civilizing influences of church and school were provided. In 1896 Cortez erected its first school house (photo 23). Lumber for the one-room building was hauled by ox-cart from a mill in Palma Sola, eight miles away. Growth of the village necessitated the erection of a larger and more modern building in 1912, the Cortez Rural Graded School (photo 24). The building, one of the first brick schools in Manatee County, housed grades one through eight in two classrooms and was erected at a cost of \$8,000. High School students were bussed to Bradenton. The Cortez School was also used as a community center and a hurricane shelter. A "Mother's Club of Cortez" was formed in 1918 to provide support to the school. A federal Works Progress Administration project during the Depression years was the addition of an auditorium with a stage between the two classrooms. The building remained in use as a school until 1961.

Religion was also an important part of village life. The early settlers from North Carolina brought their protestant religions. Records of 1902 indicate that a Sabbath Day Class met in the school house and was active in efforts to erect a church building. Cortez eventually had two congregations: the Church of Christ and the Church of God. In 1908 Mrs. L. J. C. Bratton platted land she had purchased and deeded one of the lots to the Union Church of Cortez. A Ladies Aid Society was formed to raise funds for the building. They solicited funds from merchants and friends in Bradenton. Both congregations used the building for services, alternating morning and afternoon meeting times. In 1922 the Church of God was able to raise the funds to erect their own building at 4511 124th Street West (photo 25). The old Union Church was later purchased by the Church of Christ which occupied it until erecting their current building in 1954.

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Entertainment for the residents of Cortez consisted of simple pleasures such as boat rides, swimming, and picnicking. Local music was an important aspect of village life. The Culbreath family was well known for its musical ability. James "Dick" Culbreath played in fiddler conventions and square dances in Georgia and North Florida before moving with his family to Cortez in 1921. His sons Hal, Julian ("Goose"), Bud, and Charlie inherited his talent. The Culbreath family provided the music for local square dances and performed at local bars. Every Sunday morning the Culbreath family played music, attracting an audience from the village. Julian ("Goose") Culbreath was playing music professionally by the time he was a teenager. In the late 1940s the Culbreath family had their own show on a Bradenton radio station. Hal Culbreath's home is at 4421 123rd Street West (photo 28) and "Goose" Culbreath's home is at 12116 121st Street West (photo 29). "Goose" Culbreath was the 1992 recipient of the Florida Folk Heritage Award, a recognition of his musical talent and his contribution to the musical heritage of Cortez.

The most dramatic event in the history of Cortez was the hurricane of October 1921. This unannounced and unnamed storm blew in from the Gulf with eighty to ninety mile per hour winds and ten foot seas. The villagers were caught by surprise. As the winds and waves increased, some sought safety in the 1912 brick school house. The storm destroyed the waterfront, demolished the docks, the fish camps, the net spreads, and many of the boats. Many homes were destroyed or swept off their foundations. Some houses were washed as far as 200 feet from their foundations. In addition to drastically changing the appearance of the waterfront, it also changed ideas about house building. After that time, houses were secured to large creosote piling, sunk six feet into the ground. However, very few houses were ever again built along the waterfront. Immense courage and cooperation were necessary to keep the community together and to survive as a village, lessons that undoubtedly assisted them later during the Great Depression

The mainstay of Cortez has been its importance in the fishing industry. Fishing was the occupation of its earliest residents and fishing continues to support many of the Cortez inhabitants today. Many of the residences in the village were the homes of fishermen. The oldest house in the village, at 4507 123rd Street West (photo 17), was built in 1889 for William

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("Captain Billy") Fulford. Fulford was one of the original settlers and was considered one of the community's best fishermen. His son Walton ("Tink") Fulford, also a life-long fisherman, built his home just down the street at 4527 123rd Street West in 1926 (photo 13). Raymond Guthrie, a fisherman and a church leader, was the son of one of the first settlers, James Guthrie. The Raymond Guthrie House at 4506 123rd Street West was built in 1910 (photo 30). Another fisherman, Julius Mora, was the son of Joseph Mora, an early settler. Joseph Mora was originally from the Canary Islands and lived in Key West, Tampa, Anna Maria Island, and Perico Island before settling in Cortez. The Julius Mora home, at 4404 123rd Street Court West, was built in 1913 (photo 15).

In the 1890s the fishermen sold their catch to two wholesalers, Henry Hibbs and John Saverese, neither of whom lived in Cortez. Saverese operated a fish house in Cortez. His steamer, the Mistletoe, brought in ice and picked up cargo until it sank in a hurricane in 1911. Runboats transported the daily catches to the Hibbs Fish Company in St. Petersburg. Eventually, some of the Cortez families decided to eliminate the middle man. They branched out into the marketing side of the industry, and established fish houses to pack and ship fish out of Cortez. Jess Williams built a large two-story building on the waterfront which he named the Cortez Fish Company. The Star Fish Company was started in 1925 by Burns Taylor and A. D. "Judge" Millis. Another group, which included A. P. Bell, formed the Manatee River Fish Company. The group later dissolved, but Bell continued in operation and was the founder of the present day Bell Fish Company. The Old Star Fish building was purchased by two men from the north. After operating in Cortez for several years they relocated to Fort Myers Beach and the building was purchased by the J. O. Guthrie Fish Company, headquartered 25 miles away in Ruskin, Florida. The only contributing fish house in the district is the Fulford Fish Company at 4531 123rd Street West (photo 21). The Fulford Fish Company began as a one-room building, built out over the water. A narrow boardwalk, wide enough for rolling a barrel of ice or fish to and from the shore, was the access to this building. It was leased for a time to a Miami-based firm, All Florida Fisheries, which added some rooms to the building. "Tink" Fulford took over the operation in the late 1930s and changed the name to Dixie Fish Company. In 1940 the name was changed again, to Fulford Fish Company. The original building was demolished and the present structure was

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erected in 1942. The Fulford Fish Company has now gone out of business and the building is leased to the A. P. Bell Company, so Cortez fishermen continue to bring their catches to this building.

Boat building was an integral component of a fishing village. The building at 12304 46th Avenue West was built in 1922 by Neriah Taylor. Taylor and his family lived on the second floor and the first floor was his boat building shop (photo 31). The equipment and tools used by Taylor are still in the shop, which is operated today as a small, informal museum by his son, Alcee Taylor.

Even though fishing was the unifying element in the village, there was still room for conflict. In the 1920s there was a major dispute among the fishermen over the types of nets being used. The traditional gill nets were constructed with different size openings in the net, depending on the size fish one was attempting to catch. When the fish attempted to escape from the nets, they were caught and held by the gills. Stop nets were first developed in the 1920s and were controversial because there was no selectivity to the catch. Every size and type of fish was caught and were often dead before they could be retrieved from the net. During the conflict in Cortez, nets were burned and destroyed by both sides. The attempts at intimidation peaked in 1928 when the home of a gillnetter, Joe Fulford, was dynamited. Fulford was not at home at the time and only one room of his house at 4415 124th Street West, was slightly damaged (Photo 32).

The Great Depression hit Cortez with full force in the 1930s. Adding to the general economic hard times, the fishermen had the additional problem of the disappearance of mullet. During the decade of the 1930s the fish mysteriously disappeared from the bays and did not return in significant numbers until the early 1940s. As a result, a number of fishermen were forced to make career changes. Some families relocated in Hillsborough and Pinellas counties. Other families were assisted by participation in federal relief programs such as the Civilian Conservation Corps and the Works Progress Administration. However, the village continued to grow slowly during the Depression years. A trailer park was developed in the village about 1935, bringing an influx of winter residents. By 1940 the population of Cortez had reached 263.

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Efforts to unionize Cortez fishermen began during the Depression. Cortez played a leading role in unionization efforts because it was the second largest mullet fishery in the state and because the Cortez fishermen had a reputation for sticking together. When dealers cut back the price paid for mullet in 1932, the first strike was organized. The dealers were also having difficulty weathering the Depression and several went bankrupt during this period. The need for a state-wide organization was recognized as the Cortez fishermen saw they could not influence the price paid for fish in Cortez as long as other ports on the coast remained unorganized. Membership in the local union declined. In 1938 an organizer for the Seafarers International Union was sent to Cortez and a local was formed. Between 1938 and 1945 only a few short strikes were held in Cortez. Union activities produced civic strain in Cortez, for the village was home to both fishermen and dealers, often in the same family. Because dealers were able to withstand the union's activities, the Seafarers International Union collapsed in 1945.

ARCHITECTURAL CONTEXT

The architecture in Cortez is almost all vernacular. The buildings were constructed primarily by lay builders, drawing upon traditional building techniques and utilizing readily available materials. Primary consideration was giving to providing functional and comfortable spaces for the inhabitants and to adapting to the building to the environment. The lack of identifiable, high-style buildings is a reflection of the values and economic situation of the village. For the most part, the residences are quite simple, few have even modest architectural embellishment.

A sizeable portion of the vernacular architecture of the village can be classified by using massing, roof shape, and general orientation as typological features. The most common types are the following:

Pyramidal Cottage

These residences have a square ground plan, are one story in height, and are distinguished by a pyramidal hipped roof. This house type was especially popular in southern states in the early

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20th century. Although these houses have complex roof framing, they require few long-spanning rafters and thus are less expensive to build.

Front Gable

These houses are rectangular in plan. They have gable roofs, with the facade placed at the gable end, so the roof ridge runs perpendicular to the street facade. Some have a full porch on the main facade, with shed or hipped roofs; others have central or offset entrances sheltered by small entry porches. The majority have porches with gable roofs that are oriented the same direction as the main roof. Proportions vary greatly. Some of these houses are quite narrow. Others are broader with a lower roof profile. Some are closely related to the Bungalow style.

Side Gable

The main facade of these houses is parallel to the axis of the gable roof. They have rectangular plans. Some have full or partial front porches. The porch roof is generally not an extension of the main roof, but a separate shed, flat, or slightly hipped roof. Some have one-story shed extensions at the rear, giving a saltbox-like configuration to the house. Doorways are usually centrally placed, reflecting a symmetrical floor plan.

Cross-Gable

These houses feature roof segments that intersect each other, so the plan is often T or L in shape. These are less common because the construction of a cross-gable roof is technically more difficult, takes longer, and thus is less economical.

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CONCLUSION

For over one hundred years, without interruption, Cortez has been the location of a fishery. Other fishing villages were established in Manatee County in the late nineteenth-century, including Fogartyville, Palmetto Cove, Snead's Island, Palma Sola, and Terra Ceia. None of these still exist as fisheries. Although the historic resources of Cortez have diminished over time, sufficient resources have been retained to impart a strong identity. Cortez has a unique collection of vernacular architecture that includes buildings specifically associated with its maritime heritage.

The village of Cortez is united by a common heritage and a common occupation, fishing. Most of the residents of Cortez continue to make their living on or from the water, as their families have done for generations. This common heritage, tempered by surviving in a difficult and sometimes hostile environment, has resulted in a unique place that time seems to have by-passed. It has been described as a place where "ordinary people wishing for ordinary things have worked and prayed together in perhaps ordinary ways to create a way of life which now seems extraordinary." The uniqueness of Cortez has been officially recognized by Manatee County, which has designated it as an historic neighborhood.

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-
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Nield, Wayne. Interviews, Spring 1992, with the following: Mrs. Ruth Mora, Carl Mora, "Junie" Mora, Alcee Taylor, Walter Bell, Doris Green, Wyman Coarsey, Mrs. Harry Taylor, Gilbert Mora, Frank Cipriani, and Alan Garner.

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CORTEZ HISTORIC DISTRICT
Name of Property

MANATEE CO., FLORIDA
County and State

10. Geographical Data

Acreege of Property Approx. 25 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1	17	333250	3039340
Zone	Easting	Northing	
2	17	333940	3039340

3	17	333950	3038970
Zone	Easting	Northing	
4	17	333280	3038990

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Dr. Mary Fulford Green/ Sherry Piland, Historic Sites Specialist

organization Bureau of Historic Preservation date February 1995

street & number R. A. Gray Bldg., 500 S. Bronough telephone (904) 487-2333

city or town Tallahassee state Fl. zip code 32399-2350

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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VERBAL BOUNDARY DESCRIPTION

The boundary of the Cortez Historic District is shown as the dotted line on the accompanying map entitled "Cortez Historic District."

BOUNDARY JUSTIFICATION

The boundary of the Cortez Historic District encompasses all of the major contiguous historic and architectural resources associated with the development of the village of Cortez during the period 1889-1944.

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CORTEZ HISTORIC DISTRICT
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Section number Photo Page 1

-
1. Streetscape, Cortez Historic District
 2. Manatee County, Florida
 3. Sherry Piland
 4. March 1994
 5. Bureau of Historic Preservation, 500 S. Bronough Street, Tallahassee, Florida
 6. Looking south along 120th Street Court West
 7. Photo 1 of 32

Item 2 is the same for the remaining Photographs

1. 4515 121st Street West, Cortez Historic District
3. Wayne Nield
4. April 1992
5. Cortez Village Historical Society, P.O. Box 663, Cortez, Fl.
6. Side yard, showing net drying equipment and storage building; view looking southwest
7. Photo 2 of 32

1. 11904 45th Avenue West, Cortez Historic District
3. Wayne Nield
4. March 1993
5. Cortez Village Historical Society, P.O. Box 663, Cortez, Fl.
6. Rear yard, showing boat storage; view looking north
7. Photo 3 of 32

1. 12203 45th Avenue West (rear), Cortez Historic District
3. Wayne Nield
4. April 1992
5. Cortez Village Historical Society, P.O. Box 663, Cortez, Fl.
6. Cypress water tank; view looking north
7. Photo 4 of 32

1. 12002 45th Avenue West (rear), Cortez Historic District
3. Wayne Nield
4. April 1992
5. Cortez Village Historical Society, P.O. Box 663, Cortez, Fl.
6. Metal water tank; view looking north
7. Photo 5 of 32

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Section number Photo Page 2

-
1. Cortez water front, Cortez Historic District
 3. Unknown
 4. 1919
 5. Cortez Village Historical Society, P.O. Box 663, Cortez, Fl.
 6. View probably looking southwest
 7. Photo 6 of 32
-
1. 12003 45th Avenue West, Cortez Historic District
 3. Linda Molto
 4. May 1994
 5. Cortez Village Historical Society, P.O. Box 663, Cortez, Fl.
 6. Main (south) facade; view looking north
 7. Photo 7 of 32
-
1. 12007 45th Avenue West, Cortez Historic District
 3. Linda Molto
 4. May 1994
 5. Cortez Village Historical Society, P.O. Box 663, Cortez, Fl.
 6. Main (south) facade; view looking north
 7. Photo 8 of 32
-
1. 4432 124th Street West, Cortez Historic District
 3. Wayne Nield
 4. April 1992
 5. Cortez Village Historical Society, P.O. Box 663, Cortez, Fl.
 6. Main (east) facade; view looking southwest
 7. Photo 9 of 32
-
1. 4415 123rd Street Court West, Cortez Historic District
 3. Wayne Nield
 4. April 1992
 5. Cortez Village Historical Society, P.O. Box 663, Cortez, Fl.
 6. Main (west) facade; view looking northeast
 7. Photo 10 of 32
-
1. 4420 119th Street, Cortez Historic District
 3. Wayne Nield
 4. March 1993
 5. Cortez Village Historical Society, P.O. Box 663, Cortez, Fl.
 6. Main (east) facade; view looking northwest
 7. Photo 11 of 32

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1. 12123 45th Avenue West, Cortez Historic District
3. Wayne Nield
4. April 1992
5. Cortez Village Historical Society, P.O. Box 663, Cortez, Fl.
6. Main (south) facade; view looking northeast
7. Photo 12 of 32

1. 4527 123rd Street West, Cortez Historic District
3. Wayne Nield
4. March 1993
5. Cortez Village Historical Society, P.O. Box 663, Cortez, Fl.
6. Main (west) facade on left, south facade on right; view looking northeast
7. Photo 13 of 32

1. 12207 45th Avenue West, Cortez Historic District
3. Wayne Nield
4. April 1992
5. Cortez Village Historical Society, P.O. Box 663, Cortez, Fl.
6. Main (south) facade on left, west facade on right; view looking east
7. Photo 14 of 32

1. 4404 123rd Street Court West, Cortez Historic District
3. Wayne Nield
4. April 1992
5. Cortez Village Historical Society, P.O. Box 663, Cortez, Fl.
6. Main (west) facade on right, south facade on left; view looking northwest
7. Photo 15 of 32

1. 4412 123rd Street West, Cortez Historic District
3. Wayne Nield
4. April 1992
5. Cortez Village Historical Society, P.O. Box 663, Cortez, Fl.
6. Main (east) facade on right, south elevation on left; view looking northwest
7. Photo 16 of 32

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Section number Photo Page 4

-
1. 4507 123rd Street West, Cortez Historic District
 3. Wayne Nield
 4. 1991
 5. Cortez Village Historical Society, P.O. Box 663, Cortez, Fl.
 6. Main (west) facade, view looking east
 7. Photo 17 of 32
-
1. 12100 46th Avenue West, Cortez Historic District
 3. Linda Molto
 4. May 1994
 5. Cortez Village Historical Society, P.O. Box 663, Cortez, Fl.
 6. Main (north) facade, view looking south
 7. Photo 18 of 32
-
1. 4403 124th Street West, Cortez Historic District
 3. Wayne Nield
 4. April 1992
 5. Cortez Village Historical Society, P.O. Box 663, Cortez, Fl.
 6. Main (north) facade on left, west elevation on right; view looking southeast
 7. Photo 19 of 32
-
1. 4523 124th Street West, Cortez Historic District
 3. Wayne Nield
 4. 1991
 5. Cortez Village Historical Society, P.O. Box 663, Cortez, Fl.
 6. Main (west) facade; view looking east
 7. Photo 20 of 32
-
1. 4531 123rd Street West, Cortez Historic District
 3. Sherry Piland
 4. March 1994
 5. Bureau of Historic Preservation, Tallahassee, Florida
 6. South facade, view looking northwest
 7. Photo 21 of 32
-
1. 4527 (Rear B) 123rd Street West, Cortez Historic District
 3. Linda Molto
 4. June 1994
 5. Cortez Village Historical Society, P.O. Box 663, Cortez, Fl.
 6. Main (north) facade on left, west elevation on right; view looking southeast
 7. Photo 22 of 32

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Section number Photo Page 5

1. 12016 45th Avenue West, Cortez Historic District
3. Wayne Nield
4. April 1992
5. Cortez Village Historical Society, P.O. Box 663, Cortez, Fl.
6. Main (north) facade on right, west elevation on left; view looking southwest
7. Photo 23 of 32

1. 4415 119th Street West, Cortez Historic District
3. Sherry Piland
4. March 1994
5. Bureau of Historic Preservation, Tallahassee, Fl.
6. Main (west) facade, view looking east
7. Photo 24 of 32

1. 4515 124th Street West, Cortez Historic District
3. Wayne Nield
4. April 1992
5. Cortez Village Historical Society, P.O. Box 663, Cortez, Fl.
6. Main (west) facade on right, north elevation on left; view looking southeast
7. Photo 25 of 32

1. 4415 (B Rear) 124th Street Court West, Cortez Historic District
3. Wayne Nield
4. April 1992
5. Cortez Village Historical Society, P.O. Box 663, Cortez, Fl.
6. East facade, view looking southwest
7. Photo 26 of 32

1. 4415 (B Rear) 124th Street Court West, Cortez Historic District
3. Wayne Nield
4. April 1992
5. Cortez Village Historical Society, P.O. Box 663, Cortez, Fl.
6. Detail of tabby construction material; view looking west
7. Photo 27 of 32

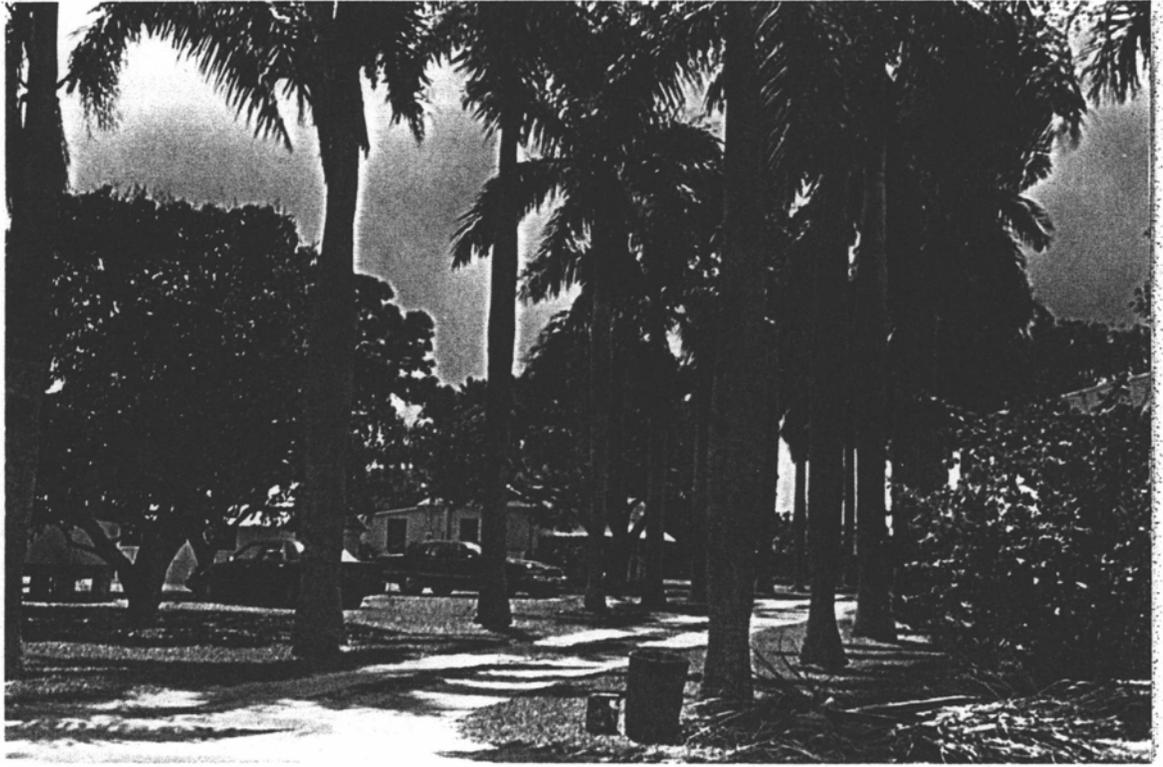
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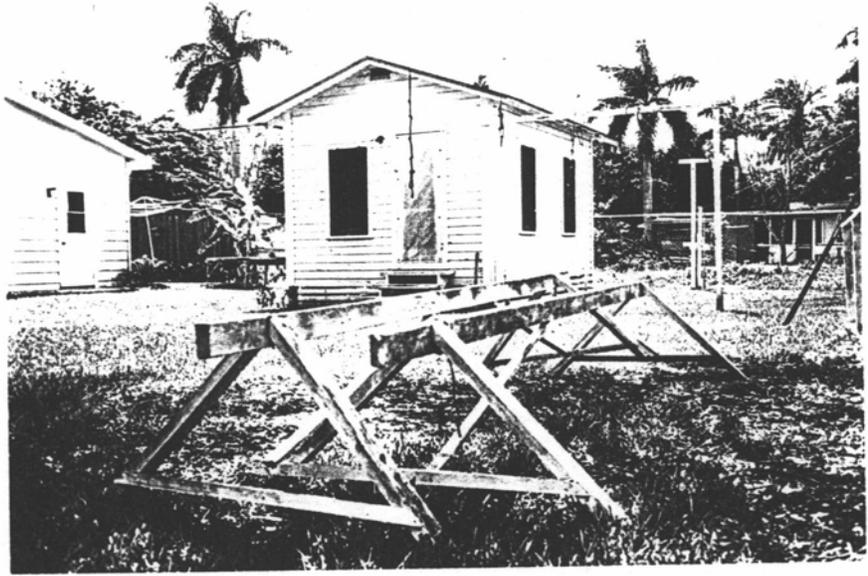
National Register of Historic Places
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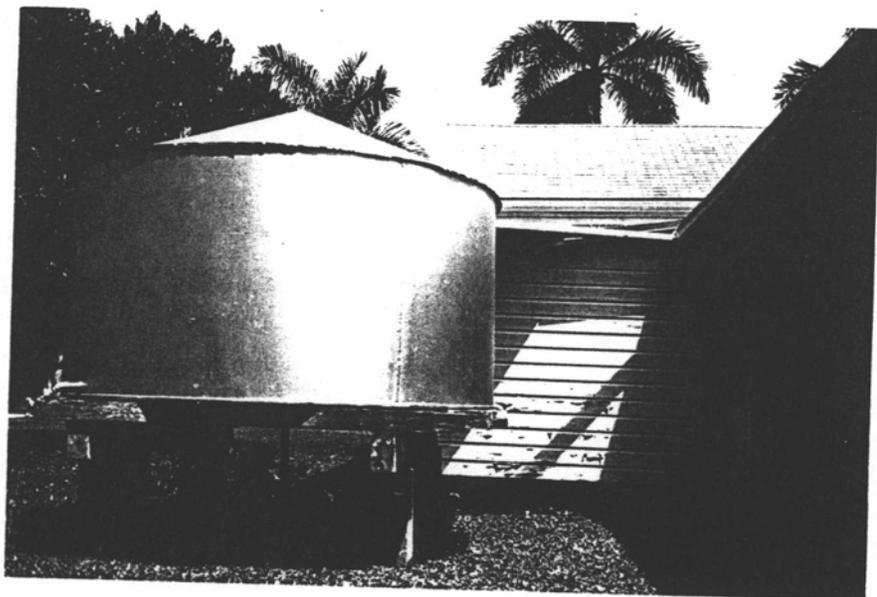
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MANATEE CO., FLORIDA

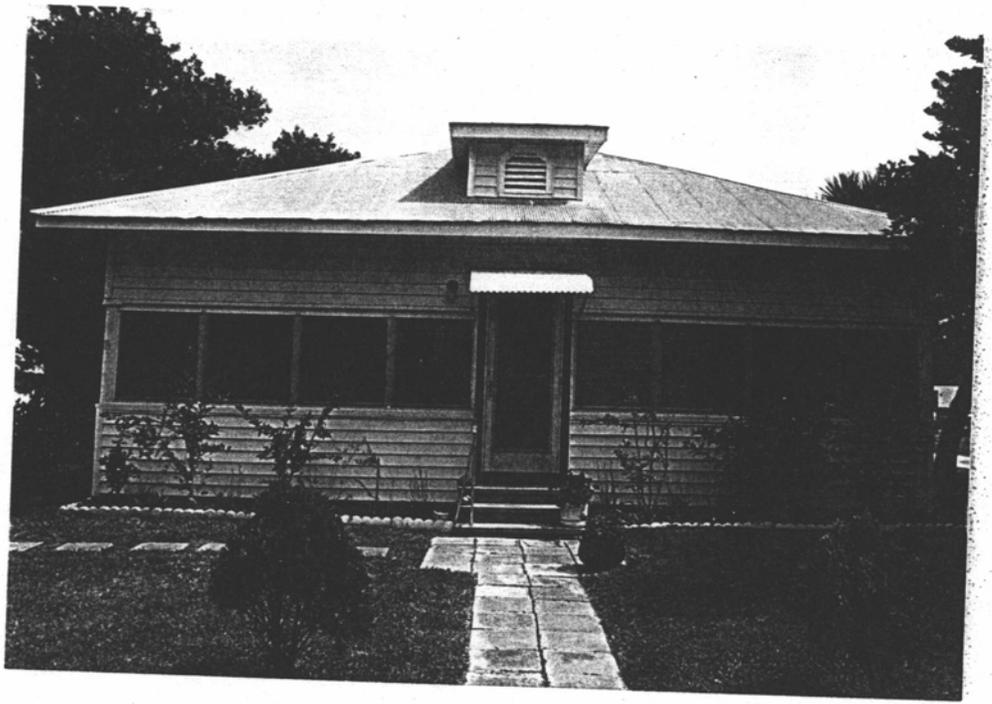
Section number Photo Page 6

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1. 4427 123rd Street West, Cortez Historic District
 3. Wayne Nield
 4. April 1992
 5. Cortez Village Historical Society, P.O. Box 663, Cortez, Fl.
 6. Main (west) facade, view looking northeast
 7. Photo 28 of 32
-
1. 12116 121st Street Court, Cortez Historic District
 3. Linda Molto
 4. May 1994
 5. Cortez Village Historical Society, P.O. Box 663, Cortez, Fl.
 6. Main (east) facade, view looking southwest
 7. Photo 29 of 32
-
1. 4506 123rd Street West, Cortez Historic District
 3. Linda Molto
 4. May 1994
 5. Cortez Village Historical Society, P.O. Box 663, Cortez, Fl.
 6. Main (east) facade, view looking west
 7. Photo 30 of 32
-
1. 12304 46th Avenue West, Cortez Historic District
 3. Sherry Piland
 4. March 1994
 5. Bureau of Historic Preservation, Tallahassee, Fl.
 6. West facade, view looking southeast
 7. Photo 31 of 32
-
1. 4415 124th Street West, Cortez Historic District
 3. Wayne Nield
 4. April 1992
 5. Cortez Village Historical Society, P.O. Box 663, Cortez, Fl.
 6. Main (west) facade, view looking northeast
 7. Photo 32 of 32

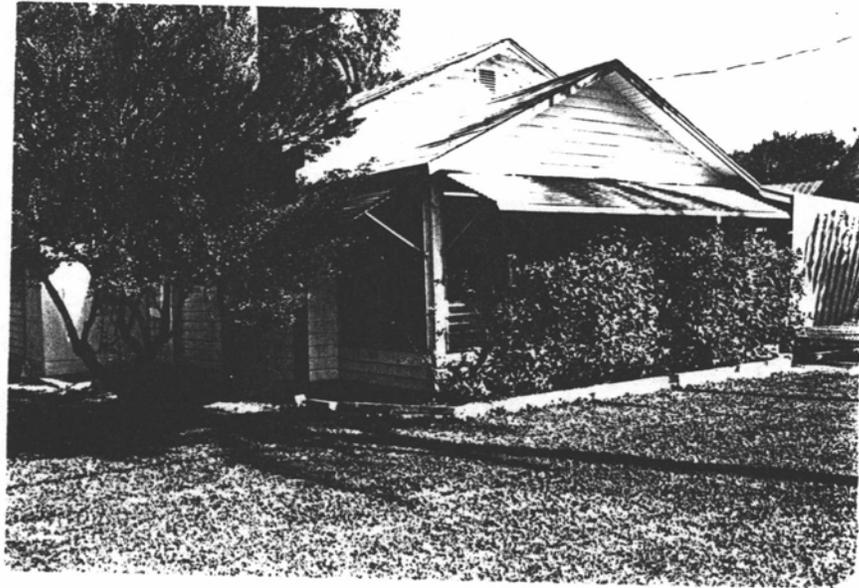


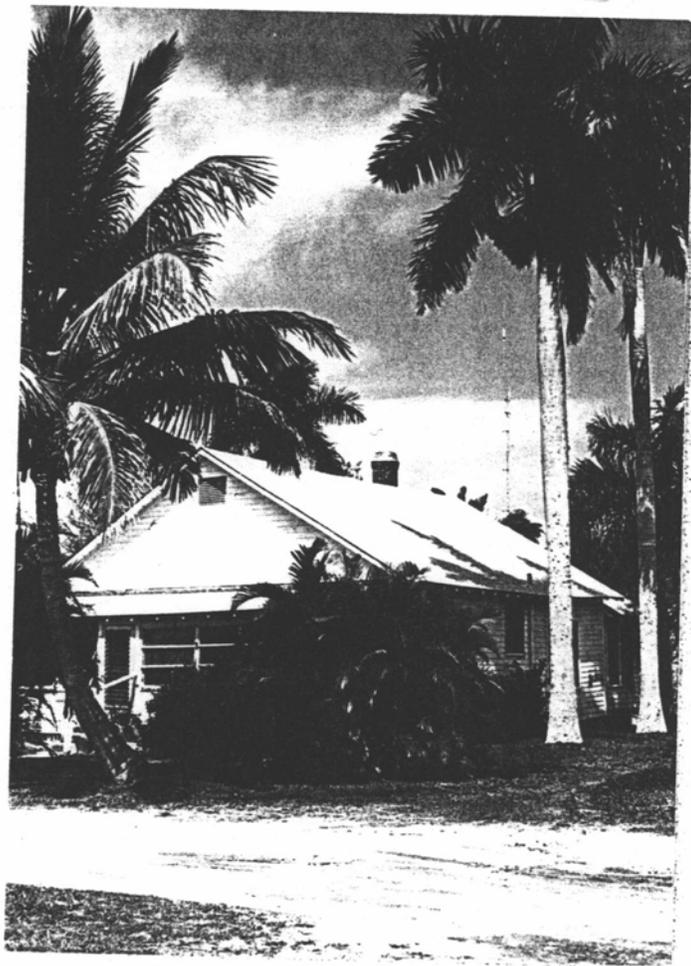


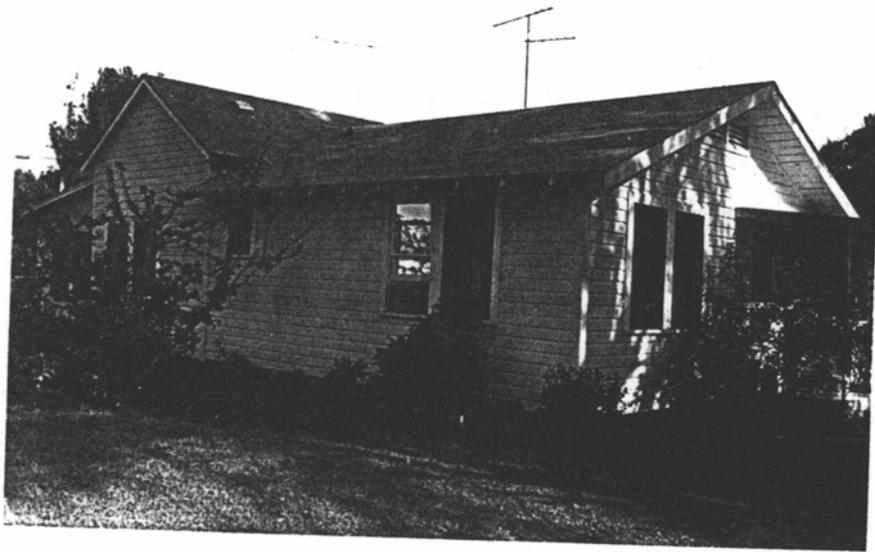


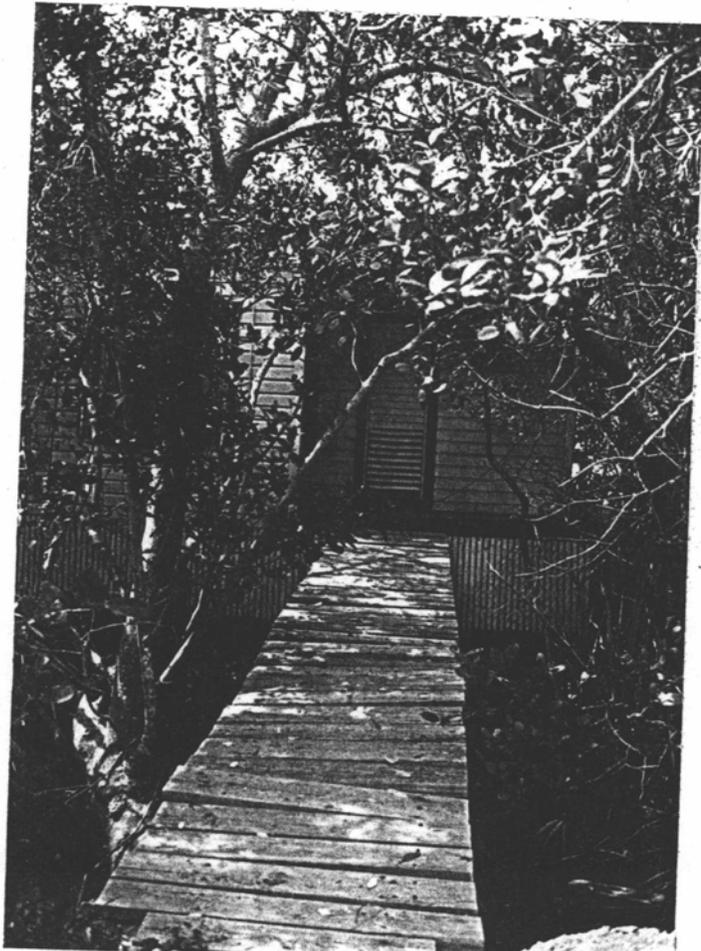
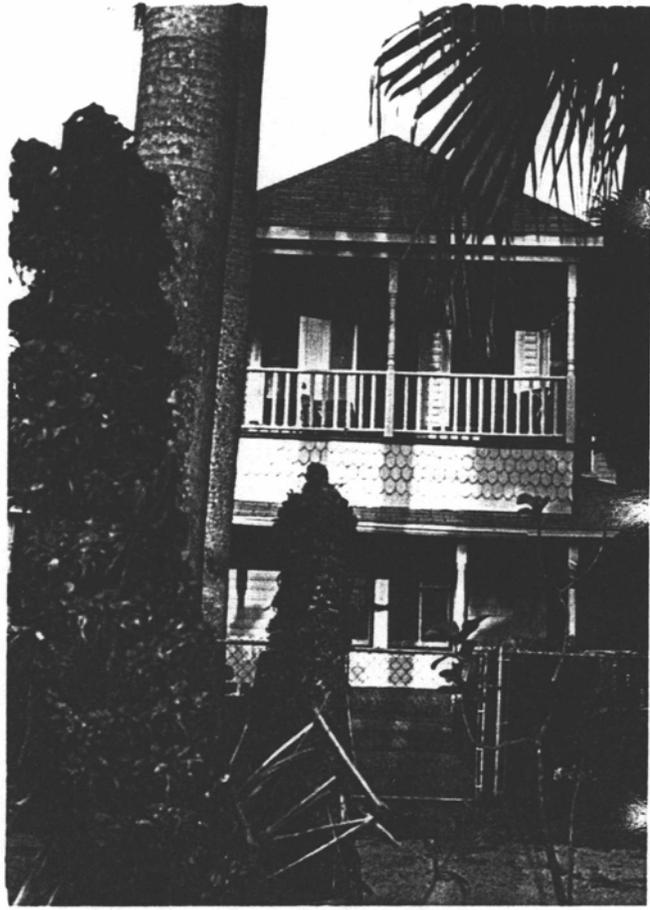




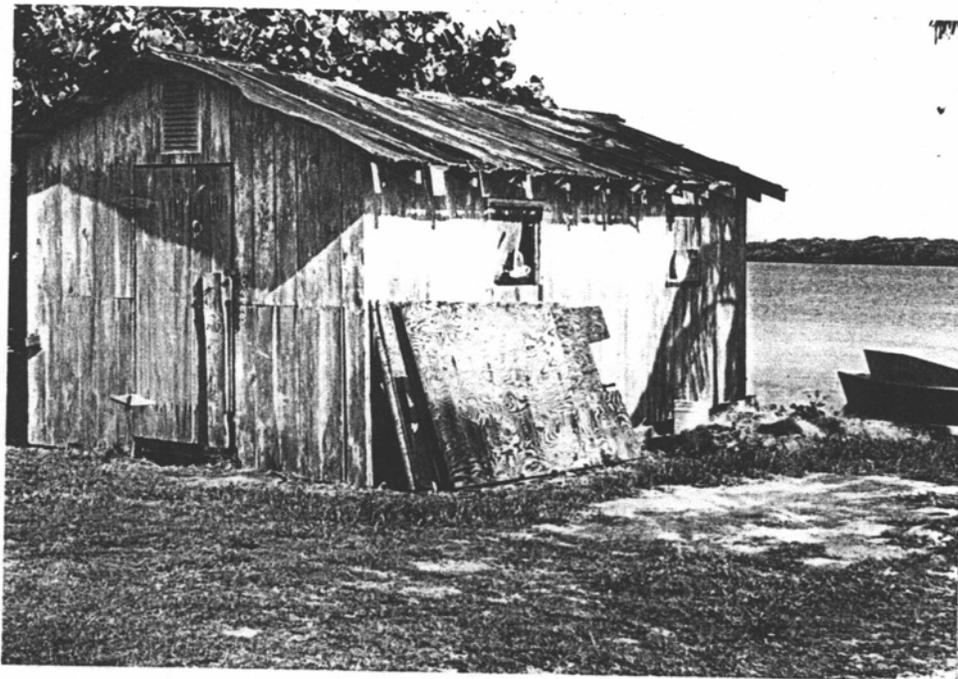
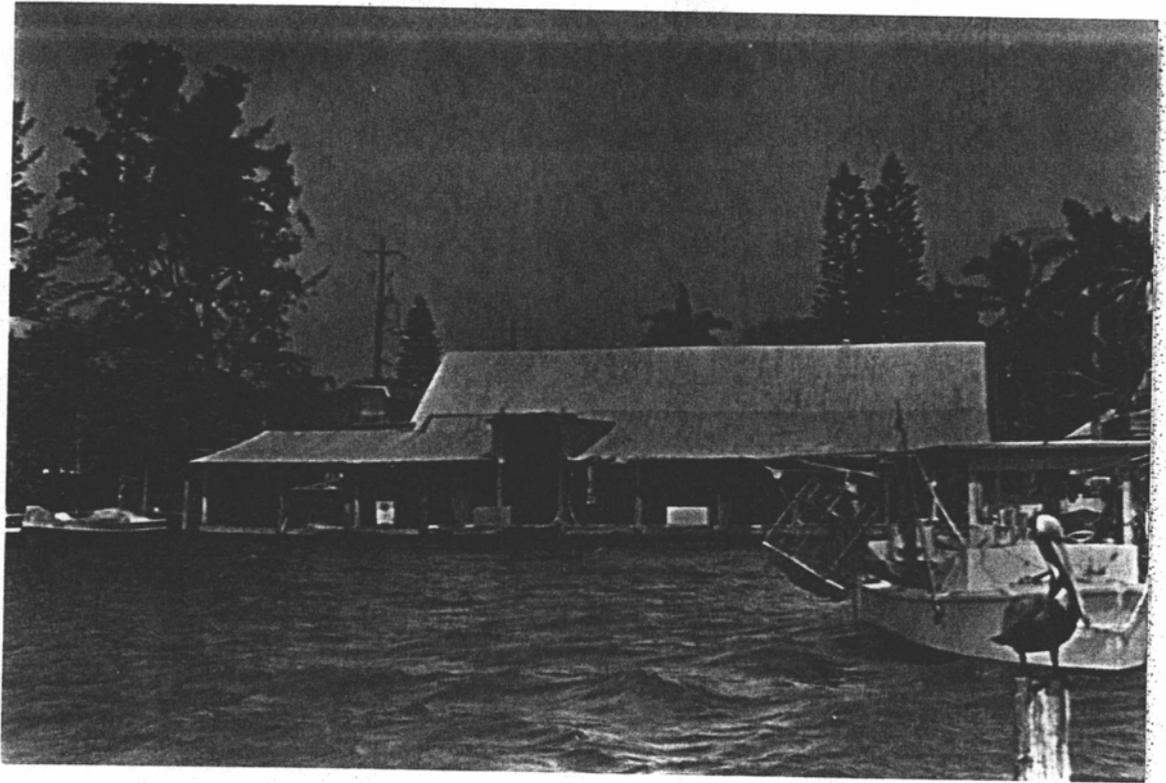


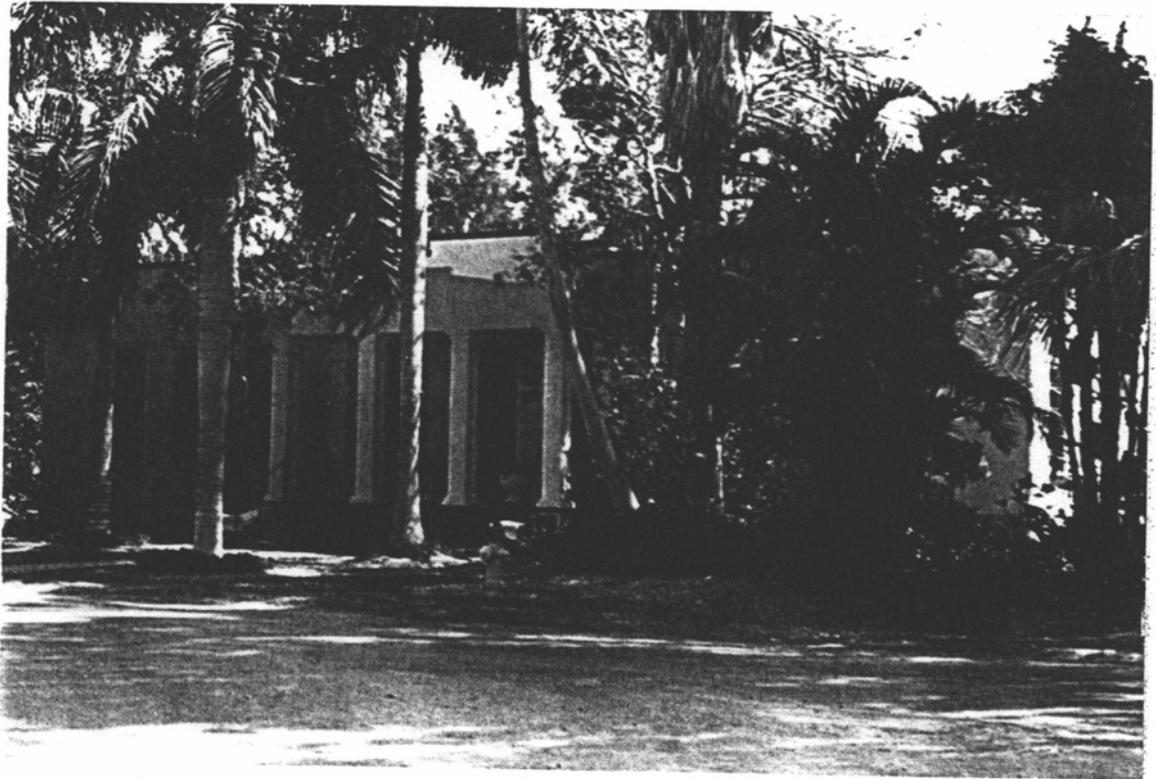


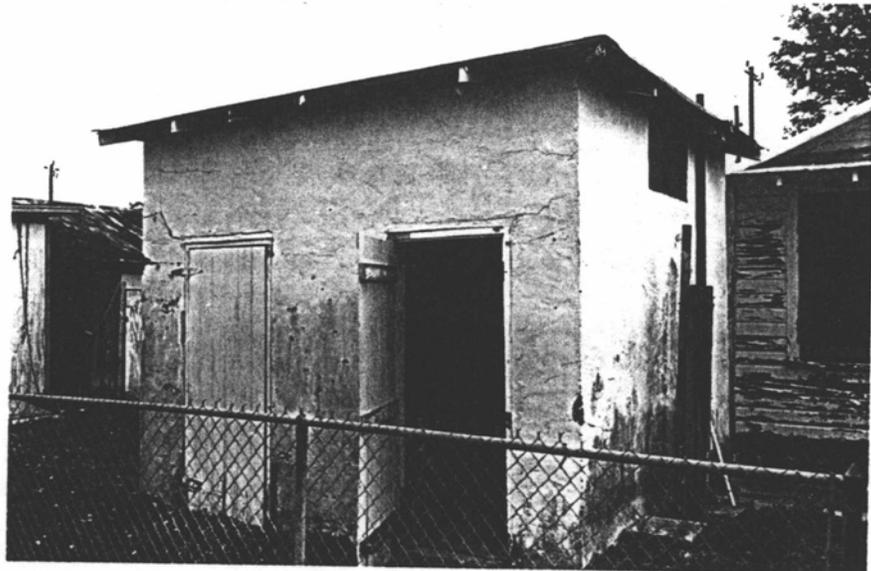


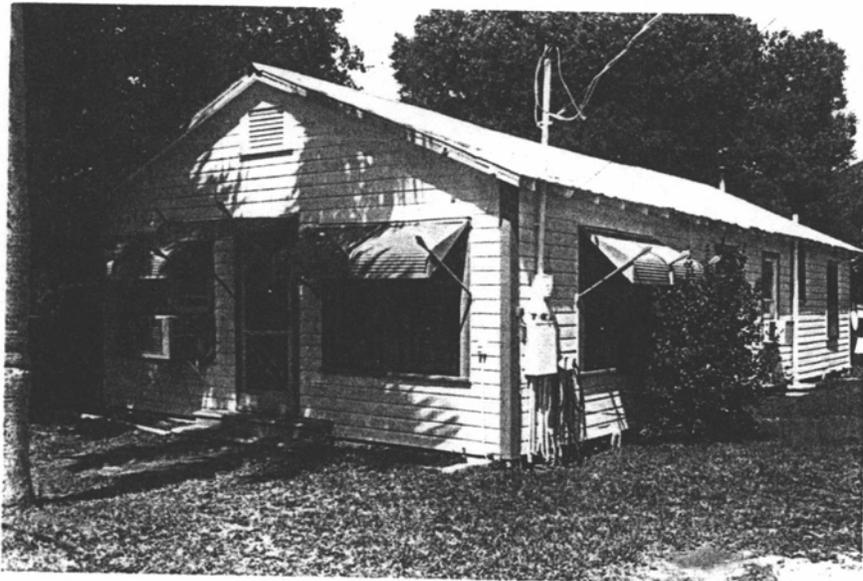
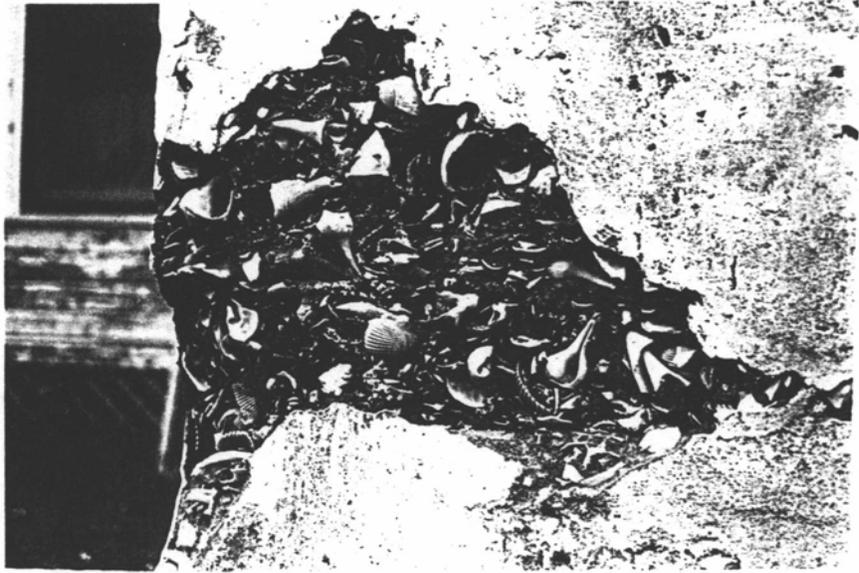


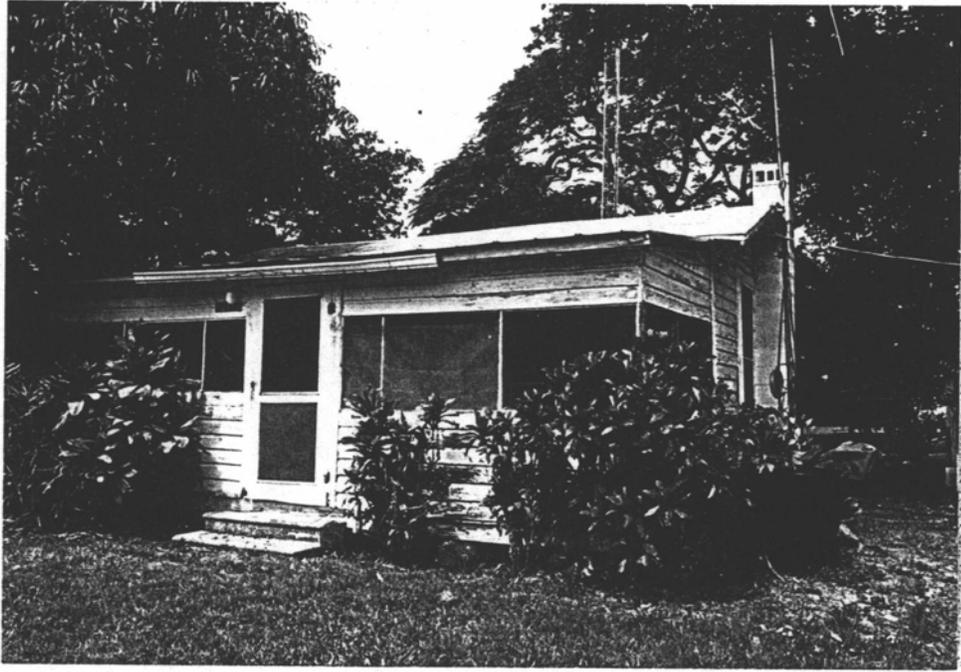




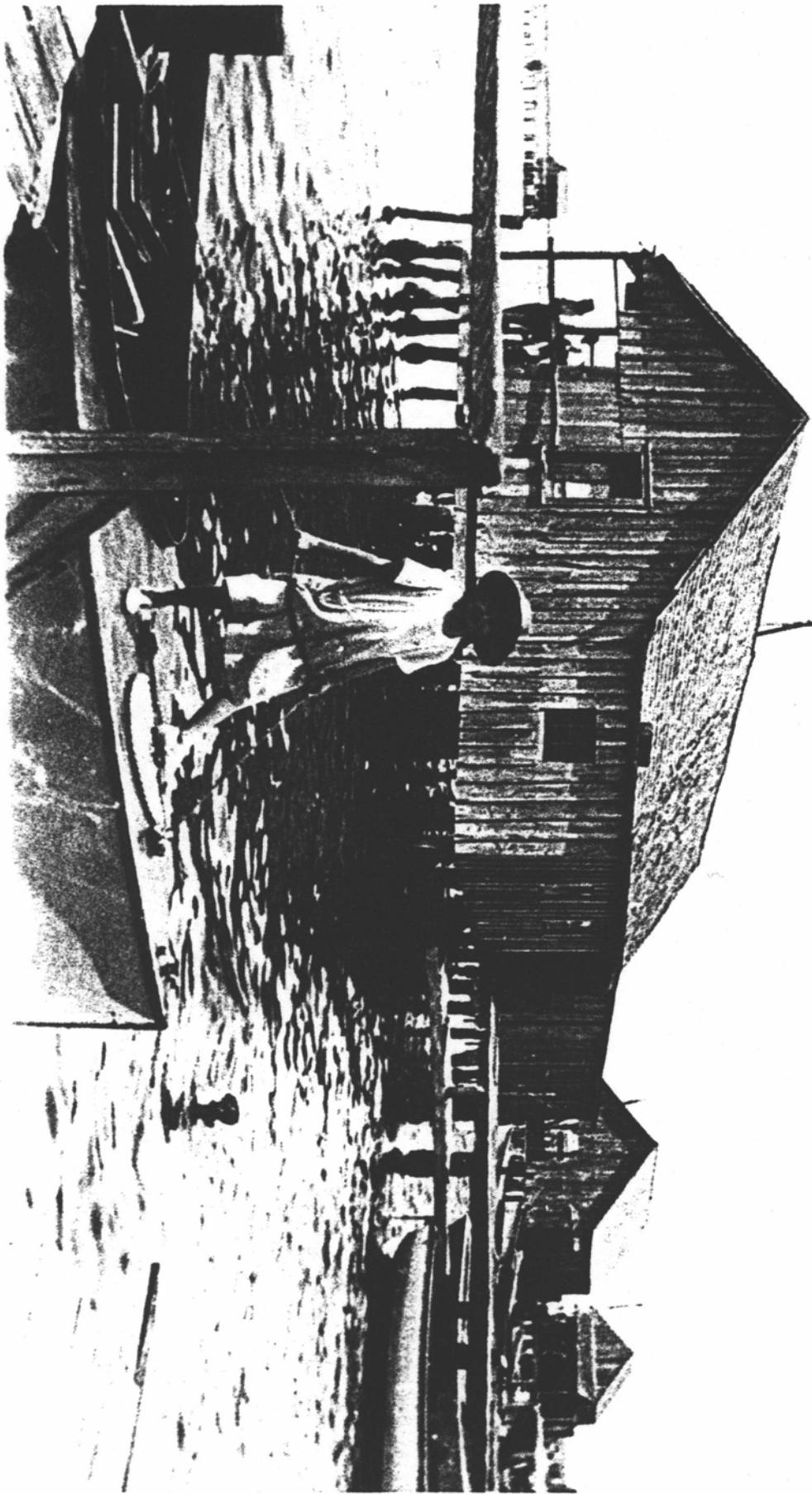












APPENDIX C: Project Alternatives Description and Evaluation

1.1 ALTERNATIVES CONSIDERED

The objective of the alternative analysis process is to identify technically and environmentally sound alternatives that provide a safe facility, that are acceptable to the community, and that are cost effective. The process will result in the selection of a Preferred Alternative, which can be advanced to the Design phase. This section summarizes the alternatives considered in the Project Development and Environment (PD&E) Study.

1.2 NO-BUILD (REPAIR) ALTERNATIVE

The No-Build (Repair) Alternative consists of continuing the normal maintenance and minor repairs of the existing bridge in its current configuration while keeping the bridge operating in a safe condition and maintaining the existing typical sections. Repairs include installing cathodic protection pile jackets, repairing the concrete (sealing cracks, patching spalls, etc.) in the piles, pile caps, deck, beams, and traffic railing, repairing the fender system, repairing the bascule span operational machinery, upgrading the bascule span electrical systems, and repairing the bascule span steel in order to extend the service life 10 years. The No-Build Alternative also includes the full replacement of the superstructure on six of the fixed spans, including the beams, deck, and traffic railing, and the installation of 10 crutch bents.

The No-Build (Repair) Alternative requires closure of the bridge for approximately 9 weeks to make the repairs. At the end of the 10-year period, an extensive rehabilitation or replacement of the bridge would be required. The No-Build Alternative does not require stormwater management facilities (SMFs) since it does not alter the existing roadway or add additional capacity. The existing bridge will remain in its current configuration and no additional travel lanes are proposed. The brush curbs will remain in place. Curbs of this type are known to launch errant vehicles, causing them to go over or through the bridge rail. The bridge rails are not designed for an airborne vehicle. In addition, the No-Build alternative may not prevent the need to place weight restrictions on the bridge, meaning that heavy trucks could be restricted. Replacement of the bridge would be required at the end of the 10-year period.

The total capital cost of the No-Build (Repair) Alternative, including the fixed and movable repairs, is \$8,112,792. Annual maintenance costs are estimated at \$50,000 to include normal minor repairs. The No-Build (Repair) Alternative does not require SMFs since it involves an alteration of the existing roadway without adding additional capacity. Therefore, no treatment of the runoff will occur. The existing bridge will remain in its existing configuration and no additional travel lanes are proposed.

The No-Build (Repair) Alternative will remain under consideration throughout the alternatives analysis and evaluation process.

1.3 TRANSPORTATION SYSTEMS MANAGEMENT ALTERNATIVE

The Transportation System Management (TSM) Alternative consists of low cost capital improvements that maximize the efficiency of the existing system. TSM improvements include, but are not limited to, improved traffic signals and intersection geometries, sidewalks, bicycle facilities,

signal timing, transit improvements and improved access features. While these improvements may provide additional capacity and access control, the purpose of this project is to address the structural condition of the existing bridge. Therefore, the TSM Alternative does not meet the purpose and need of the project. However, the TSM Alternative could be implemented on an interim basis for some segments of the facility until the Preferred Alternative, either the Rehabilitation Alternative or a bridge replacement alternative, could be fully constructed.

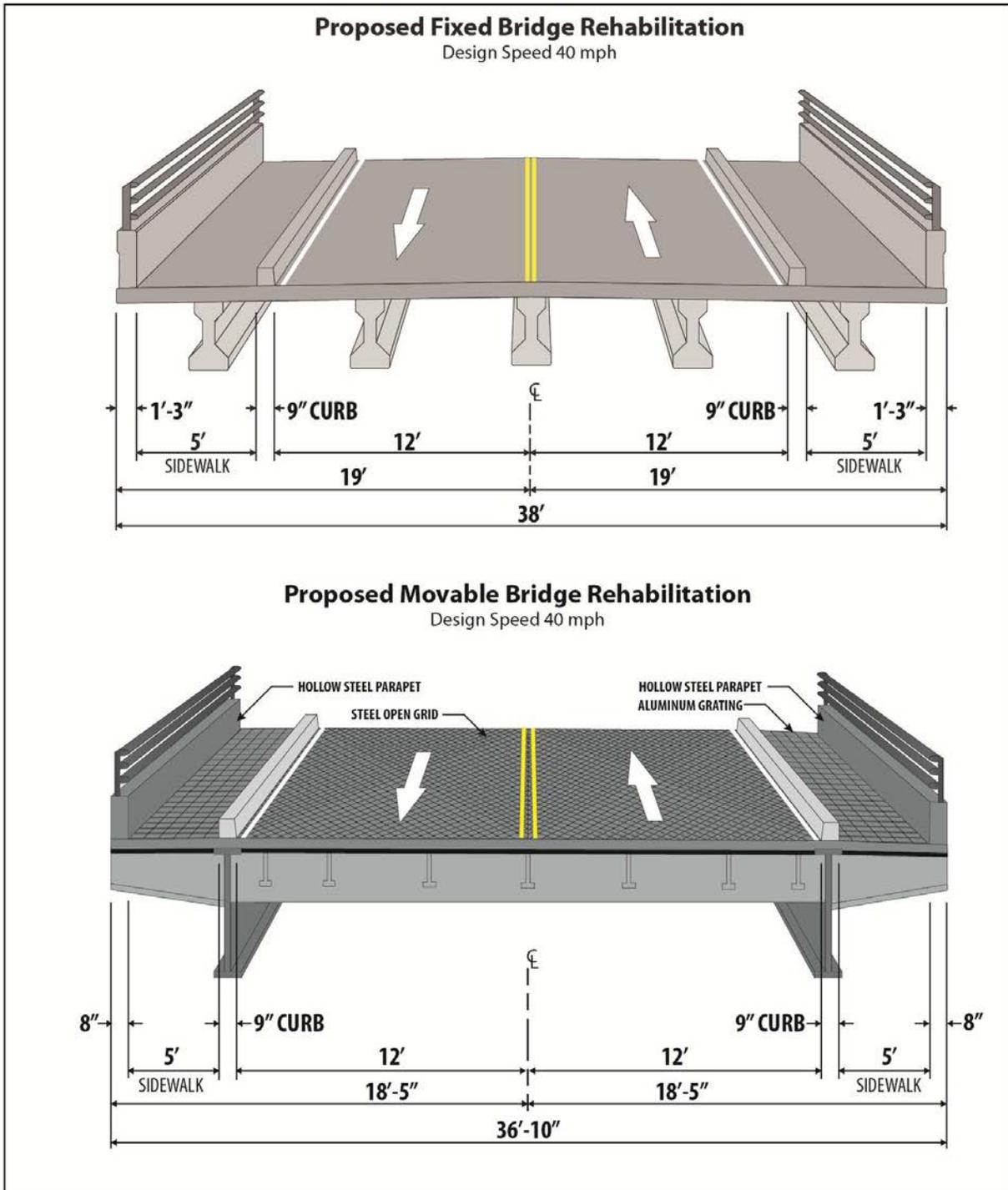
1.4 MULTI-MODAL ALTERNATIVES

While the multi-modal and transit alternatives also have the potential to improve traffic operations along the corridor, these alternatives fail to fulfill the need to address the structural condition of the existing bridge. Planned projects to add transit systems and sidewalks and shoulders for bicycles will not eliminate the need for improvements to the bridge. While multi-modal features are integral parts of the Build Alternative in the form of roadway lanes, sidewalks, shoulders, and bike lanes, the multi-modal alternative fails to fulfill the purpose and need for the project. Therefore, multi-modal/transit alternatives were not considered as stand-alone solutions for the existing bridge deficiencies.

1.5 REHABILITATION ALTERNATIVE

The Rehabilitation Alternative provides the necessary rehabilitation and repair of the existing bridge to keep it operating in a safe condition and extends the service life by an additional 25 years. The bridge's existing design speed of 40 miles per hour (mph) and posted speed of 35 mph will remain unchanged by this alternative. This alternative includes repairing the concrete, replacing all the concrete beams and the entire deck, installing cathodic protection pile jackets, installing 10 crutch bents, replacing the fender system, replacing the electrical and mechanical systems, repairing and painting the bascule span steel, and other repairs to extend the service life by 25 years and avoid the need to post the bridge for weight restrictions. In addition, the existing 9 inch (in) high brush curbs and non-crash tested bridge railings will be replaced. A 32-in vertical shape traffic barrier with an aluminum bicycle bullet railing will be constructed at the back of sidewalk as shown in **Figure 1-1**. In order to replace the superstructure, a temporary bridge will be constructed, avoiding the need for extended bridge closure and detours. Replacement of the bridge would be required at the end of the 25-year period.

Figure 1-1: Proposed Rehabilitation Typical Sections



FDOT **SR 684 (Cortez Bridge and Approaches) PD&E Study**
From SR 789 (Gulf Drive) to 123rd Street West
Manatee County, Florida
FPID: 430204-1-22-01

Proposed Rehabilitation Typical Sections

Figure 1-1

1.6 BRIDGE REPLACEMENT ALTERNATIVES

The U.S. Coast Guard establishes minimum navigational guide clearances for the Gulf Intracoastal Waterway at this location. They are a 21-foot vertical clearance for a new drawbridge and a 65-foot vertical clearance for a new fixed bridge. The horizontal guide clearance for all bridge replacements is 90 feet perpendicular between fenders. However, FDOT is considering a 100-foot wide channel, which is a 10-foot increase over the existing condition.

Three general bridge replacement alternatives were evaluated for this PD&E Study:

Low-Level Bascule: This concept proposes building a new bascule (draw) bridge with a minimum vertical navigational clearance of 21 feet (ft) above the fenders when the bascule leaves are lowered. This meets the established vertical guide clearance set by the United States Coast Guard (USCG).

Mid-Level Bascule: This concept proposes a replacement bascule bridge with a navigation clearance of 45 ft above the fenders. Based on data provided by the bridge tender at the Cortez Bridge and allowing for tidal fluctuations, this height would allow over 50 percent of the waterway users that currently require the bridge to open to pass without an opening.

High-Level Fixed-Span: This concept proposes a high-level fixed-span replacement bridge over the existing Gulf Intracoastal Waterway navigation channel. The vertical navigational clearance will be 65 ft. Based on data provided by the bridge tender and allowing for tidal fluctuations, this height would allow approximately 99 percent of boats that currently require the existing bridge to open to safely navigate under the proposed structure.

1.6.1 BRIDGE TYPICAL SECTIONS

Since this project is not intended to increase capacity, only two-lane typical sections were considered. The proposed two-lane undivided bridge typical section includes two 12-ft travel lanes and two 10-ft shoulders which can accommodate bicyclists and disabled vehicles. In addition, one 8-ft sidewalk would be included on each side of the bridge, separated from the shoulder by a concrete barrier wall. A 4.5-ft high pedestrian/bicycle railing will be provided on the outside of the 8-ft sidewalks. The proposed bridge typical sections are shown in **Figure 1-2** for the fixed and bascule (draw) bridge. The design speed for all proposed typical sections is 40 mph, maintaining the existing posted speed of 35 mph.

1.7 PROPOSED BRIDGE REPLACEMENT ALTERNATIVES

The evaluation of all bridge replacement alternatives included an evaluation of a center alignment, a north alignment, and a south alignment. A qualitative analysis was prepared for the north, center and south alignment options. Based on this analysis, the center alignment was eliminated from further consideration. The project length is not significantly different for the center, north or south alignments, however, costs, environmental impacts, maintenance of traffic (vehicular and vessel), and permitting aspects may differ.

All bridge replacement alternatives include the same proposed typical section described previously and are summarized here:

- Low-Level Bascule Bridge, North Alignment
 - Low-Level Bascule Bridge, South Alignment
 - Mid-Level Bascule Bridge, North Alignment
 - Mid-Level Bascule Bridge, South Alignment
 - High-Level Fixed Bridge, North Alignment
 - High-Level Fixed Bridge, South Alignment
- Note, another bascule bridge alternative was developed after the Alternative Public Workshop, and is explained below under the Recommended Alternative section of this report.

The following sections include descriptions of each bridge replacement alternative.

Build alternatives on a northern and a southern alignment were evaluated. All of the Build Alternatives (for both northern and southern alignments) were presented at the Alternatives Public Meeting on August 28, 2014, along with the No-Build (Repair) and Rehabilitation Alternatives.

Environmental effects are similar for all of the bridge replacement alternatives. Considering the horizontal alignment, the south alignment will have a direct impact on the Bradenton Beach Marina submerged lands lease within the existing ROW. The north alignment will be closer to the Bridgeport Condominiums; however, there is no direct impact to any parcels or businesses. **Therefore, because it minimizes direct impacts, the north alignment was selected, and only the northern alternatives are summarized below.**

1.7.1 LOW-LEVEL BASCULE BRIDGE, NORTH ALIGNMENT

The Low-level Bascule Alternative (North Alignment) would replace the existing Cortez Bridge with a new low-level bascule structure similar to the existing structure, with a 21-ft vertical navigational clearance (above the fenders) when the bridge is closed. The new structure would be built 9 ft to the north of the existing structure, utilizing the proposed typical sections shown in **Figure 1-2**.

Both west and east of the bridge the roadway approach maintains the existing two-lane roadway configuration. The acceleration/merge lane on the west side and the center turn lane on the east side will remain. The bridge includes an 8-ft sidewalk on both sides which will transition to the existing 5-ft sidewalks along the at-grade roadway on each end.

Taking into account the Mean High Water (MHW) elevation of 1.3 ft, the proposed profile accommodates a minimum 21-ft vertical navigational clearance over the existing Gulf Intracoastal Waterway. The fixed approaches to the bascule bridge accommodate a 6.75-ft structure depth (140-ft span length), except in the westernmost 510 ft and easternmost 360 ft of the bridge where the structure depth was reduced to 4.5 ft (90-ft span lengths). This reduced structure depth was used to decrease visual and environmental impacts by lowering the elevations of the west and east abutments which minimized the footprint of the proposed sloped abutments, while keeping the

superstructure above the splash zone and wave crest elevation. The maximum bascule span structure depth is assumed to be 10 ft. The proposed bridge will be approximately 2,690 ft in length, and will reach a maximum deck elevation of 32.7 ft in the closed position. This is a 6.5-ft increase from the existing 26.2-ft elevation at the main channel. The profile will allow for the 12-ft splash zone, wave crest, a slightly longer bascule span, and a modern, robust design. The bascule portion would consist of two bascule leaves forming a 180-ft span over a 100-ft wide navigational channel.

Statistically, based on data provided by the bridge tender at Cortez Bridge, this vertical clearance will allow approximately the same waterway users that pass under the existing bridge to pass under the replacement bridge without requiring the bridge to open.

The Low-level Bascule Alternative (North Alignment) maintains existing driveway and side road connection on the east side. As with the existing condition, the proposed bridge will not accommodate vehicular traffic under the bridge from one side of the causeway to the other. However, a sidewalk will be provided under each end of the bridge.

1.7.2 MID-LEVEL BASCULE BRIDGE, NORTH ALIGNMENT

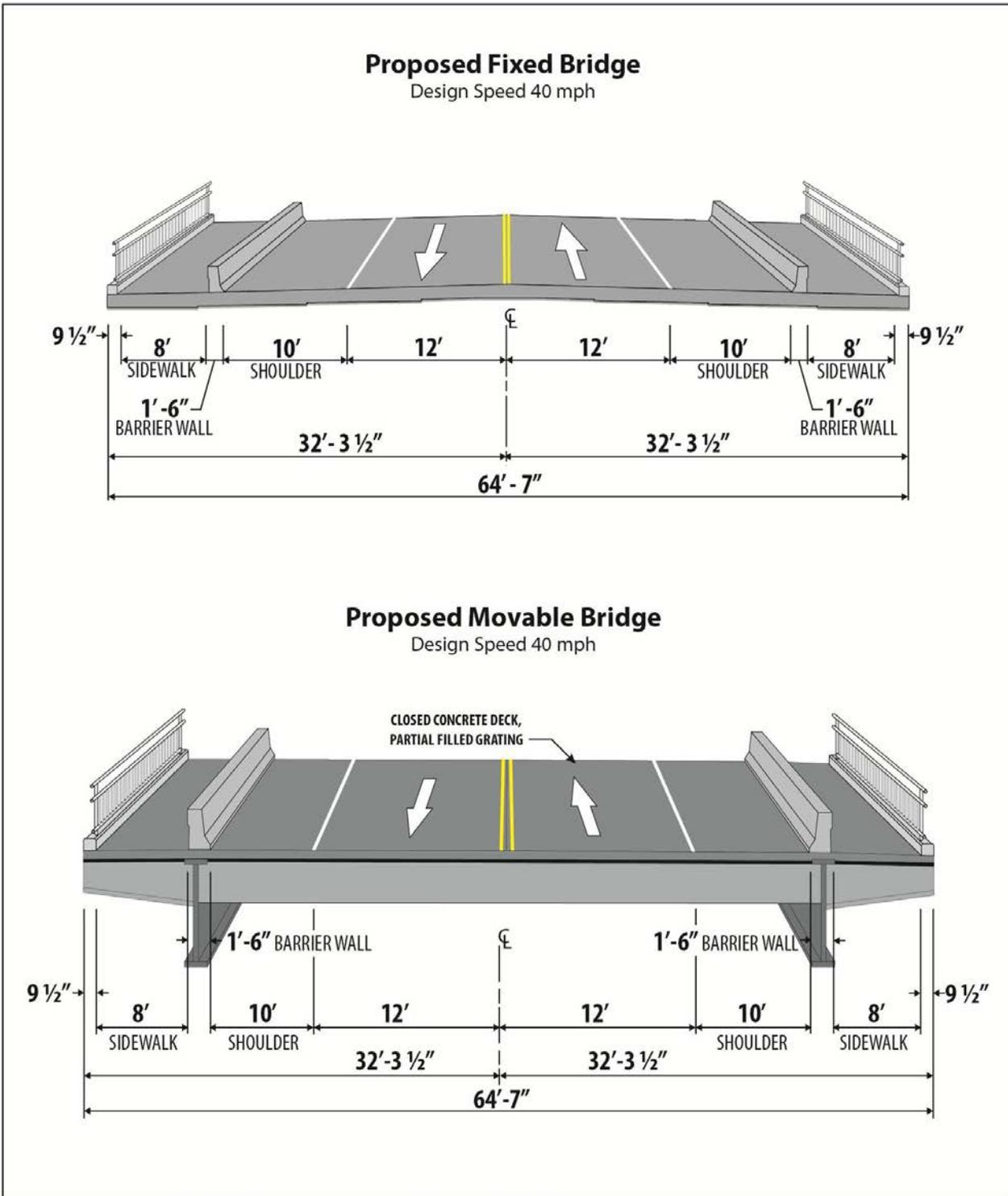
The Mid-level Bascule Alternative (North Alignment) would replace the existing Cortez Bridge with a new mid-level bascule structure similar to the existing structure, with a 45-ft vertical navigational clearance when the bridge is closed. The new structure would be built 9 ft to the north of the existing structure, utilizing the proposed typical sections shown in **Figure 1-2**.

Both west and east of the bridge the roadway approach maintains the existing two-lane roadway configuration. The acceleration/merge lane on the west side and the center turn lane on the east side will remain. The bridge includes an 8-ft sidewalk on both sides which will transition to the existing sidewalks along the at-grade roadway on each end.

Taking into account the MHW elevation of 1.3 ft, the proposed profile accommodates a minimum 45-ft vertical navigational clearance over the existing Gulf Intracoastal Waterway. The fixed approaches to the bascule bridge accommodate a 6.75-ft structure depth (140-ft span length), except in the westernmost 450 ft and easternmost 210 ft of the bridge where the structure depth was reduced to 4.5 ft (90-ft span lengths). This reduced structure depth was used to decrease visual and environmental impacts by lowering the elevations of the west and east abutments which minimized the footprint of the proposed sloped abutments, while keeping the superstructure above the splash zone and wave crest elevation. The maximum bascule span structure depth is assumed to be 10 ft. The proposed bridge will be approximately 2,724 ft in length, and will reach a maximum deck elevation of 56.6 ft in the closed position. This is a 30.5-ft increase from the existing 26.2-ft elevation at the main channel. The profile will allow for the 12-ft splash zone, wave crest, a slightly longer bascule span, and a modern, robust design. The bascule portion would consist of two bascule leaves forming a 180-ft span over a 100-ft wide navigational channel.

Based on data provided by the bridge tender at Cortez Bridge, this vertical clearance will allow over 50 percent of the waterway users that currently require the existing bridge to open to pass under the replacement bridge without requiring the bridge to open.

Figure 1-2: Proposed Bridge Replacement Typical Sections



The Mid-level Bascule Alternative (North Alignment) maintains existing driveway and side road connection on the east side. As with the existing condition, the proposed bridge will not accommodate vehicular traffic under the bridge from one side of the causeway to the other. However, a sidewalk will be provided under each end of the bridge.

1.7.3 HIGH-LEVEL FIXED BRIDGE, NORTH ALIGNMENT

The High-level Fixed Alternative (North Alignment) proposes to replace the existing Cortez Bridge with a new high-level fixed structure providing 65 ft of vertical clearance over the Gulf Intracoastal Waterway. The new structure would be built 9 ft to the north of the existing structure, utilizing the proposed typical section (fixed bridge portion only) shown in **Figure 1-2**.

Both west and east of the bridge the roadway approach maintains the existing two-lane roadway configuration. The acceleration/merge lane on the west side and the center turn lane on the east side will remain. The bridge includes an 8-ft sidewalk on both sides which will transition to the existing sidewalks along the at-grade roadway on each end.

Taking into account the MHW elevation of 1.3 ft, the proposed profile accommodates a minimum 65-ft vertical navigational clearance over the existing Gulf Intracoastal Waterway. The fixed spans accommodate a 6.75-ft structure depth (140-ft span length), except in the westernmost 450 ft of the bridge where the structure depth was reduced to 4.5 ft (90-ft span lengths). This reduced structure depth was used to decrease visual and environmental impacts by lowering the elevations of the west abutment which minimized the footprint of the proposed sloped abutments, while keeping the superstructure above the splash zone and wave crest elevation. The main span structure depth is assumed to be 8.5 ft, allowing a 180-ft span length. The proposed bridge will be approximately 2991 ft in length, and will reach a maximum deck elevation of 75 ft. This is a 48.8-ft increase from the existing 26.2-ft elevation at the main channel. The profile will allow for the 12-ft splash zone, wave crest, a slightly longer bascule span, and a modern, robust design.

Based on data provided by the bridge tender at Cortez Bridge, this vertical clearance will allow approximately 99 percent of the waterway users that currently require the existing bridge to open to pass under the replacement bridge.

Since the eastern touchdown point of the high-level replacement bridge is east of 125th Street West, local access will be affected. The replacement bridge will pass over 127th Street West, allowing the existing local roadway to connect between the north and south sides of Cortez Road. A new roadway will be developed north of Cortez Road to connect it with 127th Street West. Central Avenue and Avenue A will no longer connect directly to Cortez Road. Access to the Restaurant, Marina, and Scuba Shack south of Cortez Road will be via 127th Street West and the new connecting roadway, as will the restaurant and marinas north of Cortez Road. Access to Cortez Road from 125th Street West and the other connections to the east will remain unchanged from the existing conditions.

1.8 COMPARATIVE EVALUATION

1.8.1 EVALUATION MATRIX

In order to evaluate the study alternatives, a qualitative and quantitative evaluation matrix shown in **Table 1-1** was prepared using criteria from a multitude of categories including socioeconomic, environmental, cultural, potential hazardous material/petroleum contamination, and costs (design, ROW, construction, and CEI). The matrix data was developed utilizing raster-based aerial photography depicting the proposed concepts and ROW needs for each alternative.

1.9 RECOMMENDED ALTERNATIVE

The purpose of this project is to address the structural and functional deficiencies of the existing bridge. The No-Build (Repair) Alternative is a short-term (10 years) solution to address the deteriorating structural condition of the Cortez Bridge. It maintains the existing substandard roadway width without shoulders, and it would keep the brush curb that has been shown to be a safety hazard. It would provide no assurance that weight limits will not be imposed in the future to restrict heavy vehicles. It provides no relief to vulnerability of ship impact and storm surge damages. Implementing the No-Build (Repair) Alternative would require closure of the bridge for nine weeks and a detour via Anna Maria Bridge or Ringling Bridge to maintain traffic during the construction period. In the past, bridge closure has resulted in controversy as traffic congestion increases, potentially affecting emergency response times, and the business community suffers. Although the No-Build (Repair) Alternative does not meet the Purpose and Need to address the functional deficiencies and is not a long-term solution to address the structural deficiencies for the project, it will remain under consideration throughout the alternative analysis and evaluation process.

The Rehabilitation Alternative is a longer-term (25 years) solution than the No-Build (Repair) Alternative. It would strengthen the bridge such that weight limits will not be imposed during the 25-year life of this alternative to restrict heavy vehicles allowable under current regulations. Rehabilitation includes full replacement of the approach span superstructure, including all the concrete beams and the concrete deck, thereby resolving the serviceability concern with the original beam design's limitations. However, this alternative maintains the existing substandard bridge width with no shoulders and keeps the presence of the brush curb that has been shown to be a safety hazard. The Rehabilitation Alternative provides no relief to vulnerability of ship impact since the old piles will remain. The Rehabilitation Alternative also provides no relief from storm surge damage, since the profile would not change, leaving the superstructure below the wave crest elevation. The rehabilitation is an investment in a new, yet substandard superstructure, supported by an old, functionally obsolete, and deteriorated substructure that will continue to deteriorate due to the extremely corrosive environment. Some of the repairs done in the past have been ineffective as evidenced by the fact that corrosion continues to deteriorate the steel and concrete, thus requiring new repairs. No methodology exists to precisely predict how long repairs to an old structure will last, adding uncertainty to the estimated costs and projected reliability of the facility. The temporary bridge required for maintenance of traffic is estimated to cost \$14.6 million, and will be removed after the new bridge is constructed; therefore, it does not add to the reliability of the facility after the rehabilitation project. The width of the rehabilitated deck will require a design exception since it does not meet AASHTO criteria requiring a minimum bridge width equaling the approach lanes

plus 8 ft. The substandard typical section will also require design variations for substandard shoulder width, the use of brush curb, and locating the bridge railing at the back of the sidewalk, behind the brush curb. Rehabilitation does not provide any improvement in levels of service or reductions in traffic delays. Overall public opinion has not demonstrated overwhelming support for the Rehabilitation Alternative. Finally, the Rehabilitation Alternative does not meet the purpose and need to address the functional deficiencies since it maintains the existing substandard bridge width. **For these reasons, and considering the other advantages and disadvantages, the Rehabilitation Alternative has been eliminated from further consideration.**

In terms of financial investment, the four best investment alternatives, listed in order of estimated life-cycle cost, lowest to highest, are:

1. Immediate replacement with a high-level fixed bridge
2. No-Build (Repair) followed by replacement with a high-level fixed bridge
3. Immediate replacement with a low-level drawbridge
4. Immediate replacement with mid-level drawbridge

In terms of bridge height, there has been a common voice from the Cortez Village community representatives that a high-level fixed bridge would destroy the character of the village and the local preference is for a low-level drawbridge. In addition, since the Anna Maria Bridge is planned for replacement with a fixed span, another fixed-span bridge at Cortez would create an area where boats taller than 65 ft could not traverse. A drawbridge at Cortez would allow tall boats, currently moored south of SR 64 (Manatee Avenue/Anna Maria Bridge) and north of SR 684 (Cortez Road), to travel the Intracoastal Waterway to the south and west to the Gulf of Mexico via Longboat Pass or New Pass.

Public outreach for this PD&E study and a prior PD&E Study revealed vocal opposition to a high-level fixed bridge from the Cortez Village community leaders and some elected officials. A drawbridge similar to the existing bridge is perceived as a more fitting alternative for the historic Cortez fishing village. Although the cost of the high-level fixed bridge is the lowest of all the alternatives, both initially (\$30 million less expensive) and over the 75-year life of the bridge, the potential visual impacts are viewed by some as unacceptable. The access changes at the east touchdown point of the high-level fixed alternative would require ROW acquisition and other access changes that are not required with the drawbridge alternatives. The connection from Central Avenue will no longer be possible with a high-level fixed bridge and access to 127th Street West will need to be maintained via a new roadway constructed to the north. Access to the Tide Tables restaurant will be via 127th Street West under the high-level fixed bridge. In addition, as stated previously, since the SR 64 (Manatee Avenue/Anna Maria Bridge) bridge is already identified for replacement with a high-level fixed bridge with 65 ft of vertical navigational clearance, another fixed bridge at SR 684 (Cortez Road) would create an area along the Gulf Intracoastal Waterway within Anna Maria Sound where sailboats with masts in excess of 65 ft cannot traverse. Of the bridge replacement alternatives, the high-level fixed bridge has garnered the most support overall throughout the study, most likely due to the reduced delay and lowest cost. **Therefore, for the above mentioned reasons, the high-level fixed bridge will be carried forward for further evaluation.**

A common theme from those who live on Anna Maria Island or use the bridge to commute is that some relief from travel delay is needed. While the low-level drawbridge does not provide any significant reduction in delay, the mid-level drawbridge has a 45-ft vertical navigation clearance that is expected to reduce openings by 50% compared to the existing condition.

However, for the mid-level drawbridge the profile grade (5.5%) on the east side of the channel exceeds 5% in order to touch down at 127th Street West. This does not meet Americans with Disabilities Act (ADA) design criteria, unless flat landings are provided intermittently along the sidewalk. Providing landings within the sidewalk creates discontinuities in the walking surface, complicates construction and increases costs. A flatter grade at 5% or less would simplify construction, be more accessible and “comfortable” for pedestrians and bicyclists, and it would not increase cost.

A new alternative was developed as a compromise to address the above noted concerns with the mid-level drawbridge and still address travel delays, a drawbridge with 4% grades will result in approximately 35 ft of vertical clearance under the bridge. By doubling the existing vertical clearance, it will allow more than one third of the boats, that currently require the bridge to open, to pass underneath; meaning that openings are expected to be reduced by up to one third. Travel delays would be reduced, yet the bridge height would be lower than the 45-ft drawbridge alternative. The 4% grade would comply with ADA standards without requiring sidewalk plateaus (flat landings), and would be easily accessible to fishermen, pedestrians and bicyclists. For comparison, this is less than the 5% grade on the Ringling Bridge. The touchdown points on both sides of the bridge are the same as the low- and mid-level alternatives, thereby maintaining the intersection with 127th Street West. Taking into account the Mean High Water (MHW) elevation of 1.3 ft and an estimated bascule span structure depth of 10 ft, the proposed profile accommodates a minimum 35-ft vertical navigational clearance over the Gulf Intracoastal Waterway. The fixed approaches to the bascule bridge accommodate a 6.75-ft structure depth (140-ft span length), except in the westernmost 450 ft and easternmost 270 ft of the bridge where the structure depth was reduced to 4.5 ft (90-ft span lengths). This reduced structure depth was used to decrease visual and environmental impacts by lowering the elevations of the west and east abutments which minimized the footprint of the proposed sloped abutments, while keeping the superstructure above the splash zone and wave crest elevation. The maximum bascule span structure depth is assumed to be 10 ft. The proposed bridge will be approximately 2,693 ft in length and will reach a maximum deck elevation of 46.4 ft at the center of the navigation channel. This is a 20.2-ft increase from the existing 26.2-ft deck elevation. This compromise profile will allow for the low member of the superstructure to clear the 12-ft splash zone and the wave crest elevation. It will provide for a bascule span slightly longer than the existing, and a modern, robust bridge design. The drawbridge portion would consist of two bascule leaves (i.e. a double-leaf bascule) forming a 170-ft span over a 100-ft wide navigational channel. In summary, the compromise drawbridge alternative incorporates the best features of the low- and mid-level drawbridge alternatives. It provides a profile that touches down at the same locations as the other drawbridge alternatives, maintains sidewalk grades of less than 5%, and yet raises the vertical clearance at the channel to reduce the number of bridge openings by up to one third.

**TABLE 1-1
EVALUATION MATRIX**

	No-Build (Repair)	Rehabilitation (1)	North Alignment			South Alignment		
			Low-Level Bascule	Mid-Level Bascule	High-Level Fixed	Low-Level Bascule	Mid-Level Bascule	High-Level Fixed
Navigational Clearance at Fender when Bridge is in Closed Position:	17.5 ft	17.5 ft	21 ft	45 ft	65 ft	21 ft	45 ft	65 ft
Life of Alternative (years)	10	25	75	75	75	75	75	75
Right-of-Way Impacts								
Parcels Impacted	0	0	0	0	4	0	0	3
Relocations	0	0	0	0	0	0	0	0
Additional Submerged Lands (ac)	0	0	0.21	0.21	0.21	0.23	0.23	0.23
Natural, Environmental and Physical Resource Involvement								
Species/Habitat (Potential Impacts)	None	None	Low	Low	Low	Low	Low	Low
Potential Contamination Sites (high/medium risk)	0/0	0/0	0/1	0/1	0/1	0/1	0/1	0/1
Wetlands (ac) (landward)	0	0	0.00	0.00	0.00	0.02	0.02	0.01
Seagrasses (ac) (submerged)	0	0	0.01	0.01	0.01	0.04	0.04	0.04
Archaeological and Historic Sites	0	0	0	0	0	0	0	0
Potential Noise Sensitive Sites	0	0	17	17	21	12	12	12
Potential Section 4(f) Sites (Paddling trails)	2	2	2	2	2	2	2	2
Projected 2036 Average Travel Delay (EB/WB) (sec/veh)	58.2/37.0	58.2/37.0	58.2/37.0	37.8/24.0	0/0	58.2/37.0	37.8/24.0	0/0
Bridge Closure Required (days)	63	0	0	0	0	0	0	0
Estimated Utility Impacts								
Bright House Networks Manatee	None	None	Impacted	Impacted	Impacted	None	None	None
Florida Power & Light	None	None	Impacted	Impacted	Impacted	Minor	Minor	Minor
Verizon Florida Inc.	None	Minor	Impacted	Impacted	Impacted	Impacted	Impacted	Impacted
Manatee Co. Transportation Dept.	None	None	Impacted	Impacted	Impacted	Impacted	Impacted	Impacted
Manatee Co. Utility Operations	None	Minor	Impacted	Impacted	Impacted	None	None	None
TECO-Peoples Gas-Sarasota	None	None	None	None	None	None	None	None
Estimated Capital Costs (2014 Dollars)								
Design (10% of Total Construction)	\$811,279	\$3,012,596	\$7,778,916	\$8,022,264	\$4,859,712	\$7,781,424	\$8,024,773	\$4,857,233
Roadway Right-of-Way	\$0	\$0	\$16,000	\$16,000	\$2,748,000	\$16,000	\$16,000	\$2,675,000
Wetland & Seagrass Mitigation (2)	\$0	\$0	\$107,572	\$107,572	\$107,572	\$178,261	\$178,261	\$177,001
Roadway Construction	\$0	\$330,830	\$1,695,886	\$1,695,886	\$2,653,975	\$1,720,973	\$1,720,973	\$2,629,187
Bridge Construction	\$8,112,792	\$29,795,130	\$76,093,270	\$78,526,755	\$45,943,146	\$76,093,270	\$78,526,755	\$45,943,146
CEI (10% of Total Construction)	\$811,279	\$3,012,596	\$7,778,916	\$8,022,264	\$4,859,712	\$7,781,424	\$8,024,773	\$4,857,233
Total Cost	\$9,735,350	\$36,151,152	\$93,470,559	\$96,390,741	\$61,172,117	\$93,571,352	\$96,491,534	\$61,138,800

(1) Includes Temporary Bridge (\$14,620,800). Does not include maintenance and operating costs.

(2) Wetland and seagrass mitigation includes additional mitigation for Essential Fish Habitat, and assumes seagrass mitigation construction concurrent for this project and Anna Maria Island Bridge.

Therefore, the two Recommended Alternatives are the replacement of the existing low-level drawbridge with a new drawbridge providing approximately 35 ft of vertical navigational clearance and the high-level fixed bridge alternative both on the northern alignment. These two alternatives, along with the No-Build (Repair) Alternative, will be carried forward for further consideration at a Public Hearing.

APPENDIX D: Information from Public Meetings



Financial Project ID No.: 430204-1-22-01

CORTEZ BRIDGE
State Road (SR) 684 (Cortez Road)
From SR 789 (Gulf Drive) to 123rd Street West
Project Development and Environment Study



Survey #1 Fishing Festival Results
February 2013
168 Surveys Received

Are you a boat owner who uses the Gulf Intracoastal Waterway at the Cortez Bridge? **35% Yes** **54% No**
Comments:

If you answered yes to the question above, what type of boat do you own? If a sailboat, what is the mast height?
Comments:

How often do you pass under the Cortez Bridge? **18% Never** **2% Daily** **16% Weekly** **27% Other**
Comments:

Additional comments:

Cortez Bridge PD&E Study
WHAT HAPPENS NEXT?

- *Public kickoff meeting – Spring 2013*
- *Alternatives public workshop – Fall 2013*
- *Public hearing – Summer 2014*

Please return the completed survey by March 1, 2013 to Tony Sherrard, Project Manager, Florida Department of Transportation, P.O. Box 1249, Bartow, FL 33831. To schedule a presentation for your group or organization, please contact Mr. Sherrard at 863-519-2304 or by email at antone.sherrard@dot.state.fl.us.

Thank You!



PD&E STUDY CORTEZ BRIDGE

From SR 789 (Gulf Drive) to 123rd Street West



Financial Project Number: 430204-1-22-01

Public Kickoff Meeting

April 30, 2013

Public Kickoff Meeting SURVEY #2 RESULTS (**848** Surveys) (through **May 31**, 2013)

Your interests regarding Cortez Bridge

57% Roadway traffic	1*% Navigation	23% Construction schedule/noise
1(% Traffic noise	' 8% Aesthetics	2+ % Opportunities for input on the project
4* % Safety	40% Bridge condition	1) % Landscaping
4(% Access to/from property	' ' % Historic preservation	1* % Community cohesion
(- % Storm/emergency evacuation	2+ % Environmental effects	1+ % Business access
4- % Bridge replacement types	44% Bicycle lanes and sidewalks	(\$ % Maintenance of traffic
5\$ % Access to mainland	1% Recreational features	

Are you in favor of replacement or rehabilitation of Cortez Bridge?

) % Rehabilitation (extends the service life of the bridge)

(' % Replacement

Should the bridge require replacement, what type of improvement would you like to see built?

' , % High level fixed bridge 1- % Mid level drawbridge 3' % Low level drawbridge (% Other

How often do you drive, bike or walk across the bridge?

1% Never 4' % Daily ' + % Weekly 15% Other

Are you a boat owner who uses the Gulf Intracoastal Waterway at Cortez Bridge?

' 4% Yes * \$ % No

How often do you pass under the bridge?

33% Never 3% Daily 18% Weekly 25% Other

QUESTIONNAIRE

Are you in favor of repair, rehabilitation or replacement of Cortez Bridge?

- Repair Rehabilitation Replacement

If you select replacement, what type of improvement would you like to see built?

- Low level drawbridge Mid level drawbridge High level fixed bridge

We encourage your comments regarding this project.

NAME: _____

ADDRESS: _____

NOTE: Please complete and place in the "Comments" box or mail to Tony Sherrard at the address on the back of this sheet by Monday, September 8, 2014. All comments are part of the project record and are available for viewing by the public and media.