



Florida Department of Transportation - District One

# ANNA MARIA ISLAND BRIDGE PD&E Study

Newsletter No. 1

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

February 2008

## *Project Development & Environment Study Begins*

The Florida Department of Transportation (FDOT) District One has begun a project development and environment (PD&E) study of the Anna Maria Island Bridge on State Road (S.R.) 64 in Manatee County, Florida. The limits of the study are from S.R. 789 to east of the Anna Maria Island Bridge, a distance of about one mile. Please see the study location map.

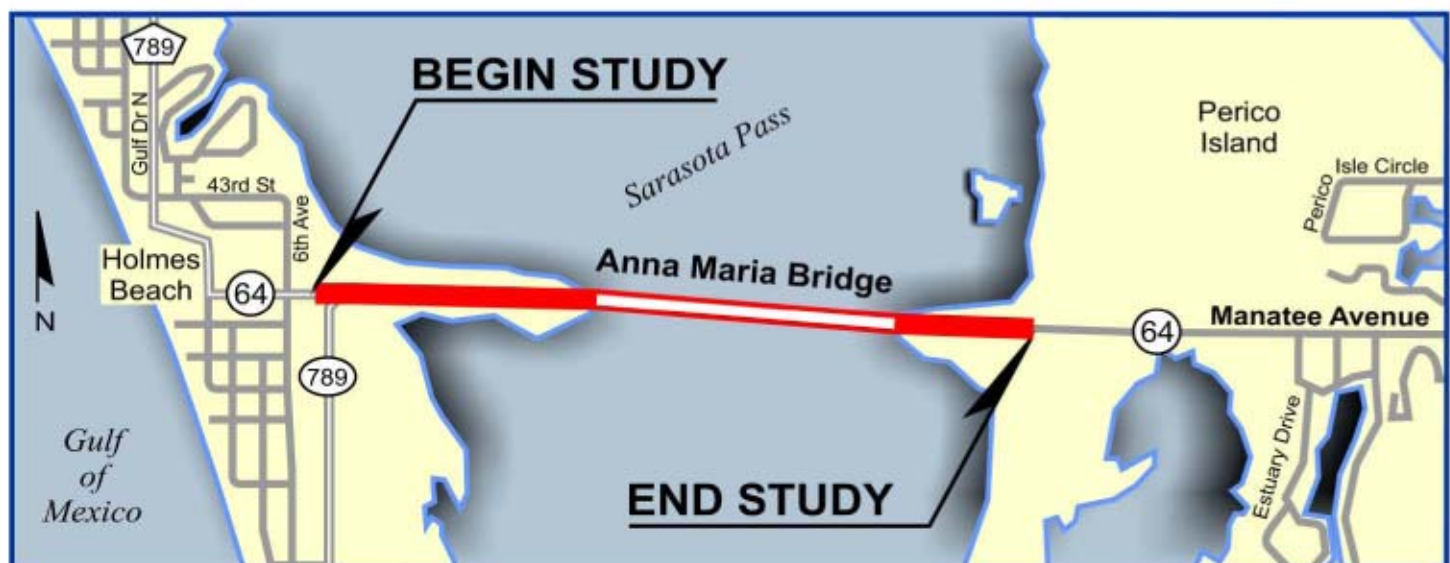
The study will conclude with a determination of whether the bridge will be replaced and, if so, the type of structure that would be built. The existing bridge is over 50 years old and has been classified as obsolete with regard to lack of shoulders, up-to-date barrier walls, and pedestrian and bicycle amenities.

The PD&E study is expected to require about 12 months to complete. Engineering and environmental data is being collected. An analysis of various two-lane replacement alternatives, including bascule and fixed bridge designs with varying heights above Sarasota Pass, and the no-build alternative will follow. Alternatives will be presented to the public and government officials at an information workshop and a public hearing.

### *Work Program Schedule*

The design, right-of-way, and construction phases for the replacement of the Anna Maria Island Bridge are not scheduled in the FDOT Tentative Five-Year Work Program.

## *Project Study Location Map*



## Bridge History

The Anna Maria Island Bridge was built in 1957. The two-lane low-level bridge has concrete beam fixed spans and a moveable span at the main channel with a minimum vertical clearance of 17.5 feet above mean high water. Bridges built in the late 1950's were designed to have a useful service life averaging about 50 years. The Anna Maria Island Bridge has passed that milestone.

Through the years, three significant repair projects have been completed on the bridge. In 1978, jackets were installed to reinforce 67 deteriorating bridge piles. Also, a new fender system was installed, and the drawbridge and fixed spans were painted. In 1984, an additional 23 pile jackets were installed and the moveable and fixed spans were painted. In 1999, a project involved repairs to the concrete handrails and piers, painting of the bridge, and the replacement of the submarine cable.

## Public Involvement

Public involvement will be an extremely important component of the PD&E study. Numerous newsletters like this issue will be published.

A public information workshop will be scheduled this summer to provide interested persons an opportunity to offer FDOT input on the proposed project and to present alternatives that have been developed to that point. A formal public hearing will be scheduled this fall to display the preferred alternative(s). Please see the study schedule on the back of this newsletter.

Throughout the study process, presentations will be given to various governmental groups. Interested groups or organizations may also request a presentation.



FDOT concluded a comprehensive study in 2002 of the structural, mechanical and electrical components of the moveable bridge, and the structural components of the fixed portion of the bridge. The results of the study led to the ongoing \$9 million rehabilitation of the bridge, which will extend its service life from 10 to 15 years. The rehabilitation project will repair the concrete pilings, resurface the concrete roadway, repair, clean and paint steel, and replace or repair the electrical and mechanical systems. Please visit the Internet web site [www.amibridgerehab.com](http://www.amibridgerehab.com) for more information about the rehabilitation project.

A web site [www.annamariaislandbridge.com](http://www.annamariaislandbridge.com) is also available and will be updated monthly. Also, FDOT welcomes comments at any time by mail, e-mail or telephone. Please see the back page of this newsletter for contact information.



## PD&E Study Questions

The Florida Department of Transportation has compiled a list of questions that we hope will help you understand the nature of the current PD&E Study.

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

**A:** It has become apparent that, even with the current rehabilitation project that will extend the service life of the bridge by 10 to 15 years, a study should be conducted to identify a replacement alternative for the long-term future of the area. FDOT has committed to a study to determine a recommended alternative for the eventual replacement of the aging bridge. Manatee County commissioners have pledged their support of a bridge replacement. The National Environmental Policy Act of 1969 requires a study be completed for projects that will use federal funding. This study, being accomplished in cooperation with the Federal Highway Administration and the U.S. Coast Guard, will take about 12 months to complete.

**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:** Presently, there are no funds programmed for the design of a replacement bridge, any right-of-way acquisition, or construction. Typically, it can take from eight to 10 years from the beginning of a study to construction, if funding is available for all phases of a project.

**Q: Will another boat survey be conducted?**

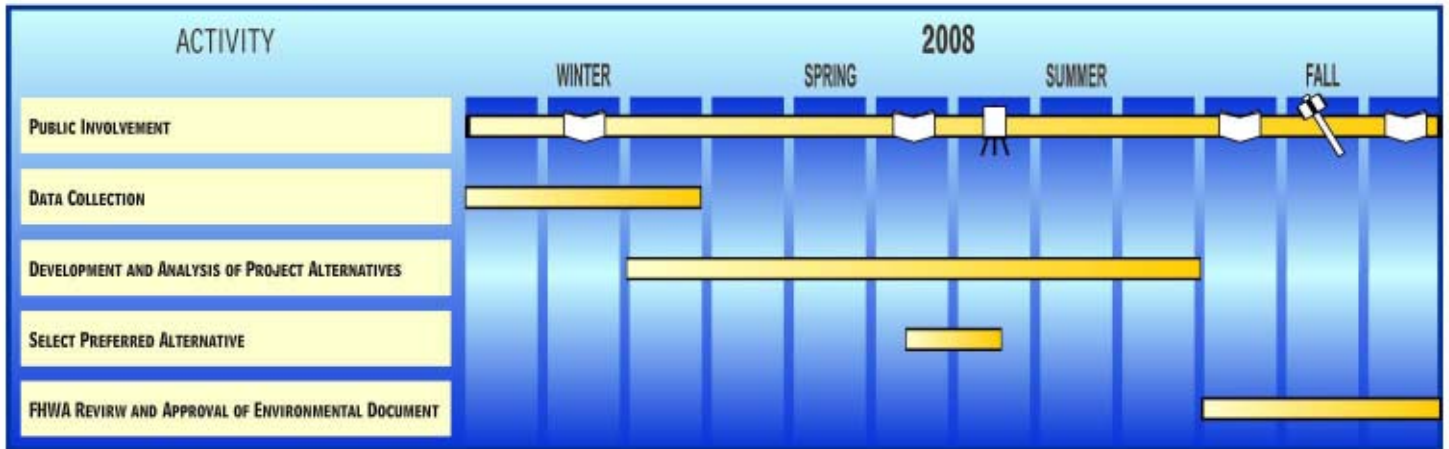
**A:** The highest numbers of bridge openings typically occur in April. Another survey will be conducted to analyze the number and types of vessels that pass under the bridge. The information will be compared to that gathered during the last survey conducted in April 2001 during the feasibility study for the rehabilitation of the bridge.

**Q: How will residents and seasonal guests be continually involved in the study?**

**A:** The public involvement approach will be proactive. FDOT will be available upon request to meet with any group or organization. There will be public meetings and a formal public hearing. A web site will allow continuous access to PD&E study information. Also, a toll free telephone number, newsletters, handouts, and fact sheets are planned to facilitate interaction, especially for seasonal residents.



# PD&E Study Schedule



Information Workshop



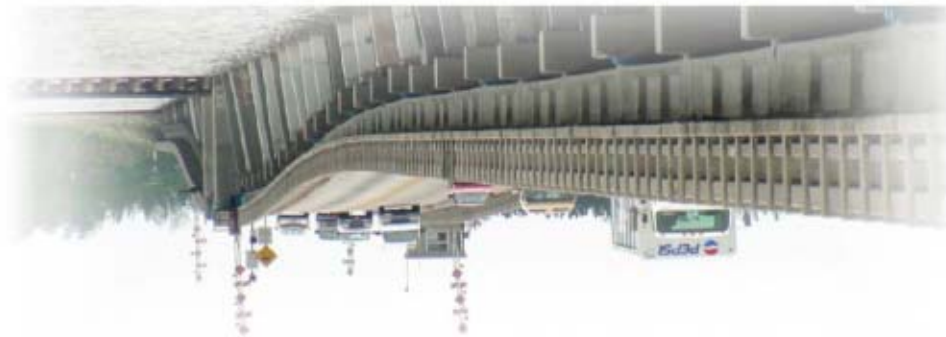
Newsletter



Public Hearing

## 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, or, 1-800-292-FDOT, E-mail: [chris.piazza@dot.state.fl.us](mailto:chris.piazza@dot.state.fl.us)



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