


Alternatives Public Information Meeting

Fort Hamer Road PD&E Study
from Upper Manatee River Road to US 301
CIP No. 6054767 & 6054768

January 25, 2024
5:00 p.m. – 7:00 p.m.



Manatee County Department of Public Works welcomes you to the Alternatives Public Information Meeting for the Fort Hamer Road Project Development and Environment, or PD&E Study. We appreciate your attendance and participation.

AGENDA

Project Introduction

Purpose and Need

Alternatives

PD&E Study Process

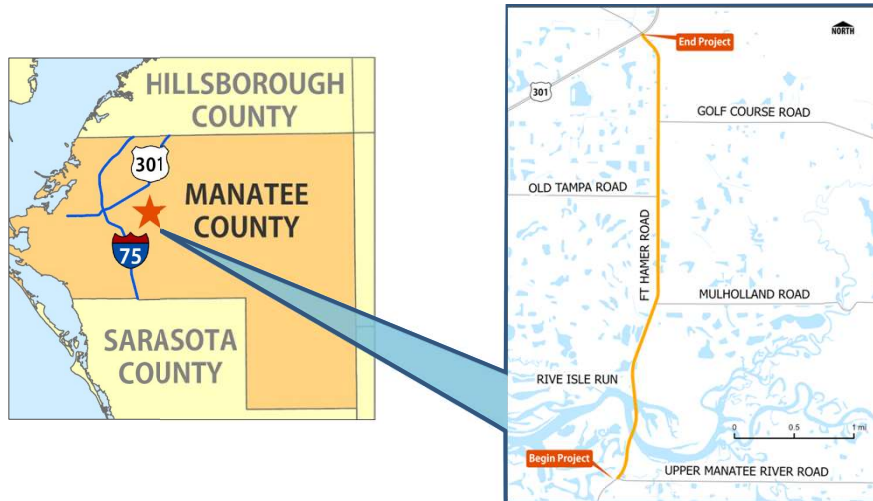
JANUARY 25, 2024

2



The purpose of this PD&E Study is to evaluate engineering and environmental data and document information that will aid Manatee County, along with partners, Sarasota-Manatee Metropolitan Planning Organization or MPO, FDOT District One and the FDOT Office of Environmental Management in determining the type, preliminary design, and location of the proposed improvements. In this presentation, we will introduce the project, discuss the purpose and need, identify the study alternatives, and explain the PD&E Study process.

PROJECT LOCATION



JANUARY 25, 2024

3







The study begins at Upper Manatee River Road and extends approximately 3.8 miles to US 301.

Fort Hamer Road from Upper Manatee River Road to US 301, is classified as an urban minor arterial facility. This segment of Fort Hamer Road plays an important role in the transportation network, providing north-south connectivity in central Manatee County for local and regional traffic.

PURPOSE AND NEED

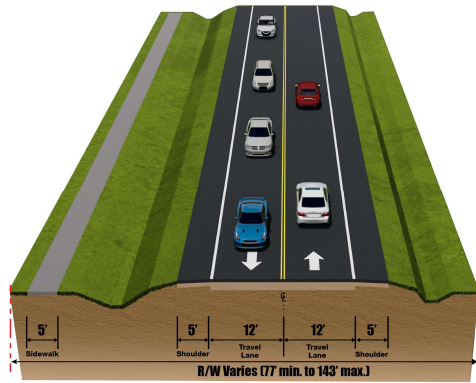
Goals:

- ❖ Improve Operational Capacity 
- ❖ Enhance Safety Conditions 
- ❖ Accommodate Bicycle Activity 
- ❖ Accommodate Pedestrian Activity 

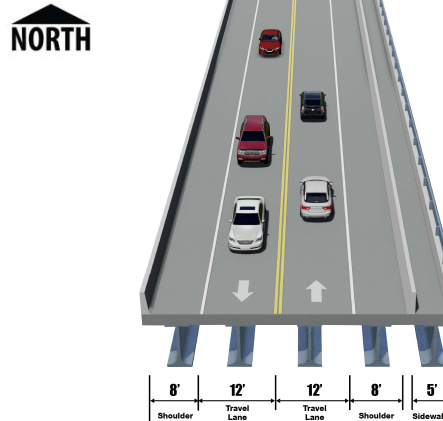
The need for the proposed improvements for Fort Hamer Road is based on population and traffic growth in the area and the region as a whole. Fort Hamer Road serves an important role as a north-south connection in the region, serving as an alternative to I-75 providing connectivity between central Manatee County and US 301. This project seeks to improve operational capacity, enhance safety conditions, and accommodate bicycle and pedestrian activity.

EXISTING CONDITIONS

Existing Fort Hamer Road Typical Section



Existing Bridge Typical Section



JANUARY 25, 2024

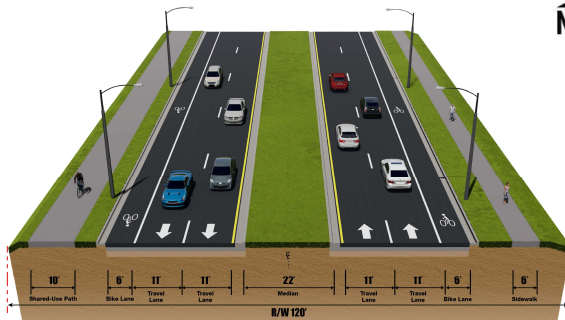
5



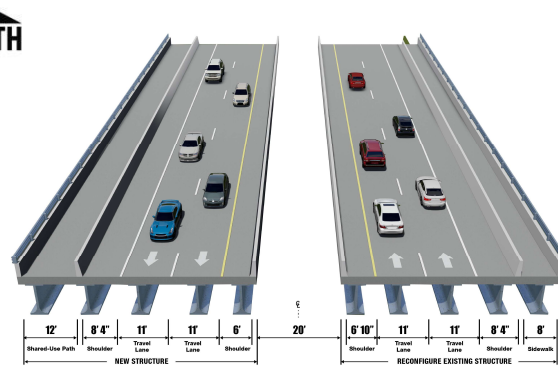
Within the project limits, Fort Hamer Road is a two-lane undivided roadway with 12-foot lanes and intermittent right-turn and left-turn lanes. There are generally 5-foot paved shoulders on each side of the roadway, within at least 77 feet of existing right-of-way, or property that Manatee County already owns. Stormwater runoff is collected in roadside ditches. The posted speed limit is generally 45 miles per hour. There are sidewalks, mainly along the west side of the road.

BUILD ALTERNATIVES

Proposed Fort Hamer Road Typical Section



Proposed Bridge Typical Section



Wider shared-use path and sidewalk provided on bridge for bike and pedestrian clearance to the barrier walls.

JANUARY 25, 2024

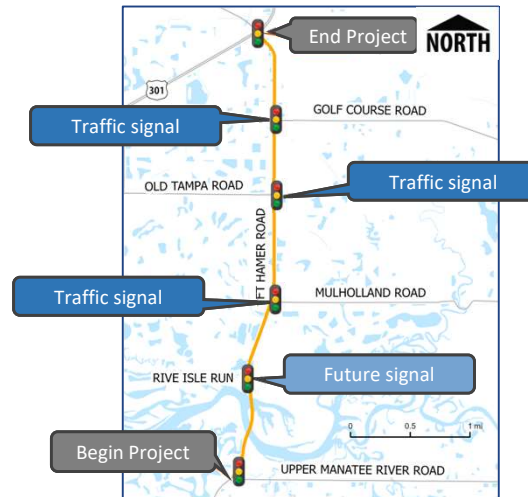
6



The proposed improvement of Fort Hamer Road includes widening to a four-lane divided roadway as well as bicycle and pedestrian accommodations on sidewalk, shared-use path, and bike lanes. This alternative would include two 11-foot lanes in each direction, separated by a 22-foot raised median, street lighting, and a new 40 mile per hour speed limit. The roadway would also include curb and gutter, and stormwater pipes for conveying stormwater to new ponds.

Bicyclists and pedestrians would be accommodated by a 10-foot shared use path on the west side of the roadway and a 6-foot sidewalk on the east side. These improvements would generally require a minimum 120 feet of right-of-way.

ALTERNATIVE 1



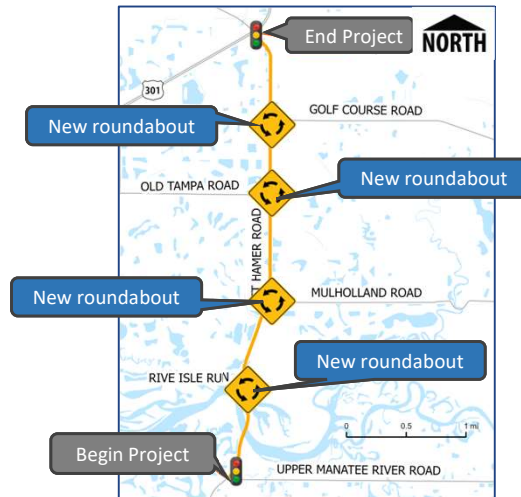
JANUARY 25, 2024

7



Along with additional lanes on Fort Hamer Road, Manatee County is evaluating two alternatives for intersections along Fort Hamer Road. Alternative One proposes signalized intersections on Fort Hamer Road at Upper Manatee River Road, Mulholland Road, Old Tampa Road, Golf Course Road, and US-301, which is how these intersections operate today. A future signal at Rive Isle Run would be added when warranted.

ALTERNATIVE 2



JANUARY 25, 2024

8



Build Alternative Two proposes to build new roundabout intersections on Fort Hamer Road at Rive Isle Run, Mulholland Road, Old Tampa Road, and Golf Course Road. Roundabouts have been shown to have safety and traffic operation benefits for all roadway users and can accommodate busses and large trucks, helping accommodate future increases in traffic and keeping all roadway users safe. Existing signals at Upper Manatee River Road and US-301 would remain.

FLOODPLAINS



- Minor floodplain encroachments are anticipated
- Approximately 15 acres
- Floodplain compensation would be within the proposed pond sites and/or floodplain compensation areas

JANUARY 25, 2024

9



The proposed roadway widening would have minor encroachment to floodplains, with approximately 15 acres of floodplain impact. Floodplain compensation would be within the proposed pond sites and/or floodplain compensation areas.

SECTION 4(F) – FORT HAMER PARK



JANUARY 25, 2024

10

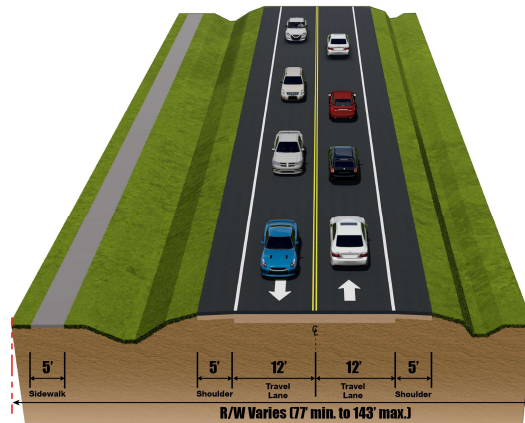


Manatee County operates Fort Hamer Park, a public park and boat-ramp, that is accessed from Fort Hamer Road. As part of the project, Manatee County is proposing to modify the entrance to Fort Hamer Park and the boat ramp with a roundabout or future signalized intersection.

In accordance with Section 4(f) of the Department of Transportation Act of 1966, Manatee County is seeking comments concerning the effects of the project on the activities, features, and attributes of Fort Hamer Park.

NO-BUILD ALTERNATIVE

Existing Fort Hamer Road Typical Section



JANUARY 25, 2024

11



Throughout this study, a “no-build” alternative is also considered. For the purposes of this study, the “no-build” alternative assumes that no improvements are made to Fort Hamer Road through the year 2050 (“twenty fifty”), except routine maintenance. The existing 2-lane roadway and sidewalk gaps would remain, and traffic congestion would continue to get worse.

ENVIRONMENTAL STUDIES

- Wetlands
- Floodplains
- Protected species and habitat
- Water quality
- Contamination
- Recreational sites
- Highway traffic noise
- Air quality
- Archaeological and historical resources



JANUARY 25, 2024

12



This PD&E Study is ongoing. Project team members will continue to develop, refine, and evaluate alignment alternatives for Fort Hamer Road throughout the remainder of the study. Potential environmental effects associated with the proposed build alternatives are under careful evaluation and include detailed studies of

- Wetlands
- Floodplains
- Protected species and habitat
- Water quality
- Contamination
- Recreational sites
- Highway traffic noise
- Air quality
- Archaeological and Historical Resources

Based on data already collected, we do not anticipate significant effects associated with these proposed build alternatives.

HIGHWAY TRAFFIC NOISE STUDY

The Noise Study will include:

- Existing Noise Levels
- Predicted Noise Levels
- Abatement Analysis
- Engineering Feasibility Review



JANUARY 25, 2024

13



A highway traffic noise study will be completed, and the results presented at the future Public Hearing. A Traffic Noise model will be utilized to determine how the existing and predicted noise levels compare to the federal Noise Abatement Criteria. A noise abatement analysis and feasibility review will be conducted for identified traffic noise impacts.

EVALUATION MATRIX

	Evaluation Factors	No-Build	Build Alternative 1	Build Alternative 2
Goals	Accommodate future traffic demand	No	Yes	Yes
	Pedestrian Accommodations	Sidewalk	Sidewalk and Shared Use Path	Sidewalk and Shared Use Path
	Bicycle Accommodations	Paved Shoulder	Bike Lanes and Shared Use Path	Bike Lanes and Shared Use Path
	Safety	No Improvement	Improvement	Improvement
	Archaeological and Historical Resources	None	Minor Impacts	Minor Impacts

The Evaluation Matrix is on display and in the handout.

* Minor impacts to Fort Hamer Park are likely for roadway and pond improvements.
 ** Total estimated project cost does not include utility relocations, environmental permits, or contamination remediation.
 (Preliminary – subject to change)



The evaluation matrix included in your handout shows a summary of results of preliminary analysis for the “build” and “no-build” alternatives. This matrix is also on display this evening.

SHARE YOUR COMMENTS



Public Comment Period
January 25, 2024– February 12, 2024



Provide Comments by:
Contact page on the website
www.forthamerroad.com



Email
info@forthamerroad.com



Mailing a comment form
(found on the website)

JANUARY 25, 2024

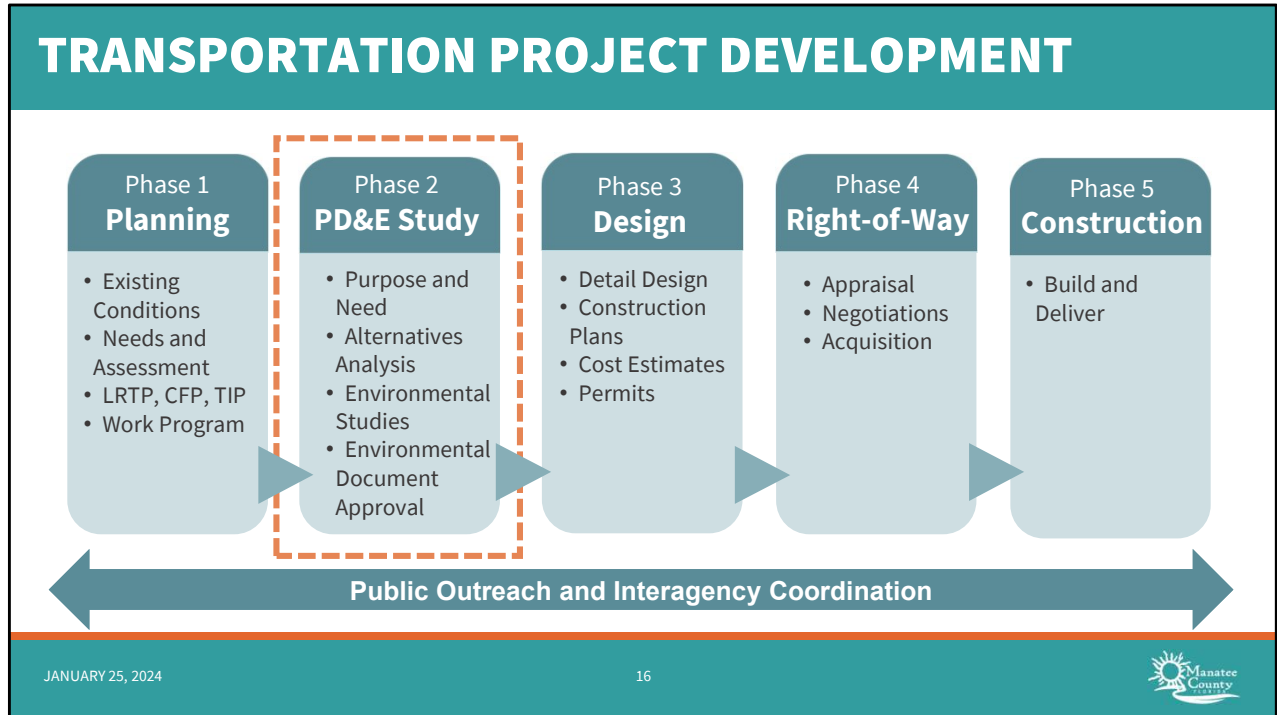
15



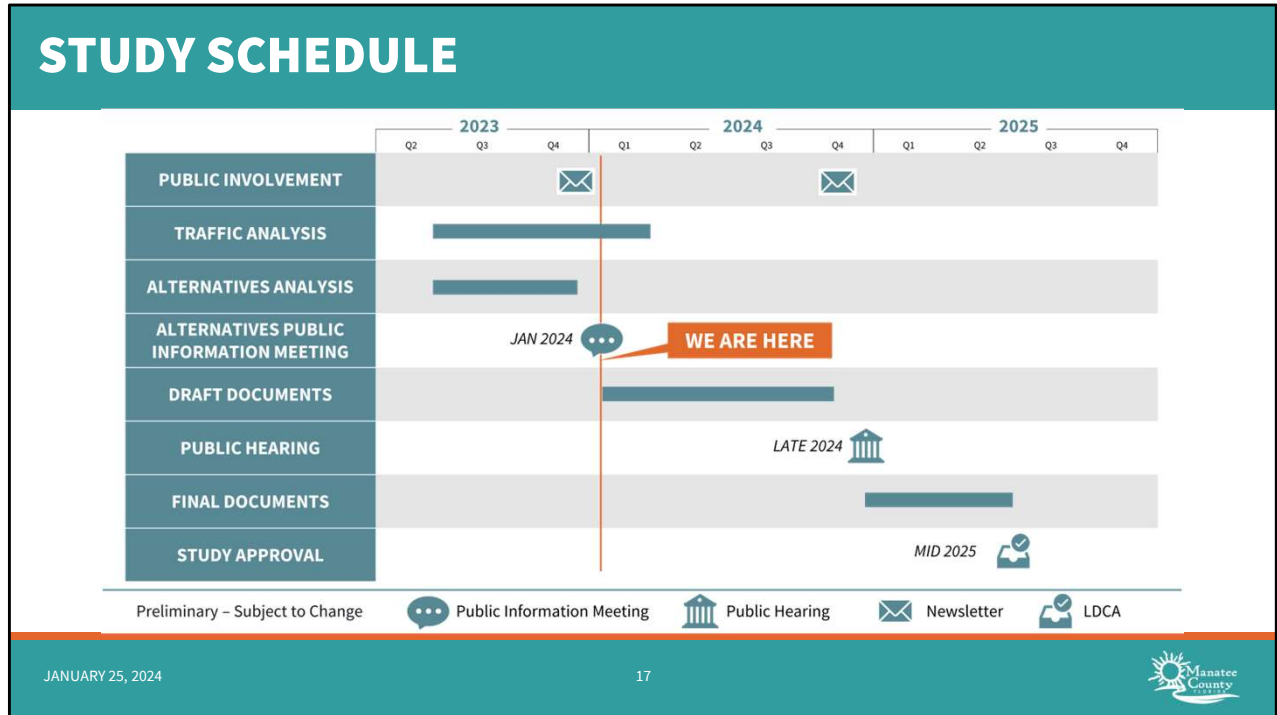
The purpose of this Alternatives Public Information Meeting is to provide you the opportunity to ask questions and express your views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed alternatives under consideration. Manatee County is also asking local governments and regulatory agencies to provide comments about the project.

Your comments will help the Manatee County to make its selection of the preferred alternative. We encourage you to submit your comments: at the in-person meeting, through the project webpage at forthamerroad.com, or by email or mail to the project team. Though comments are accepted at any time, they must be received or postmarked by Monday, February 12, 2024 to be included in the formal workshop record. The project team will consider all comments and, where feasible, will incorporate them into the development of the preferred alternative.

The Fort Hamer Road study team is here tonight to answer your questions and discuss the project. We invite you to ask them your questions and to review all the aerial maps, plans, and illustrations.



The PD&E Study is one phase of the transportation project development process. As of January 2024, there is no identified funding for the future Right-of-Way Acquisition and Construction phases of the project. Public outreach is an integral component of each phase and will continue throughout the development of this project.



Manatee County will present the preferred alternative at an upcoming formal public hearing for this project, tentatively scheduled for late 2024. At the end of this study, and after the formal public hearing, we will finalize the preferred alternative for Fort Hamer Road.

We will mail project newsletters to keep you informed about the study's progress. If you would like to receive future newsletters and you are not on our mailing list, please fill out the workshop comment form or request to added on the project webpage.

Manatee County anticipates completion of this PD&E Study by mid 2025, when location and design concept of the preferred alternative will be submitted to the FDOT Office of Environmental Management for approval.

FEDERAL REQUIREMENTS

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.



JANUARY 25, 2024

18



This PD&E study is being conducted and completed according to the requirements of the National Environmental Policy Act and other related federal and state laws, rules, and regulations, which will qualify future phases of this project for federal funding. For additional information on all rules and regulations this meeting follows, please see the Federal and State Requirements boards displayed at the Public Meeting.



Thank you for your interest in the proposed Fort Hamer Road improvements and for taking time to participate in this meeting. We look forward to your comments and your continued involvement in this important PD&E Study. Manatee County Project Manager, Anthony Russo can be contacted at info@forthamerroad.com or by phone at 941-708-7450 extension 7349.

TECH IS NICE, BUT ALWAYS LOOK TWICE

Regardless of the technology in a vehicle, you are responsible for the control, speed, direction, and behavior of its operation. Never place unnecessary trust in the activation of sensors, warnings, or automatic controls. These are only in place to help confirm our decisions and protect us from distraction.

Stay in the Moment.



And finally: a safety moment. Tech is nice, but always look twice. Don't depend on vehicle technology to keep you and other road users safe. - we thank you for making safety a continued priority!