

## FREQUENTLY ASKED QUESTIONS

FDOT has developed a list of questions and answers about the Anna Maria Island Bridge. The questions have been posed during the course of the PD&E Study. Among them are the following:

**Q: Why is FDOT studying the Anna Maria Island Bridge again?**

A: It has become apparent that, even with the recently completed rehabilitation project that will extend the service life of the bridge by 10 to 15 years, a study should be conducted to identify a recommended alternative for the long-term future of the bridge. The recommended alternative could be replacement, further rehabilitation or continued normal maintenance of the bridge. The study is being accomplished in cooperation with the U.S. Coast Guard.

**Q: Didn't FDOT decide to replace the bridge as the result of a previous PD&E study that concluded in 1990?**

A: Yes. In the late 1980's, the Sarasota/Manatee Metropolitan Planning Organization requested that the department replace three deteriorating bridges over the Intracoastal Waterway. Frequent problems with their drawbridges caused maintenance and safety concerns. The Anna Maria Island Bridge was included in the organization's request. Much time has elapsed since the first study. Environmental rules and regulations have changed, bridge design standards have been updated and technology has improved necessitating the completion of another study.

**Q: If, as a result of the PD&E study, it is determined that the existing bridge should be replaced with a new one, will it be constructed in the immediate future?**

A: Should a build alternative be approved by U.S. Coast Guard, the design of a replacement bridge, right-of-way acquisition and construction are not programmed. Typically, it can take from eight to 10 years from the beginning of a study to the start of construction, if funding is available for all phases of a project. Also, there are no funds programmed for a further rehabilitation of the bridge should it be the approved alternative.

**Q: If, as a result of the PD&E study, a replacement bridge is selected, how will storm event winds affect different bridge heights?**

A: An expert firm conducted a study of how wind speeds affect vehicles traveling on bridges with various deck heights. 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 high barrier wall heights. The results of the wind study indicate wind velocities at the mid-level elevation would be approximately 11 percent greater than at the 33-foot reference height used in the study. The wind speed at the high-level elevation would be approximately 19 percent greater than at the 33-foot reference height.

**Q: Is it true that residents of Anna Maria Island may become trapped on the island during a storm event if a replacement bridge higher than the existing bridge is constructed?**

A: The department met with representatives of Manatee County to discuss this concern. These representatives stated the height of a replacement bridge is irrelevant regarding evacuation of the island. Residents should heed evacuation orders well in advance of a storm event. A study performed by the Tampa Bay Regional Planning Council in 2006 indicated between 19.6 and 24 hours are needed to evacuate all zones of the island. While the U.S. Coast Guard can allow FDOT to lock down a drawbridge to boat traffic, a bridge is not officially closed to vehicular traffic leaving the island. Residents who choose to leave the island via the bridge may do so at their own risk. However, law enforcement agencies may prevent motorists from returning to the island until the storm event has passed and FDOT has had the opportunity to inspect the bridge for structural soundness. Other factors may prevent motorists from accessing the bridge, such as approach roadways that are overtopped with water or downed power lines.

**Q: At what wind speed is the Anna Maria Island Bridge "locked down" to marine traffic?**

A: Also at this time, Manatee County officials say sustained winds of 40 to 45 mph will result in the bridge being locked down. Emergency medical technician (EMT) vehicles will be removed from the streets. EMT's are placed in law enforcement vehicles to respond to emergencies. Also, FDOT removes its personnel from roadways.

# ALTERNATIVES ANALYSIS MATRIX

	No-Build *	Rehabilitation **	North Alignment			South Alignment			
			1	2	3	1	2	3	
			Low-Level Bascule	Mid-Level Bascule	High-Level Fixed	Low-Level Bascule	Mid-Level Bascule	High-Level Fixed	
Life of Alternative (years)	10	25	75	75	75	75	75	75	75
<b>Right-of-Way Impacts</b>									
Number of Parcels Impacted	0	0	1	1	1	1	1	1	1
Submerged Lands (ac)	0	0	0.13	0.13	0.09	0.05	0.05	0.05	0.04
<b>Natural, Environmental and Physical Impacts</b>									
Species/Habitat (Potential Impacts)	None	None	Low	Low	Low	Low	Low	Low	Low
Potential Contamination Sites	1	1	3	3	3	3	3	3	3
Wetlands (ac)	0	0	0.72	0.82	0.84	1.07	1.07	1.07	1.11
Seagrasses (ac)	0	0	1.71	1.71	1.71	1.80	1.80	1.80	1.81
Archaeological Sites (ac)	0	0	0.63	0.63	0.63	0.65	0.65	0.65	0.65
Kingfish Boat Ramp Parking Lost (# Trailer/Regular/Disabled Spaces)	0/0/0	0/0/0	22/14/2	22/14/2	22/14/2	0/0/0	0/0/0	0/0/0	0/0/0
Projected 2030 Average Travel Delay (sec/veh)	76.1	76.1	76.1	59.8	N/A	76.1	59.8	59.8	N/A
Bridge Closure Required (days)	0	140	0	0	0	0	0	0	0
<b>Utility Impacts (To be Verified)</b>									
Verizon	None	None	Impacted	Impacted	Impacted	None	None	None	None
TECO Gas	None	None	Impacted	Impacted	Impacted	None	None	None	None
Water Main	None	None	Impacted	Impacted	Impacted	Impacted	Impacted	Impacted	Impacted
Utility	None	None	Impacted	Impacted	Impacted	None	None	None	None
Cable	None	None	Impacted	Impacted	Impacted	None	None	None	None
<b>Estimated Capital Costs (2008 Dollars)</b>									
Design (15% of Construction)	\$353,185	\$7,911,063	\$13,367,147	\$14,566,144	\$11,637,882	\$13,398,782	\$14,597,775	\$11,661,746	\$11,661,746
Roadway Right-of-Way	\$0	\$0	\$19,100	\$19,100	\$19,100	\$19,100	\$19,100	\$19,100	\$19,100
Roadway Construction	\$0	\$0	\$33,118,929	\$35,827,422	\$29,464,089	\$33,469,270	\$36,177,739	\$29,861,986	\$29,861,986
Structure	\$2,354,568	\$52,740,423	\$55,995,386	\$61,280,204	\$48,121,790	\$55,855,943	\$61,140,761	\$47,882,988	\$47,882,988
Dredging	\$0	\$0	\$303,714	\$303,714	\$303,714	\$0	\$0	\$0	\$0
CEI (15% of Construction)	\$353,185	\$7,911,063	\$13,367,147	\$14,566,144	\$11,637,882	\$13,398,782	\$14,597,775	\$11,661,746	\$11,661,746
Operation and Maintenance	\$1,500,000	\$4,225,000	\$10,781,250	\$10,781,250	\$1,406,250	\$10,781,250	\$10,781,250	\$1,406,250	\$1,406,250
<b>Total Cost</b>	<b>\$4,560,938</b>	<b>\$72,787,550</b>	<b>\$127,246,136</b>	<b>\$137,637,442</b>	<b>\$102,884,170</b>	<b>\$126,923,127</b>	<b>\$137,314,401</b>	<b>\$102,493,816</b>	<b>\$102,493,816</b>

\* Followed by Rehabilitation or Replacement of Bridge

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