



# Anna Maria Island Bridge

## Project Development and Environment Study

Financial Project ID: 424436-1-21-01

[www.annamariaislandbridge.com](http://www.annamariaislandbridge.com)

### WELCOME

The Florida Department of Transportation (FDOT), in cooperation with the U.S. Coast Guard (USCG), welcomes you to the public hearing during the Project Development and Environment (PD&E) Study being conducted to determine the future of the Anna Maria Island Bridge on State Road (S.R.) 64 in Manatee County, Florida.

The hearing is being conducted to allow you an opportunity to express your views concerning the social, economic and environmental effects of the various alternatives that have been developed. An informal open house until 7:00 p.m. will provide time for you to view the displays and discuss the study with FDOT representatives. The formal portion of the hearing beginning at 7:00 p.m. will consist of a video presentation on the project and its associated impacts followed by a public comment period.

The Department welcomes your comments regarding the alternatives presented this evening. A transcription of the oral comments will be made. Comment forms and study surveys are available that can be completed at this hearing or taken home, completed and mailed to FDOT.

Also, you can access the study web site [www.annamariaislandbridge.com](http://www.annamariaislandbridge.com) to submit comments. Comments submitted by April 9, 2009, will also be included in the hearing transcript. Your comments will assist FDOT in a final determination of the future of the Anna Maria Island Bridge.

### STAY INFORMED

We urge you to participate in this study and invite your comments and questions. If you received this newsletter in the mail, you are included in the PD&E Study mailing list. If you would like to add a name and/or an address, please contact: Mr. Chris Piazza, P.E., FDOT, District Environmental Management Office, P.O. Box 1249, Bartow, Florida 33831, (863) 519-2293, 1-800-292-FDOT(3368), or E-mail: [chris.piazza@dot.state.fl.us](mailto:chris.piazza@dot.state.fl.us).



## PD&E STUDY NEARS CONCLUSION

In January 2008, FDOT began a PD&E study concerning the future of the Anna Maria Island Bridge on S.R. 64 (Manatee Avenue). Please see the location map below. The engineering and environment study has analyzed replacement alternatives, further rehabilitation options and the no-build alternative. The study will conclude with a determination of whether the bridge will be replaced and, if so, the type of structure that will be built.



## NO-BUILD ALTERNATIVE

The no-build alternative includes normal maintenance and repair of the existing Anna Maria Island Bridge to keep it in operable condition for an estimated 10 years beyond the recently completed rehabilitation project. The no-build alternative would not require closure of the bridge. At the end of the 10-year period, further rehabilitation or replacement of the bridge would be required.

## REHABILITATION ALTERNATIVE

The rehabilitation alternative includes performing major repairs to the fixed and moveable portions of the bridge. It is expected to extend the service life of the bridge 25 years beyond the recently completed rehabilitation project. The rehabilitation alternative would require periodic closure of the bridge to make repairs. At the end of the 25-year period, replacement of the bridge would be required.

## BUILD ALTERNATIVES

FDOT has analyzed numerous build alternatives. The PD&E Study began with analysis of whether a new corridor other than S.R. 64 could be used for transportation purposes. It was determined that a new corridor other than S.R. 64 would result in significant social and environmental impacts and would not address the problem of the deteriorating bridge. Therefore, developing a new corridor or improving a parallel roadway is not an option for this project. Rehabilitation or replacement of the current bridge within the existing corridor provides the most feasible alternative.

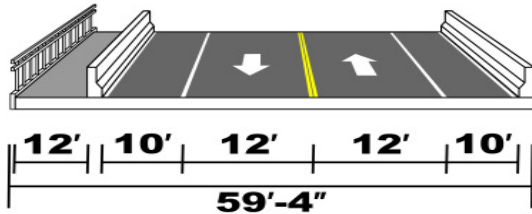
Next, alignments within the existing corridor were evaluated. The evaluation of all alternatives included a center alignment, a north alignment, and a south alignment. The north alignment is offset 10 feet north of the existing bridge and the south alignment is offset 14 feet south of the existing bridge.

The project length is not significantly different for the alignments; therefore, construction costs would not be significantly different for the north and south alignments. The center alignment has been dropped from further consideration so that traffic could be maintained on the existing bridge during construction of a new bridge to the north or south.

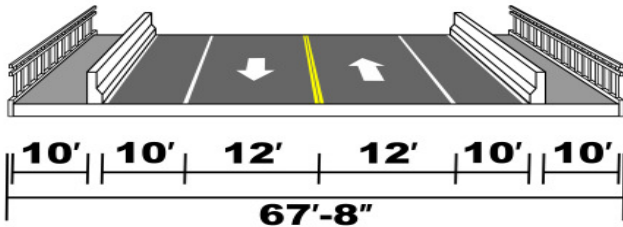
Two bridge typical cross sections were considered for the bridge replacement alternatives in this study. Only two-lane alternatives were studied because S.R. 64, within the study limits, has been classified as a constrained roadway by the Sarasota/Manatee Metropolitan Planning Organization. Both typical cross sections include two 12-foot lanes and two 10-foot shoulders, which can accommodate bicyclists and disabled vehicles. The design speed is 45 miles per hour.

The difference in the two proposals is the sidewalks. Typical section "A" includes only one 12-foot sidewalk, along the north side of the bridge, separated from the shoulder by a concrete barrier wall. A 4.5-foot high railing will be provided on the outside of the 12-foot sidewalk. Typical section "B" includes a 10-foot sidewalk along both sides of the bridge.

**TYPICAL SECTION "A"**  
 PROPOSED TWO-LANE WITH ONE 12' SIDEWALK (Design Speed 45 mph)



**TYPICAL SECTION "B"**  
 PROPOSED TWO-LANE WITH TWO 10' SIDEWALKS (Design Speed 45 mph)



Finally, low-level and mid-level drawbridges and a high-level fixed span bridge were studied. USCG guide clearances have been established for the Intracoastal Waterway at this location. The clearances are a 21-foot minimum vertical navigational clearance for a new drawbridge and a 65-foot minimum vertical navigational clearance for a new fixed bridge. The horizontal guide clearance for all bridge replacements is 100 feet perpendicular between fenders, which is a 10-foot increase over the existing condition.

FDOT has developed the following conceptual bridge designs:

- A low-level drawbridge, similar to the existing bridge, would have a 21-foot vertical clearance when the bridge is closed.
- A mid-level drawbridge would have a 45-foot vertical clearance when the bridge is closed. The higher clearance would allow over 38 percent of the boats that currently require the bridge to open to pass underneath without requiring the bridge to open, reducing delays for vehicles and vessels.
- A high-level fixed structure with a 65-foot vertical clearance would allow over 99 percent of all the vessels that currently use the channel to pass under the bridge, eliminating the delay to vehicles and vessels.

All bridge replacement alternatives include the removal of the existing bridge once traffic has been shifted to the new bridge. There are currently no plans to leave any portions of the existing bridge intact for recreational use. The roadway approaches to the west and east of the bridge would also need to be reconstructed to transition back to the existing roadway.

FDOT analyzed a tunnel alternative. It was determined to not be viable for numerous reasons including geologic conditions, environmental impacts, navigational impacts, water quality during construction, constructability, and cost.

## VIABLE REPLACEMENT ALTERNATIVES

The combination of two alignments and three bridge replacement heights results in six bridge replacement alternatives. In order to quantify the costs and potential impacts associated with the alternatives, FDOT is analyzing the no-build alternative, the rehabilitation alternative, as well as both alignments and the three bridge heights with the widest typical cross section (Typical Section "B"). Typical Section "A" could be substituted and a reduced right-of-way width would result. The results are included in the Alternatives Analysis Matrix insert and on a project poster board.

Aerial photographs with the alternatives are displayed at this public hearing for your review. In addition, computer renderings of the three bridge replacement heights are displayed.

## RIGHT-OF-WAY ACQUISITION AND RELOCATION PROGRAM

The Florida Department of Transportation will carry out a right-of-way and relocation program in accordance with section 339.09, Florida Statute and the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646 as amended by Public Law 100-17). The four brochures which describe in detail the Department's relocation assistance program and right-of-way acquisition program are Your Relocation: Residential; Your Relocation: Business, Farms and Nonprofit Organizations; Sign Relocation; and The Real Estate Acquisition Process. These brochures are available here this evening as are representatives from FDOT. Questions about Right-of-Way may also be addressed by contacting the District One Right-of-Way Office located at the Florida Department of Transportation, 801 North Broadway, Bartow, Florida 33830; telephone: (863) 519-2407; business hours: 8:00 a.m. to 5:00 p.m., Monday through Friday.



## WIND STUDY CONDUCTED

The Department contracted with a laboratory to conduct a study of the wind effects on the bridge replacement alternatives developed during the study. The primary aim of the wind tunnel investigation was to identify the effect that deck elevation and traffic barrier height have on the wind velocity profile in the traffic lanes. The tests were performed to simulate winds that would exist during pre-hurricane conditions. The experiments were configured to test mid-level and high-level elevations with 32-inch and 42-inch barrier wall heights for both bridge typical cross sections. The results of the wind study indicate wind velocities will increase as the bridge elevation becomes higher. The wind speed at the mid-level elevation was found to be approximately 11 percent greater than at the 33-foot reference height used in the study. The wind speed at the high-level elevation was found to be approximately 19 percent greater than the 33-foot reference height. Complete details of the results of the wind study are available in a report that is displayed at this public hearing, on the project web site and at viewing locations.

## ENVIRONMENTAL ANALYSIS

The alternatives have been analyzed to determine the type and extent of impacts to the social, cultural, natural and physical environments that surround the bridge.

Environmental impacts associated with wetlands, flood plains, threatened and endangered species, water quality, noise, hazardous materials, recreational sites, historic structures and archaeological sites have been analyzed.

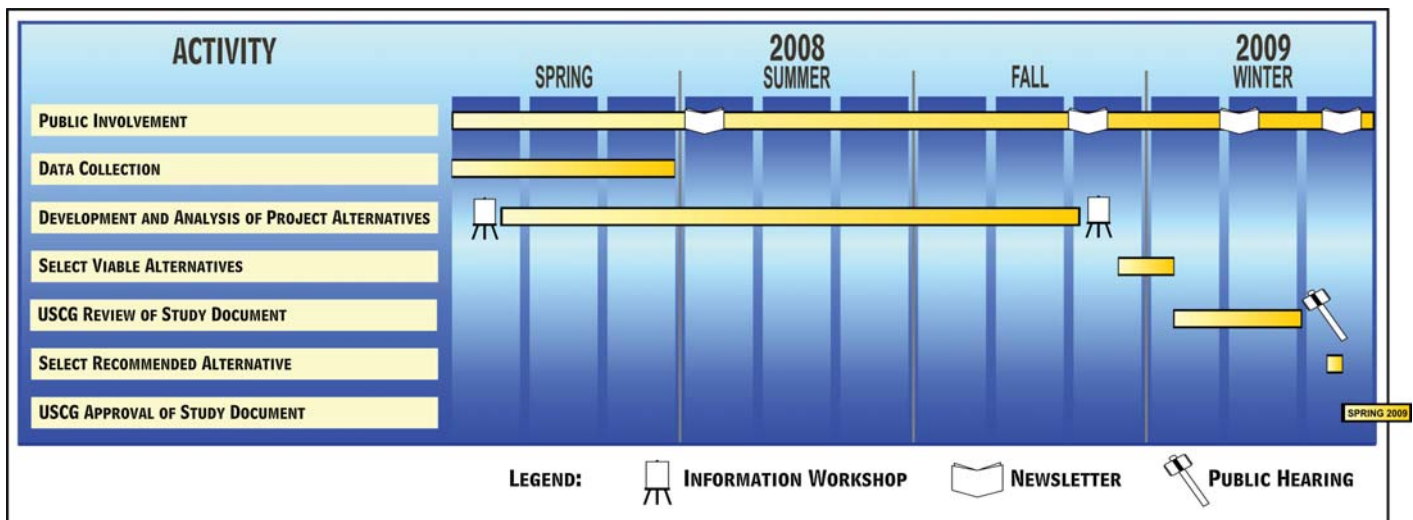
Impacts are listed in the Alternatives Analysis Matrix insert and on a poster board displayed this evening.



## WHAT HAPPENS NEXT?

Following the public hearing, comments and survey results will be summarized and evaluated. The results will be presented to the Manatee County Commission, the Sarasota/Manatee MPO and the Island Transportation Planning Organization for their consideration. FDOT will then make a final recommendation on the future of the Anna Maria Island Bridge as a result of the PD&E Study. The recommendation will be submitted for approval to the U.S. Coast Guard, the lead federal agency for the study. FDOT submittal of the recommended alternative to Coast Guard will be announced in the local media and on the study web site. A final newsletter will be mailed to persons on the study mailing list to announce Coast Guard approval of the recommended alternative, and display advertisements will be published in local newspapers.

## PD&E STUDY SCHEDULE



## WORK PROGRAM SCHEDULE

The design, right-of-way and construction phases for the replacement or rehabilitation of the Anna Maria Island Bridge are not programmed in the current FDOT Tentative Five Year Work Program for fiscal years 2009/10 - 2013/14.