DRAFT

STATE ENVIRONMENTAL IMPACT REPORT

Fort Hamer Road

Project Development and Environment (PD&E) Study

From Upper Manatee River Road to US 301

Manatee County, Florida

CIP Number: 6054767 & 6054768

Efficient Transportation Decision Making (ETDM) Number: 14536

Prepared for:

Manatee County

Prepared by:

Kimley-Horn and Associates, Inc.

November 7, 2024

STATE ENVIRONMENTAL IMPACT REPORT FORM

1. PROJECT DESCRIPTION AND PURPOSE AND NEED:

a. Project Information: Section 1.1 in Attachment 1
Project Name: Fort Hamer Road PD&E Study
Project Limits: From Upper Manatee River Road to US 301
County: Manatee County
ETDM Number: 14536
CIP Number: 6054767 & 6054768
Project Manager: Tony Russo, P.E.

b. Proposed Improvements: Section 1.2 in Attachment 1

c. Purpose and Need: Section 1.3 in Attachment 1

d. Project Planning Consistency: The Sarasota/Manatee Metropolitan Planning Organization (MPO) adopted the modifications to the Long Range Transportation Plan (LRTP) Cost Feasible Plan (CFP) for the Fort Hamer projects on May 20, 2024. The MPO Transportation Improvement Program (TIP) modifications show funding for the Project Development and Environment (PD&E) and Design phases. The right-of-way (ROW) and Construction phases of the project are anticipated to utilize federal funding sources. See **Attachment 1, Appendix A** for Planning Consistency documentation.

Currently Adopted CFP	**COMMENTS**
Y	Funding is identified within the Long Range Transportation Plan (LRTP) Cost Feasible Plan (CFP) of the Sarasota/Manatee Metropolitan Planning Organization (MPO).

PHASE	**Currently Approved TIP**	**Currently Approved STIP**	**TIP/STIP $**	**TIP/STIP FY**	**COMMENTS**
PD&E Study	Y	N	Bridge - $1,600,000 Road - $533,000	<2024	In Progress
PE (Final Design)	Y	Y	Bridge - $6,000,000 Road - $8,000,000	2024	In Progress
R/W	Y	N	Bridge - $1,500,000 Road - $8,900,000		Unfunded
Construction	Y	N	Bridge - $70,000,000 Road - $58,000,000		Unfunded
CEI	Y	N	Bridge - $7,000,000 Road - $5,800,000		Unfunded

***Information from the TIP/STIP/LRTP is included in Attachment 1, Appendix A.**

2. ENVIRONMENTAL ANALYSIS

Issues/Resources	*Substantial Impacts? Yes	No	Enhance	NoInv	**Supporting Information
A. SOCIAL & ECONOMIC					
1. Social	[ ]	[X]	[]	[ ]	See Attachment 1, Section 2.1.1
2. Economic	[ ]	[ ]	[X]	[ ]	See Attachment 1, Section 2.1.2
3. Land Use Changes	[ ]	[X]	[ ]	[ ]	See Attachment 1, Section 2.1.3
4. Mobility	[ ]	[ ]	[X]	[ ]	See Attachment 1, Section 2.1.4
5. Aesthetic Effects	[ ]	[X]	[ ]	[ ]	See Attachment 1, Section 2.1.5
6. Relocation Potential	[ ]	[X]	[ ]	[ ]	See Attachment 1, Section 2.1.6
B. CULTURAL					
1. Historic Sites/Districts	[ ]	[X]	[ ]	[ ]	See Attachment 1, Section 2.2.1
2. Archaeological Sites	[ ]	[X]	[ ]	[ ]	See Attachment 1, Section 2.2.1
3. Recreational Areas and Protected Lands	[ ]	[X]	[ ]	[ ]	See Attachment 1, Section 2.2.2
C. NATURAL					
1. Wetlands and Other Surface Waters	[ ]	[X]	[ ]	[ ]	See Attachment 1, Section 2.3.1
2. Aquatic Preserves and Outstanding FL Waters	[ ]	[ ]	[ ]	[X]	N/A
3. Water Resources	[ ]	[X]	[ ]	[ ]	See Attachment 1, Section 2.3.4
4. Wild and Scenic Rivers	[ ]	[ ]	[ ]	[X]	N/A
5. Floodplains	[ ]	[X]	[ ]	[ ]	See Attachment 1, Section 2.3.5
6. Coastal Barrier Resources	[ ]	[ ]	[ ]	[X]	N/A
7. Protected Species and Habitat	[ ]	[X]	[ ]	[ ]	See Attachment 1, Section 2.3.6
8. Essential Fish Habitat	[ ]	[X]	[ ]	[ ]	See Attachment 1, Section 2.3.2
D. PHYSICAL					
1. Highway Traffic Noise	[ ]	[X]	[ ]	[ ]	See Attachment 1, Section 2.4.1
2. Air Quality	[ ]	[X]	[ ]	[ ]	See Attachment 1, Section 2.4.2
3. Contamination	[ ]	[X]	[ ]	[ ]	See Attachment 1, Section 2.4.3
4. Utilities and Railroads	[ ]	[X]	[ ]	[ ]	See Attachment 1, Section 2.4.4
5. Construction	[ ]	[X]	[ ]	[ ]	See Attachment 1, Section 2.4.5
6. Bicycles and Pedestrians	[ ]	[X]	[ ]	[ ]	See Attachment 1, Section 2.4.6
7. Navigation	[ ]	[X]	[ ]	[ ]	See Attachment 1, Section 2.4.7

* Substantial Impacts? Yes = Substantial Impact; No = No Substantial Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement.

** Supporting information is documented in the referenced attachment(s).

3. ANTICIPATED PERMITS

☒ Individual Dredge and Fill Permit – USACE
☐ Nationwide Permit
☒ Bridge Permit
☒ Environmental Resource Permit – SWFWMD
☒ NPDES Generic Permit - FDEP
☒ Gopher Tortoise Relocation Permit (as necessary) – FWC
☒ Incidental Take Permit (as necessary) – FWC and USFWS

4. ENGINEERING ANALYSIS

The engineering analysis is documented in the *Preliminary Engineering Report*, dated November 7, 2024.

5. COMMITMENTS

To minimize the impacts of this project to the social, cultural, natural, and physical environment, Manatee County has identified the following commitments:

1. If the listing status of the tricolored bat or monarch butterfly is elevated by USFWS to Threatened or Endangered and the Preferred Alternative is located within the consultation area, Manatee County commits to re-initiating consultation with USFWS during the design and permitting phase to determine the appropriate survey methodology and address USFWS regulations regarding the protection of these species.
2. A survey for listed plant species will be performed during the design phase and coordination with FDACS will occur if impacts to these species are anticipated.
3. The most recent version of the USFWS *Standard Protection Measures for the Eastern Indigo Snake* will be adhered to during construction of the proposed project.
4. The most recent version of the NMFS *Protected Species Construction Conditions (NOAA Fisheries Southeast Regional Office)* will be adhered to during construction of the proposed project.
5. The most recent version of the USFWS- and FWC-approved *Standard Manatee Conditions for In-Water Work* will be adhered to during construction of the proposed project.
6. Manatee County commits to reinitiating consultation during design and permitting with NMFS for the smalltooth sawfish and providing the information necessary to determine the type, degree, and extent of potential impacts to the smalltooth sawfish by the proposed project. Manatee County will develop mitigation measures in consultation with the NMFS to offset unavoidable impacts.
7. Manatee County commits to reinitiating consultation during design and permitting with NMFS for EFH and providing the information necessary to determine the type, degree, and extent of impacts to EFH by the proposed project. Manatee County will develop mitigation measures in consultation with the NMFS to offset unavoidable impacts.
8. Manatee County will delineate project seagrass beds, which are not anticipated to be impacted, with floating buoys to reduce the potential for unforeseen impacts to the beds.
9. Mooring of work barges or vessels shall maintain at least 1.5 feet clearance above the water body bottom to allow sturgeon passage and to minimize potential disturbance to bottom sediments and submerged aquatic vegetation.

10. Manatee County will coordinate with FDEP during the design and permitting phase of the project to appropriately address any SSL requirements.

6. SELECTED ALTERNATIVE

Based on engineering and environmental comparative analysis documented in the PD&E Study, a Preferred Alternative was selected. The Preferred Alternative is described in Section 1.2.2 of Attachment 1. Upon completion of the public review process and the public hearing, the recommended Preferred Alternative is anticipated to become the Selected Alternative in the Final State Environmental Impact Report (SEIR).

7. ☒ APPROVED FOR PUBLIC AVAILABILITY (Before public hearing when a public hearing is required)

Jeffrey W. James 11-8-2024

Environmental or Project Development Manager or Administrator — Date

8. PUBLIC INVOLVEMENT

1. ☐ A public hearing is not required.
2. ☒ A public hearing will be held December 4, 2024. This draft document is publicly available and comments can be submitted to FDOT or Manatee County until December 16, 2024.

Manatee County Contact Information: Anthony Russo, P.E.
Manatee County Project Manager
Manatee County Public Works
1022 26th Avenue East
Bradenton, FL 34208
Phone: (941) 708-7450 ext. 7349
info@forthamerroad.com

3. ☐ A public hearing was held _____ and the transcript is available.
4. ☐ An opportunity for a public hearing was afforded and was documented _____.

9. APPROVAL OF FINAL DOCUMENT

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

The final SEIR reflects consideration of the PD&E Study and the public hearing.

_____ ___ / ___ / ___

District Secretary or Designee — Date

10. SUPPORTING INFORMATION

See Attachment 1.

Attachment 1

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1 PROJECT DESCRIPTION AND PURPOSE AND NEED

1.1 PROJECT DESCRIPTION

Manatee County is conducting a Project Development & Environment (PD&E) Study to evaluate a 3.8-mile segment of the existing Fort Hamer Road from Upper Manatee River Road to US 301, within unincorporated Manatee County.

This project proposes the potential widening of approximately 3.8 miles of the existing two-lane, undivided Fort Hamer Road up to four lanes. The bridge (Bridge #134123) included within the project limits, carrying Fort Hamer Road across the Manatee River, is also proposed to be widened to four lanes. Fort Hamer Road provides a crucial north-south connection across the Manatee River as one of four crossings of the river. It also runs adjacent and parallel to I-75, serving as a potential north-south alternate route to I-75 during periods of congestion and major traffic-related incidents.

Fort Hamer Road is classified as "Minor Arterial" and consists of two undivided 12-foot lanes along most of the roadway. An open drainage system with grass swales provides stormwater conveyance along both sides of the existing roadway. The posted speed limit is 45 miles per hour (mph), and the context classification is C3R-Suburban Residential. The existing fixed span bridge over the Manatee River consists of two undivided 12-foot lanes. It was constructed in 2017 and is in good condition. The existing clearances of the main bridge span include a minimum 26-foot vertical clearance above mean high water and a minimum 75-foot horizontal clearance measured perpendicular to the navigable channel of the Manatee River. The proposed project is not anticipated to alter the existing navigable channel required clearances.

A continuous five-foot sidewalk is present on the east side of Fort Hamer Road from the southern project limit across the bridge. North of the bridge, a continuous five-foot sidewalk is present on the west side of the road to the northern project limit. Intermittent sidewalks also occur on the east side of the road north of the bridge. Designated 5-foot-wide bicycle lanes are present along the road and bridge for the length of the project. The Sarasota-Manatee Metropolitan Planning Organization's (MPO) Active Transportation Plan includes Fort Hamer Road in the Alignment Vision Network. As such, bicycle, and pedestrian facilities (including sidewalks/marked bicycle lanes/shared-use paths) are proposed to be accommodated as part of the project.

The existing roadway right-of-way (ROW) varies from 84 feet to more than 120 feet. Additional ROW is anticipated to accommodate the proposed improvements, including for stormwater facilities. **Figure 1** shows the Project Location Map and study limits.

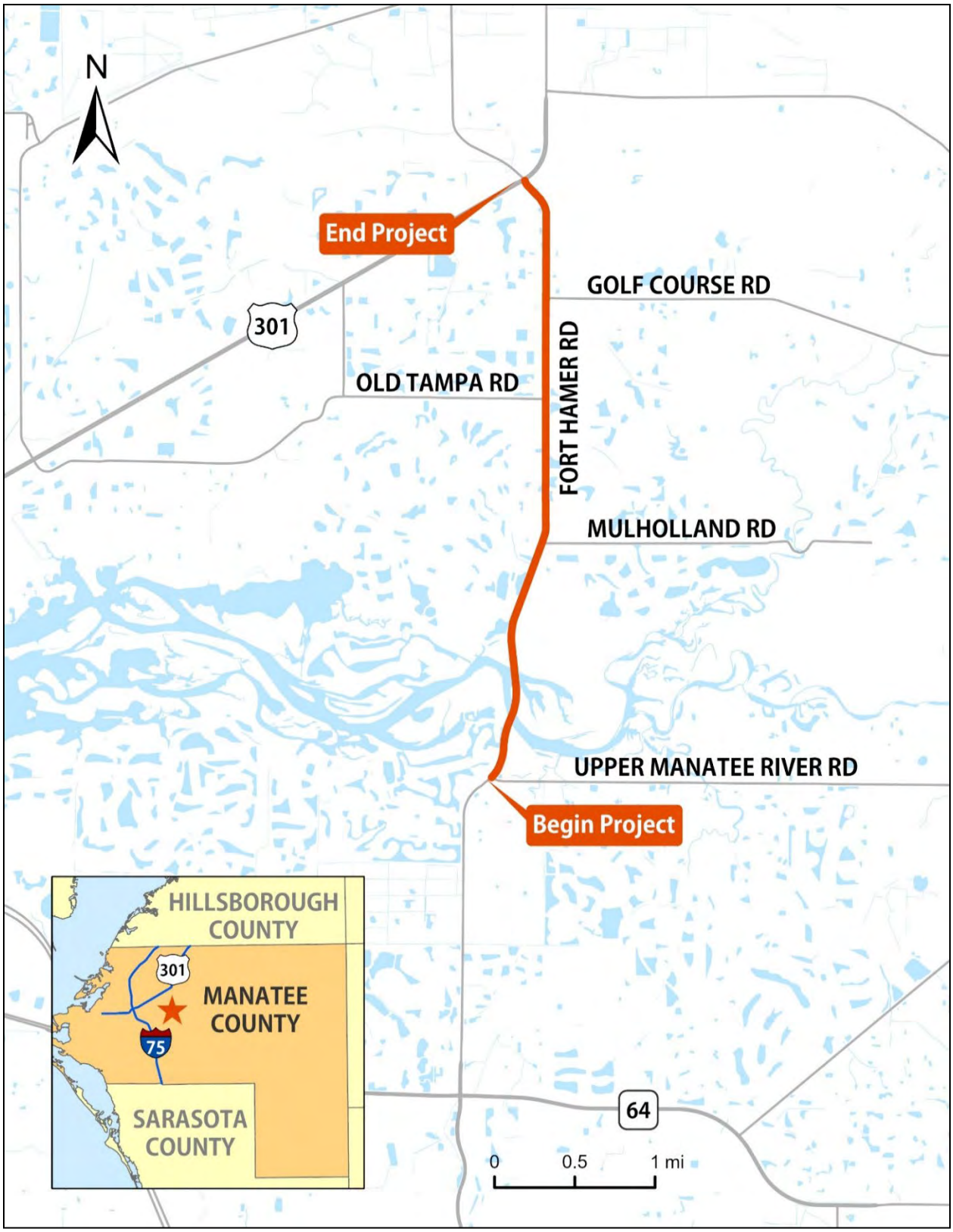

Figure 1: Project Location Map

1.2 PREFERRED ALTERNATIVE

Initial alternatives were screened for impacts, as well as ability to address the project purpose and need. A 120-foot proposed corridor width was evaluated for initial impacts associated with widening the existing roadway to the left only, to the right only, or on center. An optimized alignment that meandered along the project length was identified as having the least impacts.

Viable alternatives along the optimized alignment were developed in more detail and presented at the Alternatives Public Information Meeting. Two build alternatives were developed:

- Alternative 1 – with signalized intersections
- Alternative 2 – with roundabout intersections

The No-Build Alternative assumes no improvements to the roadway except for routine maintenance. The No-Build remains a viable alternative throughout the PD&E Study. The Preferred Alternative (Alternative 2) from the Preliminary Engineering Report, best meets the project's purpose and need while balancing impacts and costs.

The Preferred Alternative roadway typical section (**Figure 2**) includes a raised median, two lanes in each direction, bicycle lanes, a shared use path on one side, and a sidewalk on the other. The Preferred Alternative bridge typical section (**Figure 3**) includes a new structure for two southbound lanes with a shared use path, and a reconfigured existing structure for two northbound lanes with a wider sidewalk. The roadway will utilize a 40 mile-per-hour (mph) design and posted speed, while the bridge will utilize a 45 mph design speed and posted at 40 mph. Approximately 35 acres of additional ROW will be needed from 45 parcels. The Preferred Alternative best meets the project purpose with:

- Additional travel lanes for vehicle capacity
- New roundabout intersections for enhanced operations and safety
- New raised median for improved safety
- Additional sidewalk for accessibility
- New shared use path for multimodal accommodations

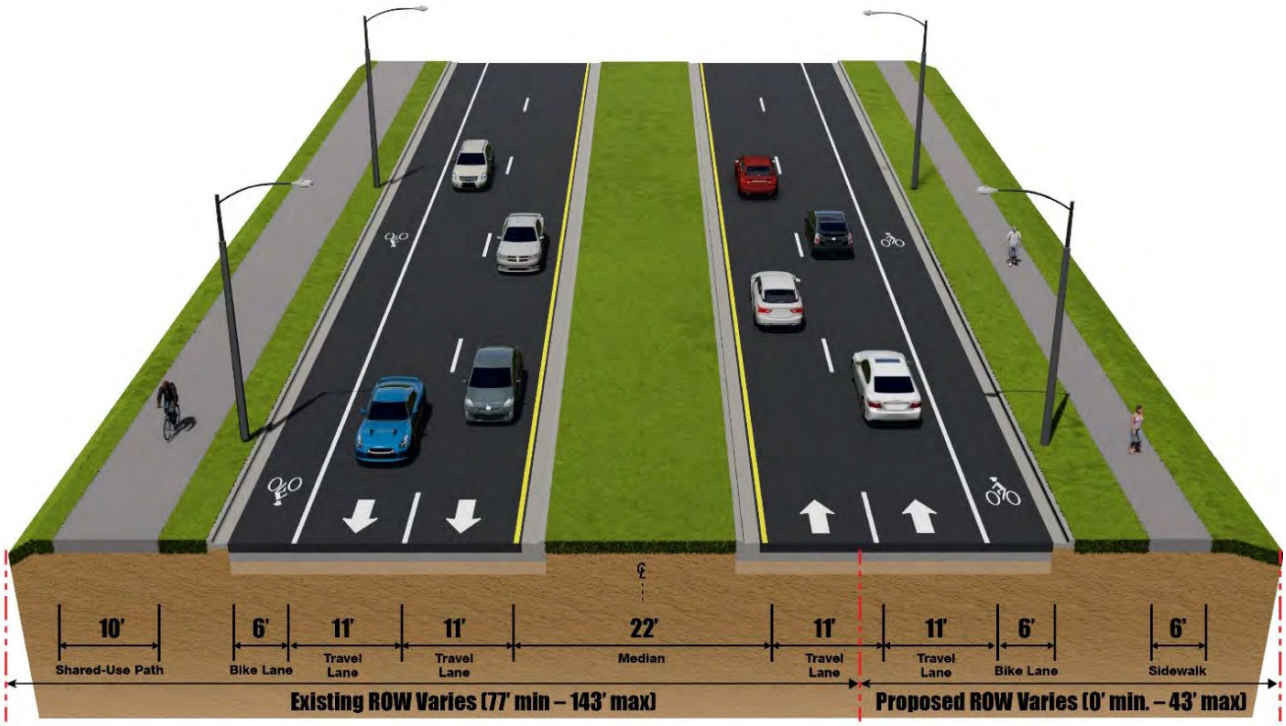

Figure 2: Preferred Alternative Roadway Typical Section

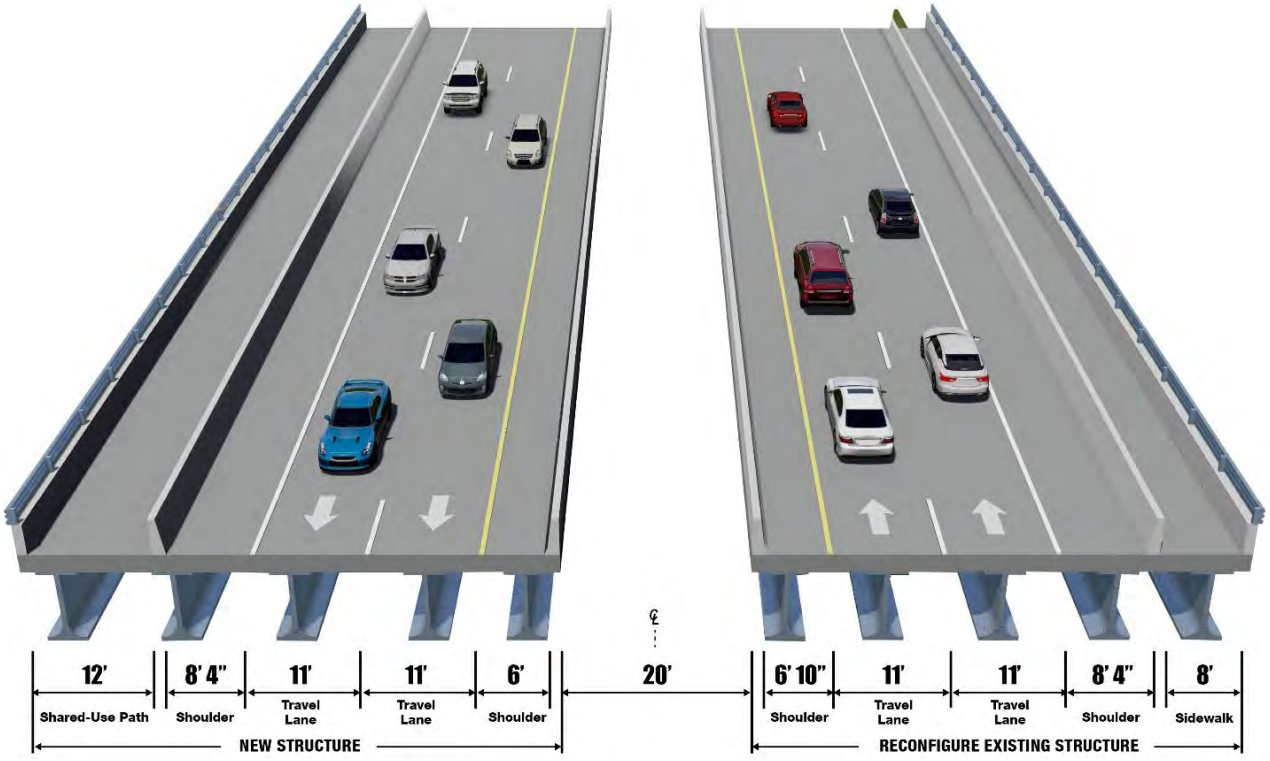

Figure 3: Preferred Alternative Bridge Typical Section

1.3 PURPOSE AND NEED

The purpose of this project is to address capacity and transportation demand of Fort Hamer Road (including Bridge #134123) from Upper Manatee River Road to US 301 within Manatee County. Other goals of the project are to enhance safety conditions and accommodate multimodal activity within the area. The need for the project is based on the following:

1.3.1 Capacity

The existing and preliminary projected future conditions of the Fort Hamer Road project corridor are listed below. The 2022 existing Annual Average Daily Traffic (AADT) along the project corridor was obtained from Manatee County's July 2023 Transportation Concurrency Link Sheet. The 2050 future AADT was preliminarily forecasted by using the FDOT District One Regional Planning Model (D1RPM) output volume for 2045, then applying an annual growth rate for five years out to 2050. The service volume thresholds used to determine the Level of Service (LOS) were derived from the generalized service volume tables published in FDOT's 2023 Quality/Level of Service Handbook.

Existing Conditions (2-Lane Undivided)

2022 AADT: 13,500 / LOS C

Future Conditions (2-Lane Undivided, No-Build)

2050 AADT: 22,900 / LOS F

Future Conditions (4-Lane Divided, Build)

2050 AADT: 36,100 / LOS D

Under the Future No Build condition, if no capacity improvements occur to the roadway and bridge, the facility is anticipated to operate at LOS F by 2050. A facility operating at LOS F has reached a point where the demand has exceeded capacity. LOS F is characterized by stop-and-go traffic movement, poor travel times, low comfort and convenience, and increased crash exposure. During periods of congestion and major traffic-related incidents on I-75, Fort Hamer Road helps to relieve congestion and accommodate traffic as a continuous north-south alternate route to the adjacent, parallel I-75 crossing of the Manatee River.

1.3.2 Transportation Demand

There are several large residential and mixed-use developments along the corridor of Fort Hamer Road, either recently built, under construction, or planned to be constructed, including Kingsfield, Chelsea Oaks, Waterlefe, Cross Creek, Lakeside Preserve, Windwater, Travis 55, and River Wilderness. Based on the FDOT D1RPM, revised to account for the area developments, the population along the corridor is expected to grow by 153% from 15,213 in 2015 to 38,447 in 2045 (4.93% annual growth rate) and employment is expected to increase by 135% from 941 in 2015 to 2,211 in 2045 (4.35% annual growth rate).

As all motorists crossing the Manatee River are limited to using the four existing bridges along arterial roadways, the projected increase in traffic volumes is expected to lead to further congestion and increased travel times for automobile trips. Fort Hamer Road is planned to be extended north to the county line and is identified as a four-lane facility on the 2045 Future Traffic Circulation Number of Lanes Map of the Manatee County Comprehensive Plan.

1.3.3 Safety

Crash data along the project corridor was obtained from Signal Four Analytics for a five-year period from January 1, 2018 to December 31, 2022. During the five-year period, 159 crashes occurred. This data indicates that the five-year average crash rate (i.e., crashes per million vehicle miles traveled) for the project corridor is 2.08. This is higher than the statewide average crash rate for similar facilities (Suburban 2-3 Lanes, 2-Way Undivided), which is 1.23.

Of the 159 crashes, there were zero fatalities; however, there were seven crashes with incapacitating injuries and 16 with non-incapacitating injuries. Crash locations are spread throughout the corridor; however, there are crash hot spots at the following Fort Hamer Road intersections: Mulholland Road, Old Tampa Road, and US 301. Rear-end, off-road, and left-turn crashes were the most common crash types recorded. Rear-end crashes are typically associated with congestion. Without any improvements to the corridor, increasing traffic volumes are anticipated to lead to more congestion and, in turn, crashes.

1.3.4 Modal Interrelationships

Fort Hamer Road currently contains designated bicycle lanes throughout the length of the project corridor. A continuous sidewalk is present on the east side of the road from the southern project limits across the bridge. North of the bridge, a continuous sidewalk is present on the west side of the road to the northern project limit. Intermittent sidewalks also occur on the east side of the road north of the Fort Hamer Bridge. Accommodating bicycle and pedestrian activity within the corridor is particularly important given that this activity is expected to increase with the growing number of residential developments within this area. The Sarasota/Manatee MPO's Active Transportation Plan includes Fort Hamer Road in the Alignment Vision Network, which identifies locations for focused bicycle and pedestrian infrastructure improvements to address gaps in these networks to provide regional connectivity.

1.3.5 Project Status

The proposed improvements on Fort Hamer Road are noted on the Local Jurisdiction Needs List of the Sarasota/Manatee MPO's Transportation Improvement Program (TIP) for Fiscal Years 2023/2024-2027/2028. The improvements are not currently identified in the Sarasota/Manatee MPO's 2045 Long Range Transportation Plan (LRTP) but are anticipated to be included in the Sarasota/Manatee MPO's 2050 LRTP.

Manatee County's Capital Improvement Plan (CIP) for Fiscal Years 2024-2028 includes PD&E Study funding for Fort Hamer Road from Upper Manatee River Road to Manatee Avenue (CIP numbers 6054767 & 6054768).

The FDOT 2024-2029 Five-Year Work Program includes funding for Fort Hamer Road Design (FPID 452852-1) and Fort Hamer Bridge Design and Permitting (FPID 452856-1). The two design projects limits differ from the PD&E limits and extend from Upper Manatee River Road to Moccasin Wallow Road, past the PD&E study northern limit at US 301. The project was included in the 2023/2024-2026/2027 State Transportation Improvement Program (STIP) for the design phase.

Manatee County is funding and conducting the PD&E Study. Manatee County is maintaining eligibility for federal funding for future phases. The project will become a Local Agency Program (LAP) project once it goes into Design.

2 ENVIRONMENTAL ANALYSIS

The following sections summarize the results of the social and economic, cultural, natural, and physical studies conducted as part of the PD&E Study. An Alternatives Environmental Matrix (**Table 1**) is provided below to summarize how the evaluation criteria compare between the alternatives.

Table 1: Alternatives Evaluation Matrix

Evaluation Factors		No-Build	Alternative 1 Signals	Alternative 2 Roundabouts
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
Environmental Impacts	Archaeological and Historical Resources (potential)	None	Moderate to High	Moderate to High
	Parks/Recreational Areas or Section 4(f) Resources	None	Yes*	Yes*
	Wetlands (acres)	0 ac	3.6 ac	3.6 ac
	Other Surface Waters (acres)	0 ac	4.6 ac	4.6 ac
	Floodplains (acres)	0 ac	12.6 ac	12.6 ac
	Protected Species and Habitat (potential)	None	Low to Moderate	Low to Moderate
	Contamination Sites (ranked as high/medium risk) (number)	0/0	0 / 17	0 / 17
	Highway Traffic Noise (# receptors)	0	~25	~25
Right-of-way Impacts	Utilities Relocated	None	Electric, Water, Com.	Electric, Water, Com.
	Right-of-way (acres)	0 ac	34 ac	35 ac
	Parcels (number)	0	45	45
	Residential Relocations (number)	0	0	0
	Business Relocations (number)	0	0	0
Costs (current year $)	Design	$0	$12.5 M	$12.5 M
	Wetland Mitigation	$0	$1.2 M	$1.2 M
	Right-of-way	$0	$9.1 M	$10.4 M
	Construction	$0	$147.4 M	$151.4 M
	Construction Engineering & Inspection	$0	$14.6 M	$15.0 M
	Total Estimated Project Costs**	$0	$184.8 M	$190.5 M

* Minor impacts to Fort Hamer Park are likely for roadway and pond improvements.

** Total estimated project costs do not include utility relocations, environmental permits, or contamination remediation.

Advanced notification was given to agencies through an Environmental Technical Advisory Team (ETAT) review for the Efficient Transportation Decision Making (ETDM) Programming Screen (No. 14536). The information provided through the ETDM programming screen included the purpose and need, a description of the project, and a preliminary environmental discussion. Recipient agencies were asked to review and comment on the information provided between November 20, 2023 and January 4, 2024. The Programming Screen Summary Report was re-published on March 13, 2024 and includes a summary of the comments received.

ETAT agencies rate the potential environmental impacts of the project from 0 (none) to 5 (potential dispute). No agencies rated the project above a 3 (moderate) degree of effect to any of the environmental categories.

2.1 SOCIAL AND ECONOMIC

As the proposed Preferred Alternative would be constructed mostly within the existing ROW, direct impacts to existing community features are not anticipated. For indirect impacts, a study area within 1,320 feet of the Fort Hamer study corridor was examined for Social and Economic impacts as described in the following sections.

2.1.1 Social

Based on the *Sociocultural Effects Evaluation* (SCE) completed for this project, the proposed improvements will not cause disproportionately high and adverse effects on any low-income, disadvantage, minority, or other special populations in accordance with the provisions of Executive Order 12898 and Federal Highway Administration (FHWA) Order 6640.23a. The widening of the Fort Hamer Road from Upper Manatee River Road to US 301 is not anticipated to subdivide neighborhoods or separate residences from key community facilities. The SCE included an analysis of whether the proposed improvements would affect community cohesion, access to community services and community features, environmental justice and civil rights, land use changes, mobility, ROW, and relocations.

This project has been developed in compliance with Title VI of the Civil Rights Act of 1964 and other Federal and State of Florida nondiscrimination authorities. Neither FDOT nor this project will deny the benefits of, exclude the participation in, or subject to discriminate anyone based on race, color, national origin, age, sex, religion, disability, or family status.

Demographics

An analysis of potential Environmental Justice (EJ) populations was conducted using American Community Survey (ACS) 5-Year Estimates (2017-2021) data for United States (U.S.) Census block groups that overlap the project study area. The demographic analysis was conducted by comparing the population characteristics of each U.S. Census block group in the study area to those of Manatee County.

The study area has a minority population (11.12%) that is less than Manatee County's minority population (29.82%). The minority populations in **Table 2** and **Figure 4** show that

most of the study area contains minority populations well below the county-wide averages.

The median family income for the U.S. Census block groups composing the study area is $113,646; this is $33,459 higher than the median family income for Manatee County. Also, the average percentage of Manatee County households reporting poverty within the past twelve months (within the time frame of the 2021 Five-Year ACS) is 9.31%. The study area U.S. Census block groups have a lower percentage of households below poverty level than average, as shown through **Table 3** and **Figure 5**. The study area population percentage with less than a high school education is lower (1.67%) than the percentage for Manatee County (6.18%). The study area has an unemployment rate of 2% which is lower than the County's unemployment rate of 5%.

The percentage of households reporting Limited English Proficiency (LEP) within the study area is summarized through **Table 3** and **Figure 6** and is below the county-wide percentage of 6.74%.

The percentage of population age 65 and over within the study area is 24.82%; this is similar to the county percentage (27.48%). **Table 4** and **Figure 7** show the age demographic data and where these U.S. Census block groups are located.

Based upon review of the study area demographics and project effects, the Preferred Alternative is not anticipated to have disproportionate effects on minority, low-income, LEP, or elderly populations.

Table 2: Race and Ethnicity Demographic Data

Geography (U.S. Census Block Group)	Total Population Estimate	White alone, Not Hispanic or Latino	Black or African American alone	Hispanic or Latino (of any race)	Asian alone	Some other race alone[1]	Two or more races:	Minority
Manatee County	394,824	70.2%	8.3%	16.7%	2.2%	3.1%	5.6%	29.8%
120810019091	2,245	95.2%	2.2%	2.0%	0.5%	0.0%	0.5%	4.8%
120810019103	2,022	88.8%	5.8%	0.0%	3.3%	0.0%	2.1%	11.2%
120810019113	2,614	83.2%	1.4%	10.4%	0.6%	1.7%	13.1%	16.8%
120810019131	1,947	86.9%	1.5%	3.8%	3.4%	0.4%	6.5%	13.1%
120810019132	1,182	83.0%	12.2%	2.8%	0.0%	1.1%	2.0%	17.0%
120810020181	3,424	65.0%	0.0%	35.0%	0.0%	0.0%	0.0%	35.0%
120810020182	1,354	98.7%	0.0%	0.0%	0.0%	0.0%	1.3%	1.3%
120810020251	852	96.5%	3.5%	0.0%	0.0%	0.0%	0.0%	3.5%

Source: 2021 American Community Survey 5-Year Estimates

Table 3: Income and Household Demographic Data

Geography (U.S. Census Block Group)	Total Population Estimate	Total Households Estimate	% Households Reporting Income Below Poverty Level	% Households Reporting Limited English Proficiency
Manatee County	394,824	108,508	9.31%	2.70%
120810019091	2,245	1,016	4.04%	0.00%
120810019103	2,022	695	2.30%	0.00%
120810019113	2,614	747	4.82%	2.56%
120810019131	1,947	682	1.17%	0.00%
120810019132	1,182	381	7.61%	2.33%
120810020181	3,424	1,057	0.00%	0.00%
120810020182	1,354	380	5.00%	0.00%
120810020251	852	407	0.00%	0.00%

Source: 2021 American Community Survey 5-Year Estimates

Table 4: Age Demographic Data

Geography (U.S. Census Block Group)	Total Population Estimate	Population Age 65+	Percent Population Age 65+
Manatee County	394,824	108,508	27.48%
120810019091	2,245	1,061	47.26%
120810019103	2,022	362	17.90%
120810019113	2,614	491	18.78%
120810019131	1,947	355	18.23%
120810019132	1,182	175	14.81%
120810020181	3,424	397	11.59%
120810020182	1,354	543	40.10%
120810020251	852	446	52.35%

[1] Includes *American Indian and Alaska Native* and *Native Hawaiian and Other Pacific Islander*

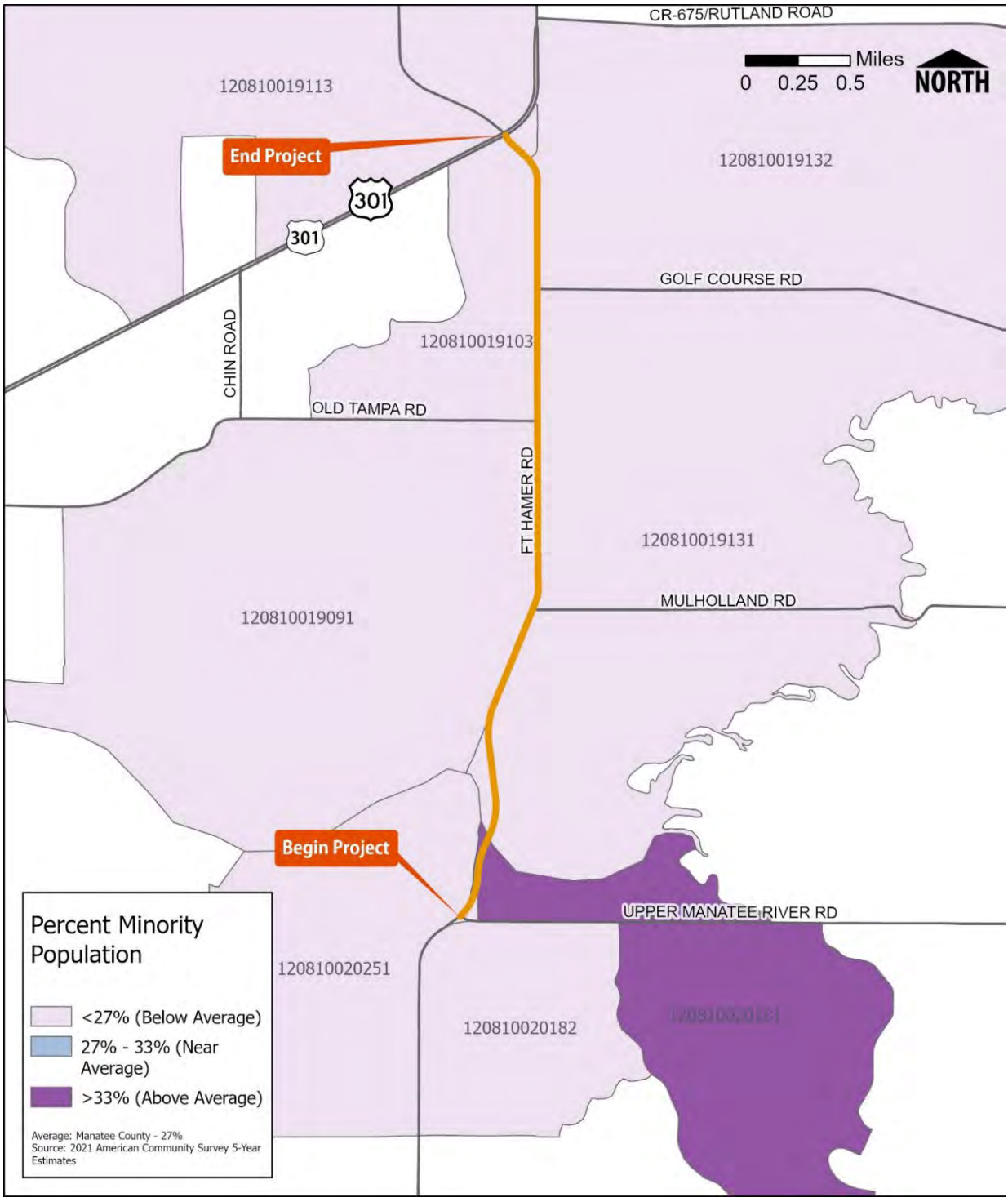

Figure 4: Minority Population Map

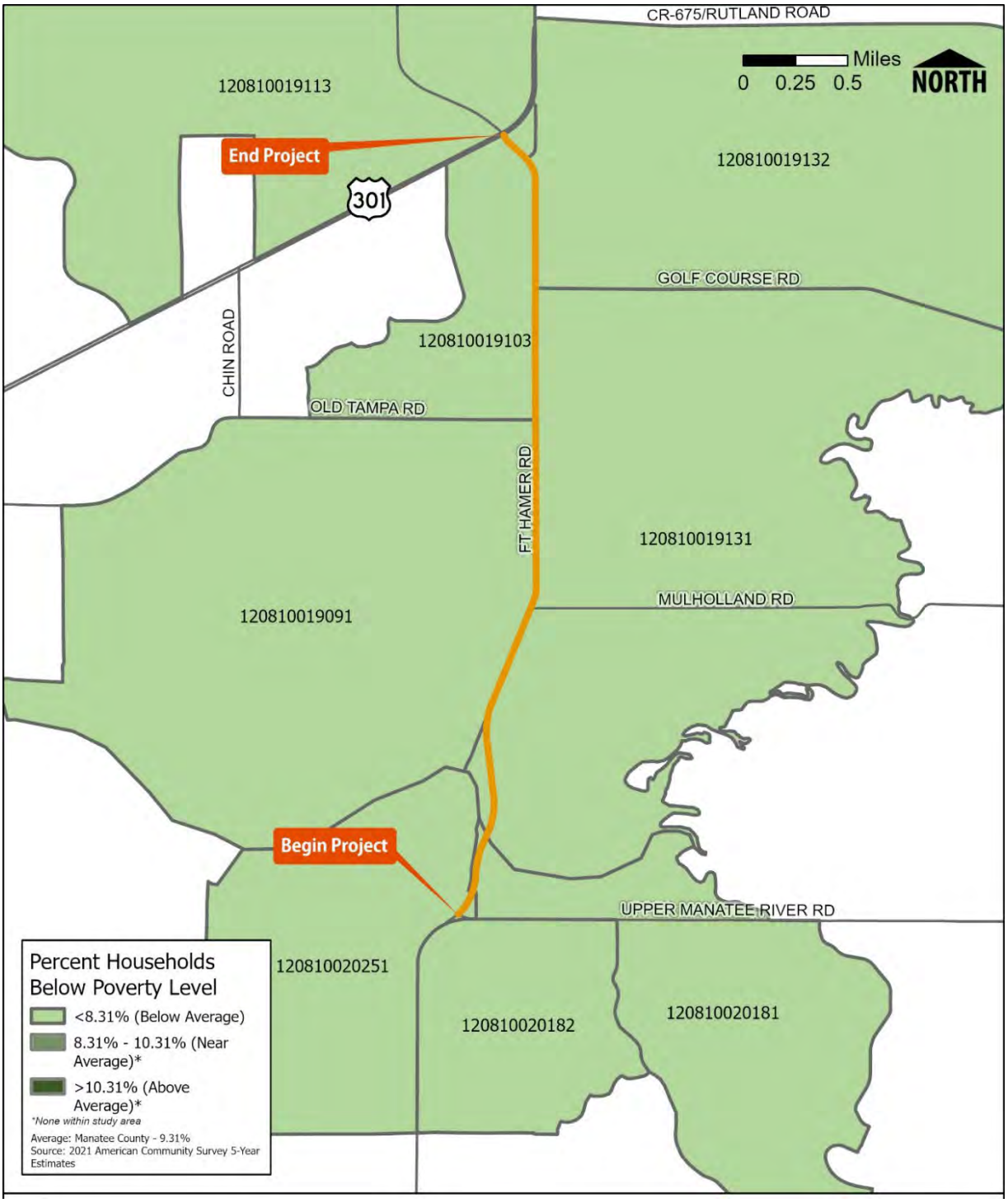

Figure 5: Households Below Poverty Level Map

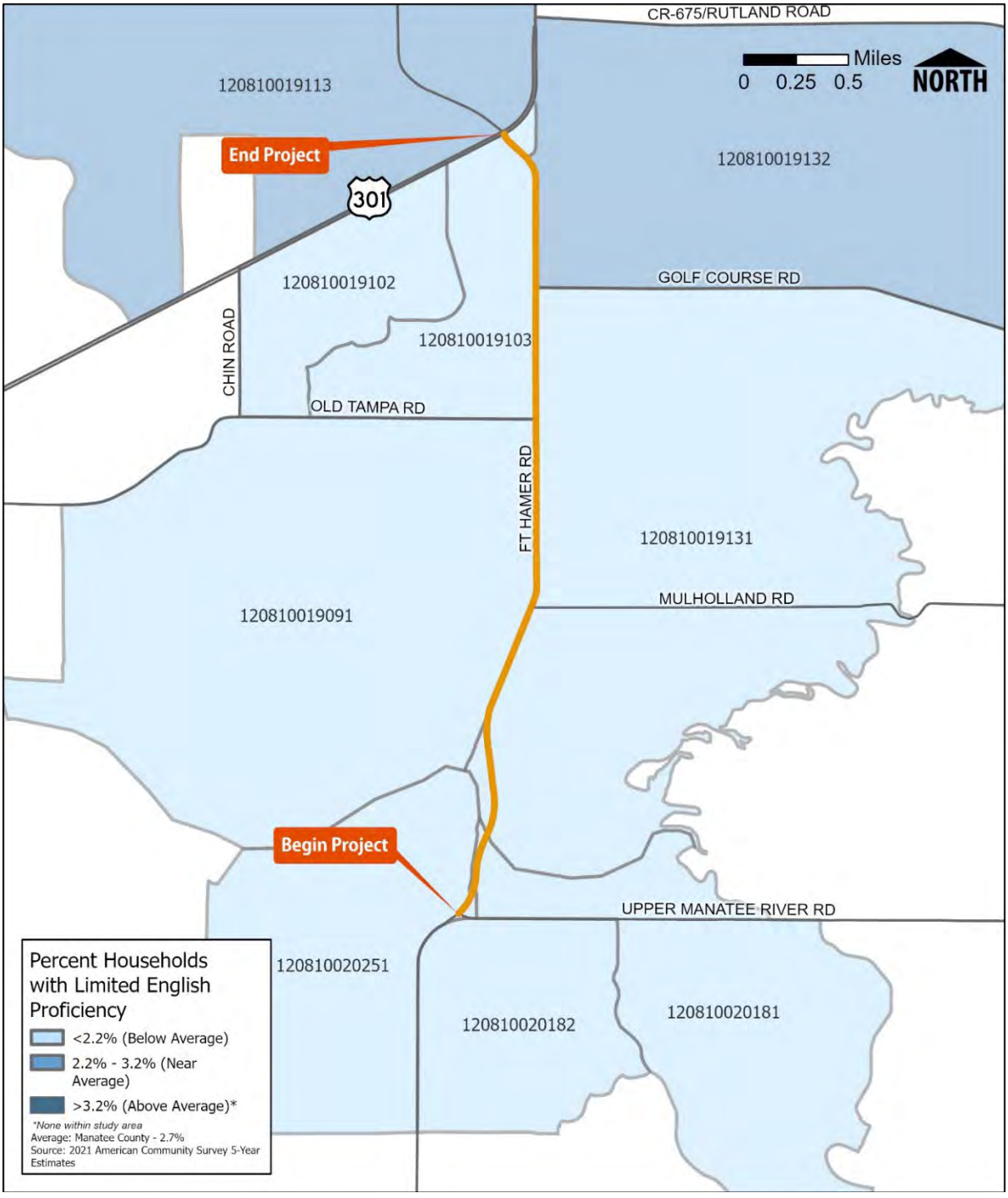

Figure 6: Limited English Proficiency Map

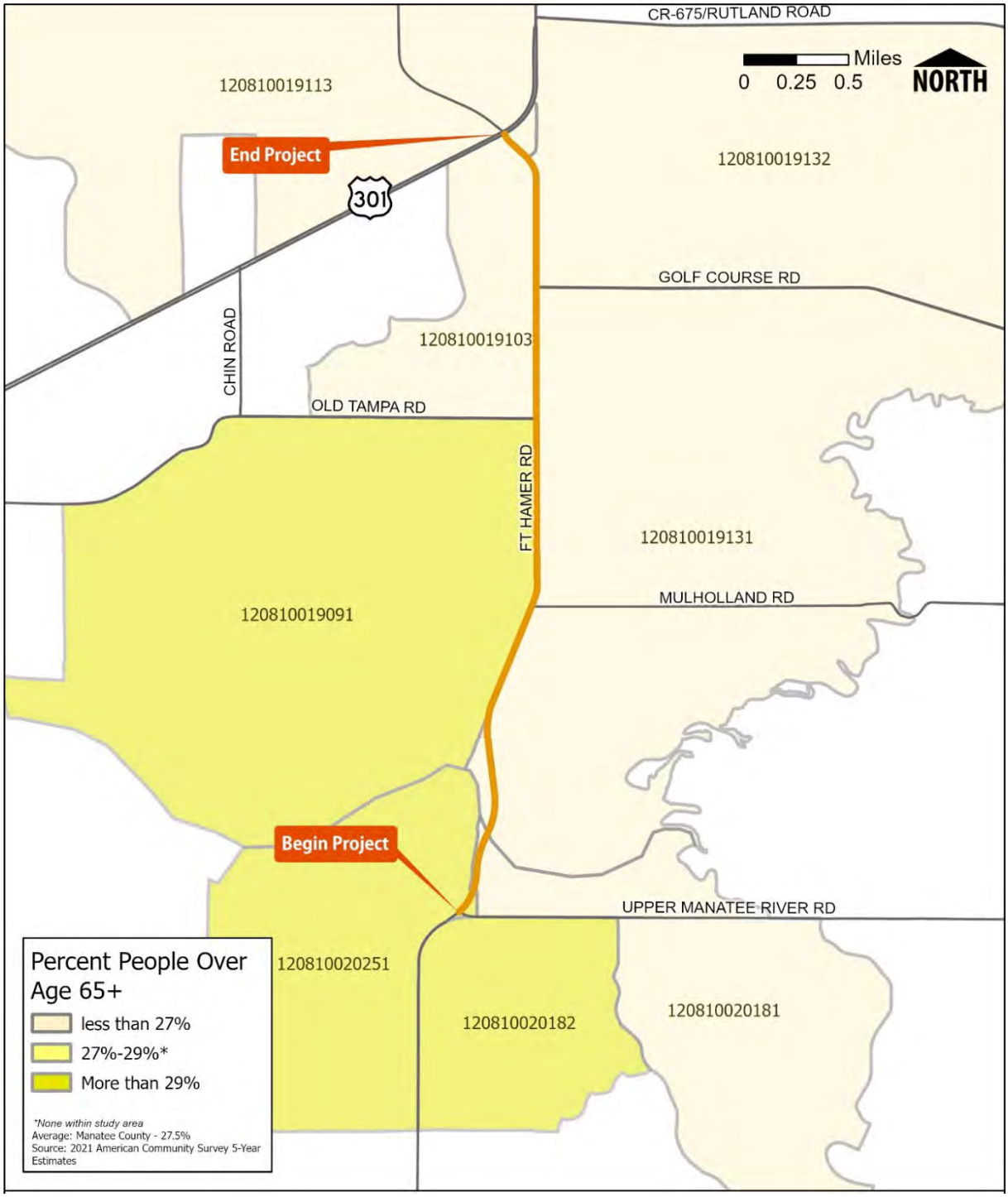

Figure 7: Elderly Population Map

Based upon review of the study area demographics and project effects, the Preferred Alternative is not anticipated to have disproportionate effects on minority, low-income, LEP, or elderly populations.

Community Cohesion

The community focal points within the study area are listed in **Table 5**. Community focus points within the study area include one religious center, parks and trails, one healthcare facility, two schools, a fire station, and two golf courses as shown in **Figure 8**.

Table 5: Community Focal Points

Site Name	Location	Description
Annie Lucy Williams Elementary School	3404 Fort Hamer Road Parrish, FL 34219	A Manatee County school with 833 students
Discovery Montessori Academy of Parrish	5428 Fort Hamer Road, Parrish, FL 34219	A private school for students from 18 months to 2nd grade
Fort Hamer Dental Care	12106 US 301, Parrish, FL 34219	Dental facility in Parrish
Fort Hamer Park and Boat Ramp	1605 Fort Hamer Road Parrish, FL 34219	A public park in Parrish
Hidden Harbor Park (Construction funded for FY 2024)	1625 Fort Hamer Road, Parrish, FL 34219	Community park with planned recreational facilities
North River Church	5517 Fort Hamer Road Parrish, FL 34219	A Baptist Christian Church in Parrish
Parrish Fire District Station 1	12132 US-301, Parrish, FL 34219	A Manatee County fire station
The Club at River Wilderness	2250 Wilderness Boulevard W, Parrish, FL 34219	An 18-hole golf course
Upper Manatee River State Canoe Trail	From Gamble Creek to the Lake Manatee Dam, with a public launch point at Fort Hamer Boat Ramp	A 5-mile segment of the Manatee County Blueway paddling trails suitable for all skill levels to enjoy
Waterlefe Golf & River Club	1022 Fish Hook Cove, Bradenton, FL 34212	An 18-hole golf course

The Fort Hamer Park and the Upper Manatee River State Canoe Trail are existing public recreational facilities within the study area. The Fort Hamer Park provides several amenities to the public, including a boat ramp, dock, pavilion rental, and picnic tables. Manatee County also has plans to construct Hidden Harbor Park, which will include additional recreational opportunities along the Manatee River.

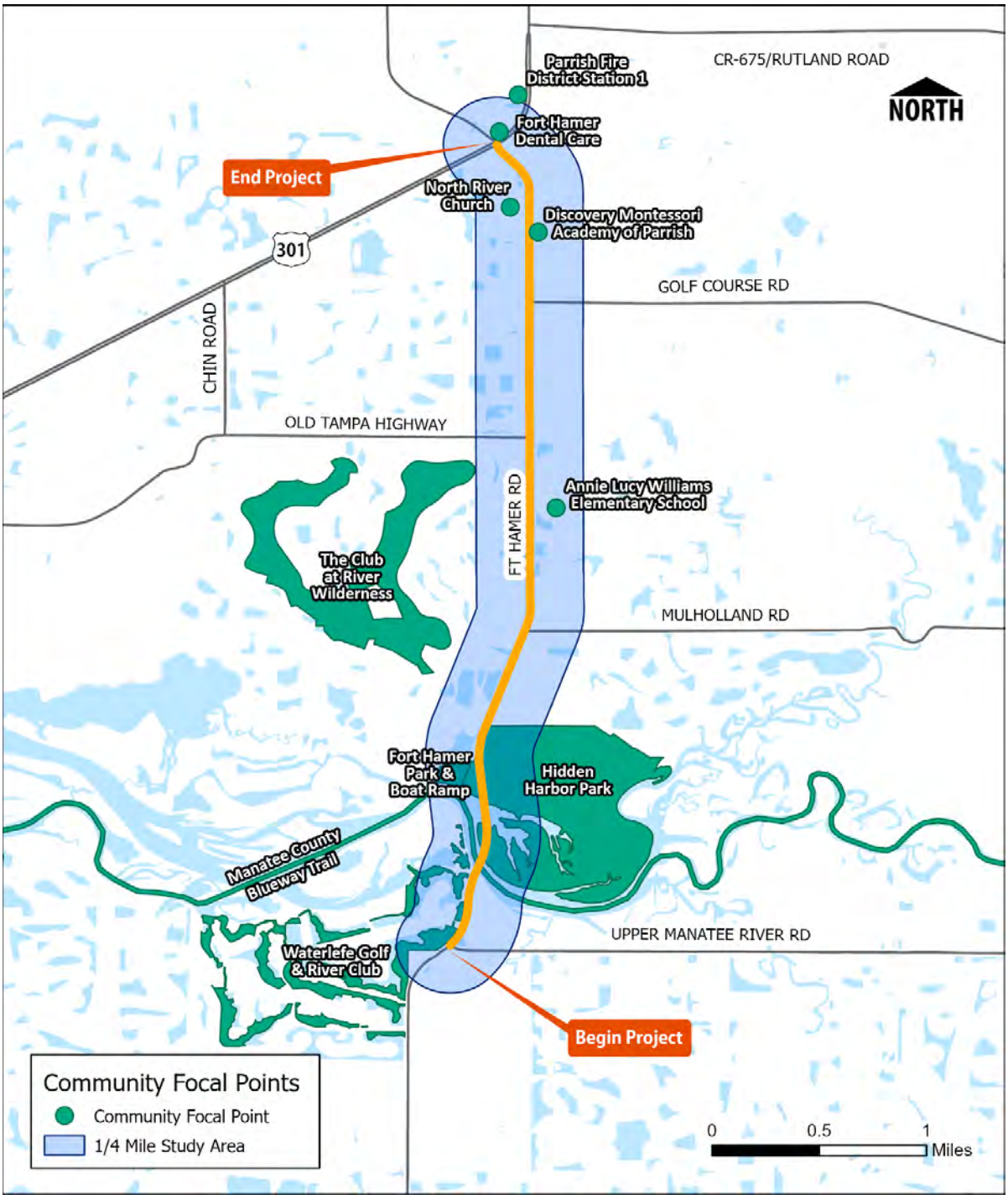

Figure 8: Community Characteristics Map

2.1.2 Economic

The improvements associated with the Preferred Alternative are anticipated to enhance the economic conditions in the adjacent community by reducing traffic congestion and travel times along Fort Hamer Road. The proposed widening will accommodate the future growth anticipated in the area.

Temporary access impacts to businesses during construction should be limited to off-peak hours and mitigated with properly signed diversions or detours. The economic effects during construction are temporary and not significant.

Business and Employment

Based on figures produced by the U.S. Census Bureau reported in the 2021 Longitudinal Employer-Household Dynamics (LEHD) database, the 1,320-foot project buffer currently supports 73 jobs primarily in the real estate and construction industry sectors. The proposed project capacity and traffic operational improvements are anticipated to enhance business and employment opportunities both locally and regionally by aiding in the efficient movement of goods, people, and services. The enhanced business and employment opportunities will directly benefit the local and state economies.

Tax Base

While the proposed project improvements will be designed to minimize ROW acquisition to the greatest extent practicable, some parcels may need to be acquired for the project. It is not anticipated that the project will significantly affect property values in the study area. By bringing the roadway up to standards, the project improvements are intended to enhance the physical use and aesthetics of the corridor. This, in turn, may make the area more appealing to businesses and lead to increased business activity/investment and have long term positive effects on the community's economic well-being and the tax base.

Traffic Patterns

There may be temporary modifications to the existing traffic patterns during construction of this project. While no permanent adverse impacts to navigation are anticipated with the proposed widening, temporary closures of the waterway under the bridge, as approved by the United States Coast Guard (USCG), may occur during construction.

Business Access

Access to and visibility of proximate businesses/properties may temporarily be affected and/or modified as a result of the project given the presence of private driveway connections along the project corridor. However, the proposed project is expected to enhance access to local businesses and the economic conditions of the area by addressing the deficient operational capacity of the roadway in the future condition and accommodating projected increased area growth. Additionally, the potential provision of bicycle and pedestrian facilities could improve multimodal access to the corridor businesses. Access management improvements were evaluated during the PD&E Study.

Special Needs Patrons

The proposed improvements are not anticipated to have any impact on special needs patrons of businesses within the project limits. The project is expected to enhance the connection to employment opportunities and essential services for transportation disadvantaged populations within the area [including individuals that are low-income, under/just at driving age or otherwise unable to drive, and housing units with no vehicle available] by bringing the existing corridor up to current standards through the provision of roadway safety enhancements, such as the inclusion of bicycle and pedestrian facilities, a lower posted speed limit, and roundabout intersections to calm traffic. The bicycle and pedestrian facility improvements, in turn, will help to address gaps in the bicycle and pedestrian network across the Manatee River (including connections to transit service) across the Manatee River and/or connect to transit along US 301.

2.1.3 Land Use Changes

The Preferred Alternative is not anticipated to affect the existing character or use of the surrounding area. The project corridor is primarily comprised of residential land uses with natural and agricultural land dispersed throughout. Based on generalized existing land use data (presented by zoning description), the 1,320-foot project buffer consists of residential (46.51%), agricultural (13.16%), and public/semi-public (11.98%) uses with smaller acreages/percentages of vacant residential (4.44%), recreation (1.84%), industrial (0.19%), institutional (0.68%), and retail/office (0.61%) activities.

The 1,320-foot project buffer contains nine residential and mixed-use Planned Unit Developments (PUDs), two parks (Fort Hamer Park and Hidden Harbor Park), and two golf courses (The Club at River Wilderness and Waterlefe Golf & River Club).

According to the Manatee County Future Land Use Map, the area surrounding the project corridor is anticipated to support increased residential densities and intensities and accommodate the existing and proposed development within the area. There are no land use changes anticipated as a result of the proposed improvements.

2.1.4 Mobility

The purpose of this project is to accommodate projected future travel demand by improving capacity and traffic operations as well as safety and multimodal mobility throughout the study limits. Thus, mobility is expected to be enhanced through the Preferred Alternative.

Mobility Choices

Fort Hamer Road currently contains designated five-foot bicycle lanes throughout the length of the project corridor. A continuous five-foot sidewalk is present on the east side of the road from the southern project limit across the bridge. North of the bridge, a continuous five-foot sidewalk is present on the west side of the road to the northern project limit. Intermittent sidewalks also occur on the east side of the road north of the Fort Hamer Bridge. The incorporation of sidewalks, marked bicycle lanes, and/or shared-use paths is anticipated to enhance bicycle and pedestrian mobility. Accommodating bicycle and

pedestrian activity within the corridor is particularly important given that this activity is expected to increase with the growing number of residential developments within the area. The Sarasota/Manatee MPO Active Transportation Plan includes Fort Hamer Road in the Alignment Vision Network, which identifies locations for focused bicycle and pedestrian infrastructure improvements to address gaps within the network with a focus on regional connectivity.

Increasing bicycle and pedestrian connectivity is a major goal of local governments in the area. Policy 5.0.2.2 of the Manatee County Comprehensive Plan notes to “encourage transportation improvements for bicycle and pedestrian movement that will result in development of bicycle and pedestrian networks coordinated with transportation and transit improvements,” and Policy 5.4.1.3 states “require, where feasible, the inclusion of bicycle facilities as per Florida Department of Transportation (FDOT) Design Manual 223”.

Currently, there are no transit routes that utilize Fort Hamer Road from Upper Manatee Road to US 301.

Accessibility

The proposed improvements include bringing the existing corridor and bridge up to current accessibility standards. Therefore, the project is expected to benefit transportation disadvantaged populations by addressing gaps in the bicycle and pedestrian network, including connections to transit service along US 301. The transportation disadvantaged populations within the study area, including elderly and low-income populations, are detailed and displayed in Section 2.1.1 (Demographics) of this report. These improvements are anticipated to enhance mobility options which, in turn, can improve access to employment opportunities and essential services.

Connectivity

Safe and convenient crossing of the Manatee River is identified as a priority in the 2045 Sarasota/Manatee MPO 2045 LRTP. The plan notes that improvements to the river crossings are critical in maintaining regional access.

According to the U.S. Census Bureau 2021 Longitudinal Employer-Household Dynamics (LEHD) data, 98.6% of the jobs offered within a quarter-mile of the project corridor are filled by individuals who commute from outside the quarter-mile area. As such, much of this workforce/regional traffic uses the Fort Hamer Bridge and US 301 to access the provided jobs. Fort Hamer Road and Bridge are critical components of the north-south thoroughfare corridor that spans the entire County. The northern limit of the project, US 301, serves as a connection to other major corridors such as I-275, which is a Strategic Intermodal System (SIS) facility.

The project is expected to maintain and enhance a critical link for both regional and local traffic as one of four crossings of the Manatee River on Florida's west coast. Additionally, the potential provision of bicycle and pedestrian facilities on the corridor is anticipated to provide safe movement and connectivity for these modes across the river.

Traffic Circulation

No major changes to traffic patterns are expected as this is an existing corridor. The project is anticipated to provide traffic congestion relief and multi-modal connectivity, improve roadway safety for vehicles and pedestrians, reduce commute times, improve access to evacuation routes, and enhance access to job opportunities. The project involves constructing a second Fort Hamer Bridge, which would be parallel to the existing bridge and will double the capacity of this essential north-south thoroughfare.

2.1.5 Aesthetic Effects

Noise and Vibration

Additional road traffic noise and vibration is possible with the Preferred Alternative. Several residential communities, a church, a dental office, a public school, a private school, two parks, and two golf courses are located within the study area, which are considered noise sensitive sites. As part of the PD&E Study, a Noise Study was completed to address noise impacts and is discussed in **Section 2.4.1**.

During the proposed project construction, temporary noise and vibrations are expected to occur.

Viewshed

The improvements are proposed along an existing roadway and bridge crossing, and the vertical height of the bridge is not anticipated to change. Therefore, viewsheds of the area from both the bridge and the land/water standpoints are not expected to be significantly altered.

Compatibility

According to the Manatee County Future Land Use Map, the area surrounding the project corridor is anticipated to support increased residential densities and intensities. Regarding the compatibility of proposed roundabouts, there is generally support from the stakeholders in the area. There is an existing roundabout nearby on Fort Hamer Road, north of US-301. The proposed roundabouts can improve the physical use and aesthetic appeal of the project corridor as they add operational and safety benefits, are required to have landscaping in the central island, and are required to have lighting and nighttime illumination.

There are no scenic highways along the project corridor or that the project corridor intersects.

2.1.6 Relocation Potential

Residential

There are nine residential and mixed-use PUDs that have been recently built, are under construction, or are planned to be constructed within the 1,320-foot project buffer. These developments include Chelsea Oaks, Cross Creek, Hidden Harbor, Kingsfield, Lakeside Preserve, River Wilderness, Waterlefe, Wildcat Preserve, and an unnamed residential PUD. Potential project impacts to residential parcels range from temporary driveway access closures and/or permanent driveway access modifications.

No residential relocations are anticipated with the Preferred Alternative.

Non-Residential

There are a few prominent businesses and non-residential uses situated along Fort Hamer Road. These include a 7-Eleven, Fort Hamer Dental Care, Bakers Ranch (venue), Cavalli Creek Farms, River Wilderness Golf & Country Club, and Waterlefe Golf & River Club. Access to and visibility of proximate businesses/non-residential properties may temporarily be affected and/or modified as a result of the project given the presence of private driveway connections along the project corridor.

No non-residential relocations are anticipated with the Preferred Alternative.

2.2 CULTURAL

2.2.1 Historic and Archaeological Sites

A *Cultural Resources Assessment Survey* (CRAS) was conducted in October 2024 to locate, identify, and aerially delimit any archaeological sites and historic resources (e.g. structures, buildings, bridges, cemeteries, linear resources, historic districts) within the project's Area of Potential Effect (APE). As defined in 36 CFR Part 800.16(d), and recognized by Chapter 267, F.S., the APE is the "geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist." The CRAS was prepared in accordance with the FDOT PD&E Manual and the *Cultural Resource Management Standards and Operational Manual: Module 3* (Florida Division of Historical Resources [FDHR] 2003). Principal Investigators meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture. The CRAS documents resources' significance in terms of eligibility criteria for listing in the National Register of Historic Places (NRHP). Surveys were completed in accordance with Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-655, as amended), as implemented by 36 CFR 800 (*Protection of Historic Properties*, effective August 2004), as well as Chapters 267 and 373, *Florida Statues* (F.S.), Chapter 1A-46, *Florida Administrative Code* (FAC), and Florida's Coastal Management Program. The results of the CRAS are summarized below.

The archaeological APE is limited to the footprint of roadway construction and proposed pond sites. The historic/architectural APE includes the footprint of construction as well as 150-feet (ft) from the existing ROW in areas that are not subject to road widening, which includes the beginning limits south of Manatee River, Old Tampa Road, and from Britt Road/56th Street E to the end limits of the project. Areas where ROW widening is proposed, the APE was expanded to include resources located within 250 feet from the edge of the existing ROW on the side of the roadway not subject to ROW acquisition (east of the Fort Hamer Road along the Manatee River crossing to north of Mulholland Road, and north of Golf Course Road to Britt Road, and west of Fort Hamer Road from north of River Isle Run to south of 56th Street E) and 350-ft from edge of proposed ROW where road acquisition is proposed (west of Fort Hamer Road along the Manatee River crossing to River Isle Run and east of Fort Hamer Road from north of Mulholland Road to north of Golf Course Road). In addition, historic resources located within 100 feet of proposed pond sites were also surveyed. The fieldwork was conducted in April 2024.

A review of the Florida Master Site File (FMSF) indicated that no archaeological sites have been previously recorded within the APE, but there are 12 archaeological sites recorded within one mile as summarized in **Table 6**.

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Table 6: Previously Recorded Archaeological Resources Within or Adjacent to the Archaeological APE

Site No.	Site Name	Site Type	Period	SHPO Eval
8MA00315	Fort Hamer	Low density artifact scatter; historic refuse/dump; historic fort	American Acquisition/ Territorial Development, 1821-1845; 19th century American, 1821-1899	Potentially eligible
8MA00769	Cassick	Low density artifact scatter	Pre-Contact	Ineligible
8MA01003	Broken Pot	Low density artifact scatter	Manasota, 700 BCE-700 CE; Safety Harbor, 1000 CE- 1500 CE	Ineligible
8MA01004	Ancient Oaks Hammock	Low density artifact scatter	Pre-Contact	Ineligible
8MA01005	Round the Bend	Low density artifact scatter	Pre-Contact	Ineligible
8MA01139	Swampside	Land-terrestrial	Pre-Contact lacking pottery	Not evaluated
8MA01140	Boat Ramp	Land-terrestrial	Early and Middle Archaic	Ineligible
8MA01141	Cumba	Wetland-palustrine, usually dry	Pre-Contact lacking pottery	Ineligible
8MA01142	Ridge's Edge	Land-terrestrial	Pre-Contact lacking pottery	Ineligible
8MA01238	MRP 1	Campsite (pre-Contact)	Pre-Contact lacking pottery	Ineligible
8MA01330	Underhill 4	Campsite (pre-Contact)	Pre-Contact	Ineligible
8MA02078	Parrish Storage	Land-terrestrial	Pre-Contact	Ineligible

The Fort Hamer (8MA00315) Site is located immediately adjacent to the project area, at the south end. The site is located immediately east of the project corridor and is the only site within one mile of the project that has been evaluated by the SHPO as potentially eligible for listing in the NRHP. The Swampside (8MA01139) Site is also located near the project area (approximately one- half mile north of the Manatee River), approximately 300 feet west of the project corridor, and is a pre- Contact terrestrial site lacking pottery that has not been evaluated by the SHPO for listing in the NRHP. This site was identified during a survey of the River Wilderness Golf and Country Club (Janus Research 1999). The remaining ten sites consist of four land-terrestrial sites (8MA01140-8MA01142; 8MA02078), one of which is a wetland-palustrine site; four artifact scatters (8MA00769; 8MA01003- 8MA01005); and two pre-Contact campsites (8MA01238; 8MA01330). These sites were recorded during various CRAS projects conducted by Janus Research (1998a,

1999, 2003a, 2003c) and ACI (2016). All ten remaining sites were determined ineligible for listing in the NRHP by the SHPO.

As a result of the field survey, including the excavation of a total 289 shovel tests (113 during the current survey and 176 during previous surveys), no archaeological sites were discovered. As such, no archaeological sites that are listed, determined eligible for listing, or that appear potentially eligible for listing in the NRHP were located within the APE.

The historic/architectural field survey resulted in the identification of 12 historic resources within the APE. This includes eight buildings (8MA01216, 8MA01617, 8MA02614 – 8MA02619), constructed between circa (ca.) 1930 and 1976, as well as four linear resources (8MA02610, 8MA02611, 8MA02612, 8MA02613). Of the 12 historic resources, ten were newly identified (8MA02610 – 8MA02619) and two were previously recorded (8MA01216 and 8MA01617). Of the two extant previously recorded historic resources, one (8MA01617) was updated and re-evaluated and one (8MA01216) was not updated because it was evaluated by the SHPO as ineligible for listing in the NRHP and no changes were observed during the field survey. Furthermore, three previously recorded resources (8MA01215, 8MA01217, 8MA01469) were confirmed as demolished during the field survey.

All 12 historic resources identified within the APE appear ineligible for listing in the NRHP (8MA01216 and 8MA01617, 8MA02610 – 8MA02619). The buildings are common examples of their respective architectural style that have been altered and lack significant historical associations with persons or events. The four linear resources (8MA02610, 8MA02611, 8MA02612, 8MA02613) include two common two-lane roadways, Fort Hamer Road (8MA02610) and Old Tampa Road (8MA02611), and two common examples of drainage canals found throughout Florida (8MA02612 and 8MA02613). The linear resources lack specific design features or characteristics that would differentiate them from other similar roads and canals and have been altered over the years. Background research did not reveal any historic associations with significant persons and/or events. Thus, the resources do not appear eligible for listing in the NRHP, either individually or as a part of a historic district. A new FMSF form was prepared for the 10 newly identified resources, and an updated FMSF form was prepared for the one previously recorded resource. Of the 12 extant historic resources, one (8MA02614) is located adjacent to Pond 1A and one (8MA01617) is adjacent to Pond 6A.

Based on the results of the background research and field investigations, no archaeological sites or historic resources that are listed, eligible, or that appear potentially eligible for listing in the NRHP are located within the APE.

Additional information regarding historical and cultural resources is provided in a separate report, titled *Cultural Resource Assessment Survey PD&E Study Fort Hamer Road Expansion from Upper Manatee River Road to US 301*, dated October 2024, under separate cover. Coordination with the State Historic Preservation Office (SHPO) is ongoing regarding concurrence with these findings.

2.2.2 Recreational Areas

The Hidden Harbor Park is managed by the Manatee County Department of Natural Resources. Manatee County is planning Hidden Harbor Park improvements to provide additional recreational opportunities in the Parrish area. The study team met with Natural Resources staff about the potential park impacts on October 27, 2023 and February 27, 2024.

Figure 9 shows the conceptual layout of the planned park amenities and natural areas. Items within the disturbed footprint of the preferred alternative are anticipated to be constructed along with the Fort Hamer Road project.

There is the potential to incorporate joint use ponds into the Fort Hamer Road project, as well as construct some of the park master plan improvements. The planned wetland mitigation areas would be ideal for mitigating bridge impacts because of the location adjacent to the proposed bridge, but the timing would need to work out for permitting approvals.

Figure 9: Hidden Harbor Park Concept Plan

1. 10 ft Nature Trail
2. Boardwalk
3. 10 ft Paved Path
4. Existing Concrete Sidewalk
5. Boat Ramp Access Road
6. Existing Shell Trailer Parking
7. Stormwater Pond
8. Wetland
9. 30 ft Wetland Buffer
10. Existing Trailer Parking
11. Existing Boat Ramp
12. Existing Pond

2.3 NATURAL

2.3.1 Wetlands and Other Surface Waters

The proposed project alternatives were evaluated for impacts to wetlands in accordance with Executive Order (EO) 11990 and the FDOT PD&E Manual. A full description of the wetlands and surface waters within the study boundary is provided in the *Natural Resources Evaluation Report* (NRE) under separate cover. In accordance with EO 11990, Manatee County has undertaken all actions to minimize the destruction, loss or degradation of wetlands, and to preserve and enhance the natural and beneficial values of wetlands in carrying out the agency's responsibilities. Nonetheless, it has determined that there is no practicable alternative to construction impacts occurring in wetlands. Any unavoidable impacts to wetlands will be mitigated to achieve no net loss of wetland function.

Potential direct impacts to wetlands and surface waters were assessed for the Preferred Alternative (**Table 7).** The wetlands to be impacted by the proposed project include previously disturbed wetlands adjacent to existing roadways. Other surface waters include permitted facilities such as stormwater or flood compensation ponds. Impacts to these facilities typically do not require mitigation to offset impacts and are therefore excluded from impact evaluations. Direct impacts include 3.62 acres of wetlands, 4.56 acres of surface waters, and 0.10 acres of other surface waters within the footprint of the Preferred Alternative. Secondary impacts include 2.41 acres of wetlands, 1.21 acres of surface waters and no impacts to other surface waters.

Table 7: Proposed Wetland and Surface Water Impacts

Wetland IDs	FLUCFCS Classification	FLUCFCS Description	USFWS Classification	Direct Impacts (Ac)	Secondary Impacts (Ac)
Surface Waters 1, 2, 3, 4, 5, 6, 7, 8, 9, and 10	510	Streams and Waterways	R4SBC	1.70	0.05
Other Surface Waters 8 and 32	530	Reservoirs	PUBHx	0.10	0.00
Surface Water 11	540	Bays and Estuaries	E1UBL	2.86	1.16
Wetlands 1, 2, and 3	612	Mangrove Swamps	E2FO3	0.51	0.19
Wetlands 4, 5, and 6	615	Streams and Lake Swamps – Bottomland	PFO1Fd	0.97	0.68
Wetland 8	619	Exotic Wetland Hardwoods	E2FO1N	0.09	0.07
Wetlands 10, 12, 16, and 19	630	Wetland Forested Mixed	PFO1/3Cd	0.31	0.56
Wetlands 25, 26, 27, and 30	642	Saltwater Marshes	E2EM1N	1.72	0.64
Wetland 31	643	Wet Prairies	PEM1A	0.02	0.00
Total Surface Water Acreage				**4.66**	**1.21**
Total Wetland Acreage				**3.62**	**2.41**
Total Acreage				**8.28**	**3.35**

The Uniform Mitigation Assessment Methodology (UMAM) analysis was performed on representative wetland impact areas. Construction of the Preferred Alternative is anticipated to result in a loss of 5.98 functional units; 5.73 from direct impacts and 0.25 from secondary impacts. The UMAM scores and values presented in **Table 8** are subject to agency review and may change during the state and federal permitting process.

Table 8: Estimated UMAM Functional Loss for the Preferred Alternative

Wetland IDs	FLUCFCS Classification	USFWS Classification	UMAM Delta	Impact Acres	Functional Loss
Direct Impacts					
Surface Waters 1, 2, 3, 4, 5, 6, 7, 8, 9, and 10	510: Streams and Waterways	R4SBC	0.53	1.70	0.91
Surface Water 11	540: Bays and Estuaries	E1UBL	0.77	2.86	2.19
Wetlands 1, 2, and 3	612: Mangrove Swamps	E2FO3	0.77	0.51	0.39
Wetlands 4, 5, and 6	615: Streams and Lake Swamps – Bottomland	PFO1Fd	0.73	0.97	0.71
Wetland 8	619: Exotic Wetland Hardwoods	E2FO1N	0.50	0.09	0.05
Wetlands 10, 12, 16, and 19	630: Wetland Forested Mixed	PFO1/3Cd	0.67	0.31	0.21
Wetlands 25, 26, 27, and 30	642: Saltwater Marshes	E2EM1N	0.73	1.72	1.26
Wetland 31	643: Wet Prairies	PEM1A	0.53	0.02	0.01
			Direct Impact Total	**8.18**	**5.73**
Secondary Impacts					
Surface Waters 1, 6, 9, and 10	510: Streams and Waterways	R4SBC	0.07	0.05	<0.01
Surface Water 11	540: Bays and Estuaries	E1UBL	0.07	1.16	0.08
Wetlands 1, 2, and 3	612: Mangrove Swamps	E2FO3	0.10	0.19	0.02
Wetlands 4, 5, and 6	615: Streams and Lake Swamps – Bottomland	PFO1Fd	0.10	0.68	0.07
Wetland 8	619: Exotic Wetland Hardwoods	E2FO1N	0.03	0.07	<0.01
Wetlands 10, 12, 13, 16, and 19	630: Wetland Forested Mixed	PFO1/3Cd	0.07	0.56	0.04
Wetlands 25, 26, 27, and 30	642: Saltwater Marshes	E2EM1N	0.07	0.64	0.04
			Secondary Impact Total	**3.35**	**0.25**
			Total Impacts	**11.53**	**5.98**

2.3.2 Essential Fish Habitat

The Magnuson-Stevens Fishery Conservation and Management Act (16 USC 1801 et seq. 104-208) reflects the authority and responsibilities of the Secretary of Commerce and the Fishery Management Council for the protection of essential fishery habitat. The Act specifies that each federal agency shall consult with the Secretary with respect to any action authorized, funded, or undertaken, or proposed to be authorized, funded, or undertaken, by such agency that may adversely affect Essential Fish Habitat (EFH) identified under this Act. EFH is defined by the Act as "…those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity." The National Oceanic and Atmospheric Administration (NOAA) and National Marine Fisheries Service (NMFS) review potential impacts to EFH.

Permanent impacts to EFH are based on the clearing, dredging, filling, and shading of areas within the Manatee River. The construction of new bridge pilings/footings within the wetland and open water portions of the Manatee River is expected to result in similar dredge and fill impacts as the existing Fort Hamer bridge, as well as potential increased shading impacts. The impacts to wetlands and surface waters were classified by EFH category and a conservative estimate for the acreage of the existing bridge was deducted from the respective categories. The areas of EFH with the potential to be directly impacted by the proposed bridge widening activities include approximately 1.15 acres of salt marsh, 1.40 acres of mangroves, and 1.75 acres of bays and estuaries within the Manatee River (estuarine water column & mud, sand, shell, and rock substrates). A Submerged Aquatic Vegetation (SAV) survey will be performed during the design and permitting phase of the project to determine the presence of SAV occurring within the project study area.

Shading impacts to the SAV under the existing Fort Hamer Bridge were previously determined to be minimal due to the general north-to-south orientation of the bridge and the width (approximately 50 ft) and height of the bridge (approximately 32 feet) above mean high water. These conditions allow light to penetrate the water column under the bridge. Because the width of the bridge is anticipated to roughly double with this project, there is expected to be additional shading impacts. Shading impacts will be assessed using the UMAM and mitigation for these impacts will be provided.

Manatee County commits to reinitiating consultation during design and permitting with NMFS for EFH impacts and providing the information necessary to determine the type, degree, and extent of these impacts. Manatee County will develop mitigation measures in consultation with the NMFS to offset unavoidable impacts. Completion of consultation and documentation of the project's compliance with the avoidance, minimization, and mitigation requirements for the impacted resources will be provided by Manatee County. Based on this information, as well as the preliminary desktop and field reviews indicating an absence of seagrasses within the project study area, the proposed impacts to EFH or EFH-dependent species is anticipated to be ***minimal***.

2.3.3 Mitigation

The proposed impacts associated with the Preferred Alternative are currently located within the service area of the following mitigation banks: Braden River, Manatee,

Mangrove Point, and Tampa Bay. The Manatee Mitigation Bank is the only mitigation bank with federal credits servicing the Manatee River Basin; however, due to the mitigation bank's location in the upper part of the watershed, this bank does not offer estuarine credits. Nevertheless, mitigation options will be fully vetted during the final design and permitting phase of this project.

Most of the proposed wetland impacts from this project are estuarine wetlands with Essential Fish Habitat. Compensatory mitigation for this project can potentially be sought through the construction of onsite mitigation at the Hidden Harbor Park, located within the project study area and within the Manatee River watershed. The Hidden Harbor Tract is located just north of the Manatee River and adjacent to the east of the Fort Hamer Road project. This property was previously used for agricultural row crops and was purchased by Manatee County Government in 2004 to use as a park and to provide mitigation and restoration opportunities for Manatee County projects in eastern Manatee County. The Hidden Harbor Tract is proximally located within the project study area and the Manatee River watershed. The park also has the potential for tidal wetland creation, restoration, and enhancement, and EFH compensation.

2.3.4 Water Resources

This section summarizes the existing and proposed stormwater management facilities found in the *Pond Siting Report*, under separate cover. The project area is divided into seven basins within two separate watersheds. The majority of the Fort Hamer Road Project is within the Gamble Creek Watershed, while areas directly adjacent to the Manatee River, north and south of the bridge, are within the Lower Manatee River watershed. As shown in **Table 9**, three pond sites were identified for each of the roadway basins, with one of the three options being the preferred option.

When choosing a pond site location, parcel availability, distance from corridor, Federal Emergency Management Agency (FEMA) flood zones, hydrologic soil groups, wetland impacts, historical drainage patterns, and contamination were taken into consideration.

A single Stormwater Management Facility (SMF) for each major basin within the project area will be required for this project. Two pond sites are identified in Basin 2, but the two ponds will be connected and work as a single SMF. Treatment and attenuation for the entire roadway corridor will be provided by the seven proposed SMF's, one for each road basin within the project limits. Treatment calculations will adhere to the Southwest Florida Water Management District (SWFWMD) guidelines and criteria.

Table 9: Preferred Pond Sites

Road Basin	Preferred / Alternative 1		Alternative 2		Alternative 3	
	Pond Site	Acres	Pond Site	Acres	Pond Site	Acres
1	1A	3.1	1B	1.8	1C	2.0
2	2A-3	2.0	2A-2	2.1	2A-1	2.2
	2B-2	1.2	2B-1	1.3	2B-3	1.1
3	3B	2.3	3C/4A	4.6	3A	3.0
4	3C/4A	4.6	4B	2.2	4C	2.3
5	5A	2.9	5B	2.3	5C	2.8
6	6A	4.1	6B	3.7	6C	5.3
7	7C	1.3	7A	1.9	7B	1.8

Preferred pond sites (**Figure 10**) are located to assure existing drainage patterns are maintained and positive outfalls are in reasonable proximity to the existing conditions outfall / flow patterns. The detail flow patterns for each basin and outfalls for the preferred pond site are provided below. During design, spread calculations and hydraulic grade line analysis will also be completed for the corridor to accurately design the onsite drainage system according to current regulatory requirements.

Each road basin has been evaluated for floodplain impacts and floodplain compensation. Floodplain impacts are Minimal Encroachments and compensation will be co-located with the preferred pond sites for each basin. Calculations are provided in the Location Hydraulic Report that was submitted under separate cover.

Stormwater runoff will be treated to prevent ground and surface water contamination; water quality impacts; protect natural function and maintain or improve the natural predevelopment hydroperiods of the adjacent wetlands. The design will make every effort to maximize the treatment of stormwater runoff from the proposed improvements.

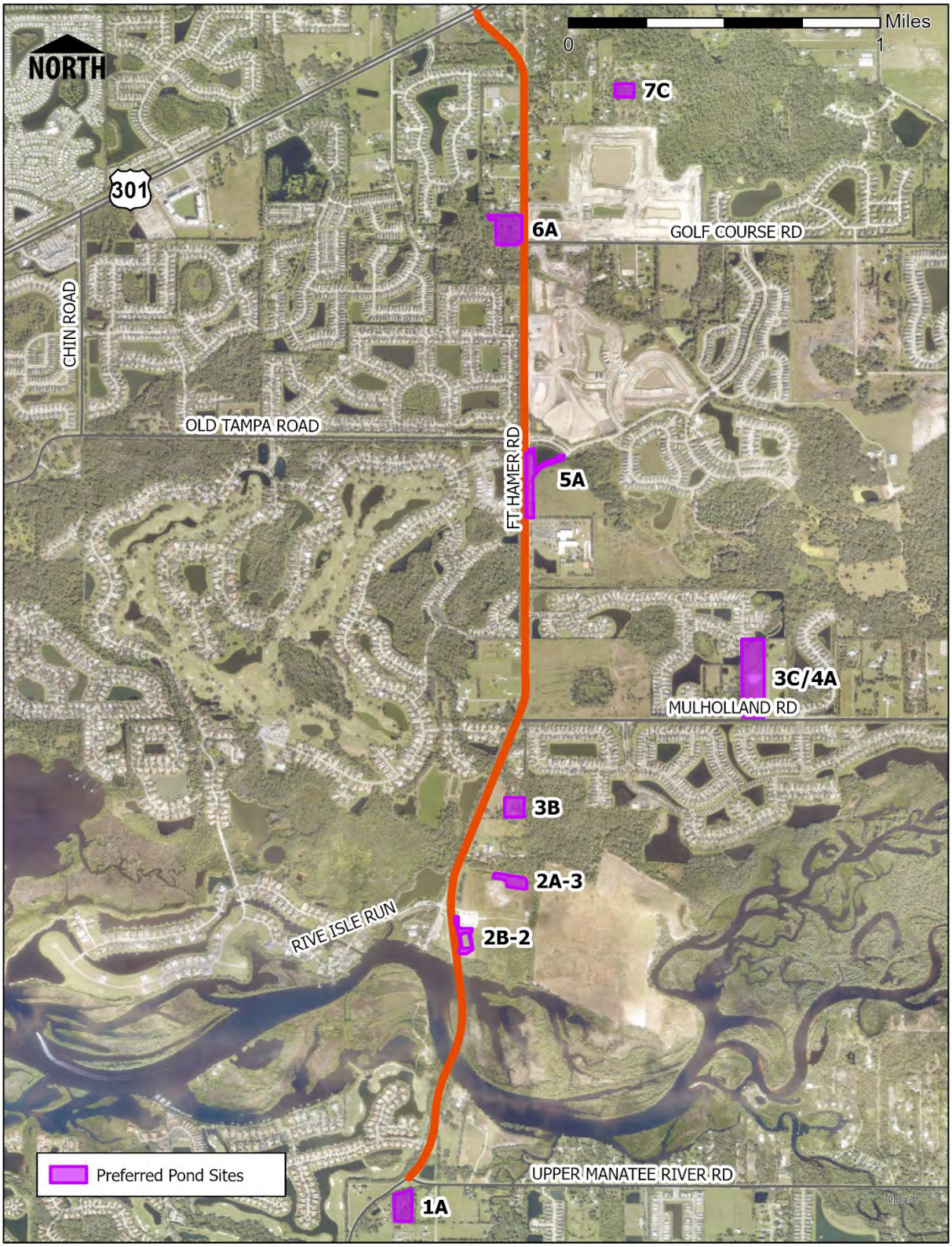

Figure 10: Preferred Pond Sites

2.3.5 Floodplains

This section summarizes the *Location Hydraulic Report (LHR),* under separate cover. The Fort Hamer Road corridor is within the FEMA Flood Insurance Rate Map (FIRM) Panels 12081C0195F and 12081C0191F (dated 08/10/2021). The ditches alongside the existing roadway are mostly with flood zone A or AE, with multiple places where the FEMA 100-year flood zones overtop the existing roadway. Both the ditches and the overtopping areas would be considered floodplain impacts within the proposed project, as well as the areas adjacent to the bridge which are in flood zone AE. The ditch capacity will be replaced with a closed drainage system.

For each proposed basin, floodplain impact area and volume were calculated by comparing the FEMA Base Flood Elevation (BFE) to the 2018 U.S. Geological Service (USGS) Florida Peninsular Digital Elevation Models (DEM) data, assuming that all areas below the BFE would be considered an impact. A summary of the analysis calculations for each basin can be found in **Table 10**.

Table 10: Floodplain Areas Adjacent to Project

Basin	Acrea (ac)	Area in Flood Zones (ac)	Floodplain Volume (ac-ft)
1	3.72*	3.22	0.16
2	8.76	1.76	1.07
3	5.97	1.03	0.71
4	5.86	1.12	0.47
5	9.34	1.74	1.29
6	9.33	2.19	0.74
7	6.29	1.51	0.52
Totals	**49.27**	**12.56**	**4.95**

**For Basin 1, the bridge area is removed from the basin area and for calculating the area in flood zone and floodplain volume because the bridge is elevated above the flood zone.*

The data contained within the FEMA FIRM maps served as the basis for the calculation of the floodplain impacts proposed with the project. In total, there are 12.56 acres of the roadway corridor located in the floodplain zones A and AE according to the FEMA flood maps. The bridge area was excluded. An estimated 4.95 acre-feet of volume will be required for floodplain compensation. Portions of this estimated floodplain impact is within tidally influenced areas, which would not require compensation. In addition to treatment and attenuation, the proposed stormwater management system will provide the required floodplain compensation. The ponds will be designed to provide attenuation and floodplain compensation volume above the control water level to compensate for the floodplain impacts.

No additional floodplain compensation sites are anticipated as part of the Preferred Alternative. Floodplain encroachments can be mitigated within existing roadside ditches

or within the stormwater management facilities. No additional right of way is needed for floodplain compensation.

The proposed structure will perform hydraulically in a manner equal to or greater than the existing structure, and backwater surface elevations are not expected to increase. Thus, there will be no significant adverse impacts on natural and beneficial floodplain values. There will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

2.3.6 Protected Species and Habitat

The project study area was evaluated for potential occurrences of federal and state listed plant and animal species in accordance with Section 7 of the Endangered Species Act of 1973 and Chapters 5B-40 and 68A-27 of the Florida Administrative Code (F.A.C.). The evaluation included coordination with the Florida Natural Areas Inventory (FNAI), literature review, database searches, and field assessments of the project area to identify the potential occurrence of protected species and/or presence of federal designated critical habitat. Field evaluations of the project area and adjacent habitats and general wildlife surveys were conducted by project environmental scientists on September 13, 2023, October 11, 2023, January 25, 2024, and August 13, 2024.

Per the *Protected Species and Habitat Assessment,* 21 federally listed species, one federally proposed endangered species, and 20 state listed species have been reviewed for the potential to occur within the project study area. The project is within US Fish and Wildlife Service (USFWS) designated critical habitat for the West Indian manatee (*Trichechus manatus*). It has been determined the proposed project would result in "***no adverse modification or destruction of critical habitat***" for the West Indian manatee.

Based on evaluation of collected data and field reviews, the federal- and state-listed species listed in **Table 11** and **Table 12** have been reviewed for the potential to occur within or adjacent to the project study area. Of the 21 federally-listed species, it is anticipated there will be a "***no effect***" on 15 species and a "***may affect, not likely to adversely affect***" six (6) species. The project is anticipated to have a "***no effect***" or "***no adverse effect***" on all 20 state-listed species.

The project is located within the USFWS Consultation Areas (CAs) of three federally protected species, the Florida grasshopper sparrow (*Ammodramus savannarum floridanus*), Florida scrub-jay (*Aphelocoma coerulescens*), and Audubon's crested caracara (*Caracara cheriway*), and is within the Core Foraging Area (CFA) of one wood stork (*Mycteria americana*) colony.

Coordination with USFWS is ongoing regarding concurrence with these findings contained in **Table 11** and **Table 12**. Project commitments are shown on the SEIR Report Form Section 5.

Table 11: Federal Protected Species Effect Determinations

Project Impact Determination	Federal Listed Species	
	Species	***Status****
"*No effect*"	***Flora***	
	Florida bonamia (*Bonamia grandiflora*)	FT
	Florida golden aster (*Chrysopsis floridana*)	FE
	Florida perforate cladonia (*Cladonia perforata*)	FE
	Pygmy fringe tree (*Chionanthus pygmaeus*)	FE
	Fauna	
	Audubon's crested caracara (*Caracara cheriway*)	FT
	Eastern black rail (*Laterallus jamaicensis* ssp. *jamaicensis*)	FT
	Everglade snail kite (*Rostrhamus sociabilis plumbeus*)	FE
	Florida bonneted bat (*Eumops floridanus*)	FE
	Florida grasshopper sparrow (*Ammodramus savannarum floridanus*)	FE
	Florida scrub-jay (*Aphelocoma coerulescens*)	FT
	Green sea turtle (*Chelonia mydas*)	FT
	Hawksbill sea turtle (*Eretmochelys imbricata*)	FE
	Kemp's ridley sea turtle (*Lepidochelys kempii*)	FE
	Loggerhead sea turtle (*Caretta caretta*)	FT
	Piping plover (*Charadrius melodus*)	FT
"*May affect, not likely to adversely affect*"	***Fauna***	
	Eastern indigo snake (*Drymarchon couperi*)	FT
	Gulf sturgeon (*Acipenser oxyrinchus desotoi*)	FT
	Rufa red knot (*Calidris canutus rufa*)	FT
	Smalltooth sawfish (*Pristis pectinata*)	FE
	West Indian manatee (Florida manatee) (*Trichechus manatus (latirostris)*)	FT
	Wood stork (*Mycteria americana*)	FT

*FE–Federally endangered; FT–Federally threatened

Table 12: State Protected Species Effect Determinations

Project Impact Determination	State Listed Species	
	Species	***Status****
"*No effect*"	***Flora***	
	Giant orchid (*Pteroglossaspis ecristata*)	ST
	Large-plumed beaksedge (*Rhynchospora megaplumosa*)	SE
	Many-flowered grass-pink (*Calopogon multiflorus*)	ST
	Nodding pinweed (*Lechea cernua*)	ST
	Pinewoods bluestem (*Andropogon arctatus*)	ST
"*No adverse effect*"	***Flora***	
	Celestial lily (*Nemastylis floridana*)	SE
	Florida spiny-pod (*Matelea floridana*)	SE
	Redmargin zephyrlily (*Zephyranthes simpsonii*)	ST
	Sand butterfly pea (*Centrosema arenicola*)	SE
	Sanibel Island lovegrass (*Eragrostis pectinacea* var. *tracyi*)	SE
	Fauna	
	Florida burrowing owl (*Athene cunicularia floridana*)	ST
	Florida pine snake (*Pituophis melanoleucus mugitus*)	ST
	Florida sandhill crane (*Antigone canadensis pratensis*)	ST
	Gopher tortoise (*Gopherus polyphemus*)	ST
	Least tern (*Sternula antillarum*)	ST
	Little blue heron (*Egretta caerulea*)	ST
	Reddish egret (*Egretta rufescens*)	ST
	Roseate spoonbill (*Platalea ajaja*)	ST
	Southeastern American kestrel (*Falco sparverius paulus*)	ST
	Tricolored heron (*Egretta tricolor*)	ST

* SE–State endangered; ST–State threatened

2.4 PHYSICAL

2.4.1 Highway Traffic Noise

A *Noise Study Report* (NSR) was completed, and provided under separate cover, to document the results of an analysis that was performed to identify land uses for which there are Noise Abatement Criteria (NAC) that would be impacted by highway traffic noise in the design year with the improved roadway. Traffic noise levels were predicted for the existing conditions (2023), and future conditions (2050) without the proposed improvements (the No-Build Alternative) and with the improvements (the Preferred Alternative).

The purpose of this NSR is to identify land uses adjacent to the project corridor for which there are NAC, to evaluate future traffic noise levels at the properties with and without the proposed improvements, and to evaluate the need for, and effectiveness of, noise abatement measures. Additional objectives include the consideration of potential

construction noise impacts and the identification of noise impact “contours” adjacent to the corridor.

The analysis was performed following the FDOT procedures that comply with Title 23, Part 772 of the Code of Federal Regulations (23 CFR 772), Procedures for Abatement of Highway Traffic Noise and Construction Noise. The evaluation uses methodologies established by the FDOT’s traffic noise policy in the FDOT PD&E Manual – Highway Traffic Noise.

The results of the highway traffic noise analysis indicate that 15 residences are predicted to have noise levels that approach, meet, or exceed the NAC in the future with the Preferred Alternative. The results of the analysis also indicate that when compared to existing conditions, traffic noise levels with the proposed improvements would not increase more than 4.1 dB(A) (A-weighted decibel) at any receptor (data located within the NSR in project file). As such, the project would not substantially increase highway traffic noise (i.e., an increase of 15 dB(A) or more). Noise abatement measures were considered for the impacted properties.

The FDOT and Manatee County are committed to the construction of feasible and reasonable noise abatement measures at noise-impacted locations contingent upon the following conditions:

1. Final recommendations on the construction of abatement measures are determined during the project’s final design and through the public involvement process;

2. Detailed noise analyses during the final design process support the need, feasibility and reasonableness of providing abatement;

3. Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;

4. Community input supporting types, heights, and locations of the noise barrier(s) is provided to the District Office; and

5. Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.

Based on the results of the NSR, a noise barrier is a potentially reasonable and feasible noise abatement measure for the impacted receptors within the Kingsfield subdivision. At barrier heights ranging from 10 to 22 feet, all 8 impacted receptors would be benefited by the noise barrier, the Noise Reduction Design Goal (NRDG) of achieving a 7 dB(A) reduction for at least one of the benefited receptors would be achieved, and the barrier costs would be below the cost per benefited receptor criterion. Also based on the results of the evaluation, there appear to be no feasible and reasonable solutions to abate the predicted traffic noise impacts at the remaining 7 receptors.

2.4.2 Air Quality

The objective of the air quality screening is to determine if project-related motor vehicle emissions will cause, or contribute to, a violation of the National Ambient Air Quality Standards (NAAQS) for carbon monoxide, the most prevalent air pollutant emission from motor vehicles.

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to improve the Level of Service (LOS) and reduce delay and congestion on all facilities within the study area. Construction activities may cause minor short-term air quality impacts in the form of dust from earthwork and exhaust from construction equipment. These impacts can be minimized by adherence to all applicable State and local regulations in the FDOT Standard Specifications for Road and Bridge Construction.

2.4.3 Contamination

The Level I *Contamination Screening Evaluation Report* (CSER), dated October 2024, documents contamination concerns within the mainline and drainage sites. The purpose of this evaluation was to assess the risk of encountering petroleum or hazardous substance contaminating soil, groundwater, surface water, or sediment that could adversely affect this project. The evaluation was performed in accordance with the FDOT PD&E Manual.

Based on the results of the contamination screening, Contamination Risk Ratings (CRRs) were assigned to each site. The risk rating system was developed by FDOT and incorporates four levels of risk: No, Low, Medium, and High (per FDOT PD&E manual), with High-risk sites having the most concern. As a result of this evaluation, CRRs were assigned to 18 sites along the mainline and 24 drainage sites as summarized in **Table 13.** A summary of the medium risk sites is located in **Table 14**. The Preferred Alternative was developed to avoid and minimize impacts to identified contamination sites by selecting alternatives that maximize the use of the existing infrastructure, minimizing the need for improvements outside the existing ROW.

Table 13: Summary of Risk Ratings - Mainline and Drainage Sites

	Mainline	Ponds
Risk Assessment Category	**Number of Sites**	**Number of Sites**
No	2	15
Low	8	0
Medium	8	9
High	0	0

Table 14: Medium Risk Contamination Sites

Site No./ Pond ID	Site Name	Site Location	Potential Concern	Risk Potential
2	Fort Hamer Bridge (Bridge 134123)	Fort Hamer Road	Asbestos Containing Materials	Medium
3	Unknown	1626 Fort Hamer Road	Agricultural Land Use	Medium
5	Unknown	2705 Fort Hamer Road	Agricultural Land Use	Medium
11, 12, 14, 15	Unknown	12401 Golf Course Road; 4955 and 5015 Fort Hamer Road; 12310 Britt Road; 12128 56th Street East	Agricultural Land Use	Medium
16	7-Eleven #38777	12060 US 301 N	Active Gas (Petroleum) Station	Medium
Pond 2A-1	N/A	-	Agricultural Land Use	Medium
Pond 2A-3	N/A	-	Agricultural Land Use	Medium
Pond 2B-1	N/A	-	Agricultural Land Use	Medium
Pond 2B-2	N/A	-	Agricultural Land Use	Medium
Pond 2B-3	N/A	-	Agricultural Land Use	Medium
Pond 6A	N/A	-	Agricultural Land Use	Medium
Pond 6B	N/A	-	Agricultural Land Use	Medium
Pond 7A	N/A	-	Agricultural Land Use	Medium
Pond 7C	N/A	-	Agricultural Land Use	Medium

For the Locations rated “No” or “Low” for contamination, no further action is required. If deemed appropriate by the FDOT District One District Contamination Impact Coordinator,

Level II testing may be recommended for the sites rated Medium. In the event contamination is identified, mitigation will be addressed, as needed.

Dewatering operations that may be necessary under the *National Pollutant Discharge Elimination System Generic Permit for Stormwater Discharges from Large and Small Construction Activities*. Verification testing may be warranted for contamination issues within 500 feet of the dewatering area.

2.4.4 Utilities and Railroads

Utilities were located by utility records (quality level D) and were not field verified. Verified vertical horizontal's (VVH) are recommended during the design phase to identify or avoid utility conflicts with proposed structures.

Utility conflicts are anticipated with Florida Power & Light (FPL) overhead electric distribution, Peace River Electric Cooperative, TECO Peoples Gas, and various communication utilities. Utility conflicts with underground water mains and force mains are also likely, but avoidance and relocations will be determined during the design phase.

There are no railroads located within the project limits.

2.4.5 Construction

Construction activities for the Preferred Alternative will have temporary air, noise, water quality, traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project.

Temporary impacts during construction will be minimized to the greatest extent possible pursuant to FDOT Standard Specifications for Road and Bridge Construction. Noise, dust, erosion, and exhaust from construction activities are anticipated in addition to temporary traffic control activities. The contractor will be required to develop, implement, inspect, and maintain a stormwater runoff control concept throughout construction.[2]

If the pond excavation material is suitable, balancing the earthwork cut and fill volumes between the roadway and pond could reduce construction duration and impacts.

Nearby vacant lots are conducive to the storing of construction equipment and/or stockpiling of materials. The Manatee County Hidden Harbor Park could potentially be negotiated for use by the contractor.

Potential stockpiling and/or reuse of traffic signal equipment from the Mulholand Road, Old Tampa Road, and Golf Course Road signal removal should be coordinated with Manatee County.

[2] FDOT 2024. FDOT Design Manual. Section 251.1. Accessed on May 13, 2024 at https://www.fdot.gov/roadway/fdm/default.shtm

The contractor will adhere to the most current version of the FDOT's *Standard Specifications for Road and Bridge Construction* in order to minimize or eliminate potential construction noise and vibration impacts. Should unanticipated noise or vibration issues arise during the construction process, the Construction Engineer, in coordination with the appropriate FDOT Environmental Specialist, will investigate additional methods of controlling these impacts.

The air quality impact will be temporary and will primarily be in the form of emissions from diesel powered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airborne particles will be effectively controlled using watering or the application of calcium chloride in accordance with FDOT's *Standard Specifications for Road and Bridge Construction.*

Temporary erosion control features, as specified in the FDOT's *Standard Specifications for Road and Bridge Construction*, Section 104, may include temporary grassing, sodding, mulching, sandbagging, hay bales, slope drains, sediment basins, sediment checks, artificial coverings, and berms.

2.4.6 Bicycles and Pedestrians

Fort Hamer Road currently contains designated bicycle lanes throughout the length of the project corridor. A continuous sidewalk is present on the east side of the road from the southern project limits across the bridge. North of the bridge, a continuous sidewalk is present on the west side of the road to the northern project limit. Intermittent sidewalks also occur on the east side of the road north of the Fort Hamer Bridge. Accommodating bicycle and pedestrian activity within the corridor is particularly important given that this activity is expected to increase with the growing number of residential developments within this area. The Sarasota/Manatee MPO's Active Transportation Plan includes Fort Hamer Road in the Alignment Vision Network, which identifies locations for focused bicycle and pedestrian infrastructure improvements to address gaps in these networks to provide regional connectivity.

2.4.7 Navigation

Navigable waterways are present within the project corridor, as the Preferred Alternative will span the Manatee River. While no permanent adverse impacts to navigation are anticipated with the proposed bridge widening, temporary waterway closures under the bridge, as approved by the United States Coast Guard (USCG), may occur during the construction of the replacement bridge. USCG coordination and authorization will be needed for the proposed widening of the existing bridge, and temporary impacts to navigation may occur during construction. A USCG Bridge Permit will be required to construct the bridge.

APPENDIX A

PLANNING CONSISTENCY INFORMATION

SARASOTA/MANATEE MPO BOARD MEETING May 20, 2024

ITEM NUMBER: 7.h.

CONSENT AGENDA: Long Range Transportation Plan (LRTP) Cost Feasible Plan (CFP) Modification - Fort Hamer Projects

STAFF CONTACT: Ryan Brown
Ryan@mympo.org for additional item information

PRESENTER: MPO Staff

SUMMARY: Manatee County has requested a modification to the 2045 Long Range Transportation Plan (LRTP) to incorporate two projects in the Cost Feasible Plan (CFP) to ensure planning consistency between the LRTP, State Transportation Improvement Program (STIP), and Transportation Improvement Program (TIP). Ft. Hamer Bridge (452856-1) and Ft. Hamer Road (452852-1) have dedicated funding for Project Development & Environmental (PD&E) and Design (PE) comprised of local and state funds. The County anticipates the balance for the remaining phases to consist of mostly local funds and potential state and federal appropriations if awarded. There are no MPO discretionary (SU) funds programmed for future phases of these projects within the 2045 LRTP.

The table to be modified into the LRTP CFP for consistency purposes will be as follows:

	PD&E	**Design**	ROW*	Construction*	CEI*
452856-1 Ft. Hamer Bridge	**Funded ($1.6 M)**	**$6 M ($3 M local, $3 M state)**	$1.5 M	$70 M	$7 M
452852-1 Ft. Hamer Road	**Funded ($533k)**	**$8 M ($5.5 M local, $2.5 M state)**	$8.9 M	$58 M	$5.8 M

*Not Eligible for MPO Discretionary (SU) Funding in 2045 LRTP

RECOMMENDED ACTION: APPROVE 2045 LRTP CFP Modification

ATTACHMENT: LRTP Cost Feasible Plan Pages

Appendix E – Fort Hamer Projects

Modified May 9, 2024

	PD&E	Design	RO//*	Construction*	CEI*
452856-1 Ft. Hamer Bridge	Funded ($1.6 M)	$6 M ($3 M local, $3 M state)	$1.5 M	$70 M	$7 M
452852-1 Ft. Hamer Road	Funded ($533k)	$8 M ($5.5 M local, $2.5 M state)	$8.9 M	$58 M	$5.8 M

*Not Eligible for MPO Discretionary (SU) Funding in 2045 LRTP

Modified May 9, 2024

	PD&E	Design	ROW*	Construction*	CEI*
452856-1 Ft. Hamer Bridge	Funded ($1.6 M)	$6 M ($3 M local, $3 M state)	$1.5 M	$70 M	$7 M
452852-1 Ft. Hamer Road	Funded ($533k)	$8 M ($5.5 M local, $2.5 M state)	$8.9 M	$58 M	$5.8 M

*Not Eligible for MPO Discretionary (SU) Funding in 2045 LRTP

Sarasota/Manatee Metropolitan Planning Organization

Transportation Improvement Program

Fiscal Years 2023/24 – 2027/28

Adopted May 22, 2023
Amended May 22, 2023
Modified June 26, 2023
Modified July 19, 2023
Modified August 18, 2023
Modified September 14, 2023
Amended September 18, 2023
Amended November 20, 2023
Amended January 29, 2024
Amended March 25, 2024
Amended May 20, 2024
Modified June 5, 2024

Item Number: 452849 1

Item Number: 452849 1	**Project Description:** 51ST STREET WEST FROM 53RD AVENUE WEST TO EL CONQUISTADOR PARKWAY		LRTP Page 4-1							
District: 01	**County:** MANATEE		**Type of Work:** NEW ROAD CONSTRUCTION		**Project Length:** 0.000MI					
			Fiscal Year							
Phase / Responsible Agency			**<2024**	**2024**	**2025**	**2026**	**2027**	**2028**	**>2028**	**All Years**
CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE										
Fund Code:	GR24-GAA EARMARKS FY2024			2,500,000						**2,500,000**
		Item: 452849 1 Totals		**2,500,000**						**2,500,000**
		Project Totals		**2,500,000**						**2,500,000**
		Grand Total		**2,500,000**						**2,500,000**

*Amended by the MPO Board March 25, 2024

Item Number: 452852 1

Item Number: 452852 1	**Project Description:** FORT HAMER ROAD 4-LANE DESIGN - MANATEE COUNTY		LRTP Page 4-1							
District: 01	**County:** MANATEE		**Type of Work:** ADD LANES & RECONSTRUCT		**Project Length:** 2.958MI					
			Fiscal Year							
Phase / Responsible Agency			**<2024**	**2024**	**2025**	**2026**	**2027**	**2028**	**>2028**	**All Years**
PRELIMINARY ENGINEERING / MANAGED BY MANATEE COUNTY BOCC										
Fund Code:	GR24-GAA EARMARKS FY2024			2,500,000						**2,500,000**
	LF-LOCAL FUNDS			4,000,000						**4,000,000**
		Phase: PRELIMINARY ENGINEERING Totals		**6,500,000**						**6,500,000**
		Item: 452852 1 Totals		**6,500,000**						**6,500,000**
		Project Totals		**6,500,000**						**6,500,000**
		Grand Total		**6,500,000**						**6,500,000**

*Amended by the MPO Board March 25, 2024

Item Number: 452856 1

Item Number: 452856 1	**Project Description:** FORT HAMER BRIDGE DESIGN AND PERMITTING - MANATEE COUNTY	LRTP Page 3-1							
District: 01	**County:** MANATEE	**Type of Work:** NEW BRIDGE CONSTRUCTION	**Project Length:** 0.000MI						
		Fiscal Year							
Phase / Responsible Agency		**<2024**	**2024**	**2025**	**2026**	**2027**	**2028**	**>2028**	**All Years**
PRELIMINARY ENGINEERING / MANAGED BY MANATEE COUNTY BOCC									
Fund Code:	GR24-GAA EARMARKS FY2024		3,000,000						**3,000,000**
	LF-LOCAL FUNDS		3,000,000						**3,000,000**
Phase: PRELIMINARY ENGINEERING Totals			**6,000,000**						**6,000,000**
Item: 452856 1 Totals			**6,000,000**						**6,000,000**
Project Totals			**6,000,000**						**6,000,000**
Grand Total			**6,000,000**						**6,000,000**

*Amended by the MPO Board March 25, 2024

Item Number: 452959 1

Item Number: 452959 1	**Project Description:** CITY OF ANNA MARIA REIMAGING PINE AVENUE - PHASE 2	LRTP Page 2-1							
District: 01	**County:** MANATEE	**Type of Work:** PEDESTRIAN SAFETY IMPROVEMENT	**Project Length:** 0.507MI						
		Fiscal Year							
Phase / Responsible Agency		**<2024**	**2024**	**2025**	**2026**	**2027**	**2028**	**>2028**	**All Years**
CONSTRUCTION / RESPONSIBLE AGENCY NOT AVAILABLE									
Fund Code:	GR24-GAA EARMARKS FY2024		1,410,000						**1,410,000**
	LF-LOCAL FUNDS		352,500						**352,500**
Phase: CONSTRUCTION Totals			**1,762,500**						**1,762,500**
Item: 452959 1 Totals			**1,762,500**						**1,762,500**
Project Totals			**1,762,500**						**1,762,500**
Grand Total			**1,762,500**						**1,762,500**

*Amended by the MPO Board March 25, 2024

FDOT Emergency Travel Alert: For information on the current situation, please visit the following page - Alerts.

Florida Department of

TRANSPORTATION

Web Application

Office of Work Program and Budget Julie Adamson - Director

Updated: 10/4/2024 12:2

Five Year Work Program

Selection Criteria	
All in State	**2019-2024 AD**
6 YEAR HISTORY	**Item Number:**452856-1

Display current records in a Report Style
Display current records in an Excel Document

Project Summary

Transportation System: OFF STATE HWY SYS/OFF FED SYSDistrict 01 - Manatee County
Description: FORT HAMER BRIDGE DESIGN AND PERMITTING - MANATEE COUNTY
Type of Work: NEW BRIDGE CONSTRUCTION View Scheduled Activities
Item Number: 452856-1
Length: 0.885 View Map of Item

Project Detail

Fiscal Year:	2019	2020	2021	2022	2023	2024
Highways/Preliminary Engineering						
Amount:						$6,000,000

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 323

View Contact Information for Office of Work Program and Budget

Application Home: Work Program
Office Home: Office of Work Program and Budget

Florida Department of Transportation

Consistent, Predictable, Repeatable

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TRANSPORTATION

Web Application

Office of Work Program and Budget Julie Adamson - Director

Updated: 10/4/2024 12:2

Five Year Work Program

Selection Criteria	
All in State	**2019-2024 AD**
6 YEAR HISTORY	**Item Number:**452852-1

Display current records in a Report Style
Display current records in an Excel Document

Project Summary

Transportation System: NON-INTRASTATE OFF STATE HIWAYDistrict 01 - Manatee County
Description: FORT HAMER ROAD 4-LANE DESIGN - MANATEE COUNTY
Type of Work: ADD LANES & RECONSTRUCT View Scheduled Activities
Item Number: 452852-1
Length: 2.958 View Map of Item

Project Detail

Fiscal Year:	2019	2020	2021	2022	2023	2024
Highways/Preliminary Engineering						
Amount:						$6,500,000

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View Contact Information for Office of Work Program and Budget

Application Home: Work Program
Office Home: Office of Work Program and Budget

Florida Department of Transportation

Consistent, Predictable, Repeatable

ITEM NUMBER:452852 1 PROJECT DESCRIPTION:FORT HAMER ROAD 4-LANE DESIGN - MANATEE COUNTY *NON-SIS*
DISTRICT:01 COUNTY:MANATEE PROJECT LENGTH: 4.778MI TYPE OF WORK:ADD LANES & RECONSTRUCT

FUND CODE	LESS THAN 2024	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
FEDERAL PROJECT NUMBER: <N/A>							
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE							
GR24	0	2,500,000	0	0	0	0	2,500,000
LF	0	4,000,000	0	0	0	0	4,000,000
TOTAL <N/A>	0	6,500,000	0	0	0	0	6,500,000
TOTAL 452852 1	0	6,500,000	0	0	0	0	6,500,000
TOTAL Project:	0	6,500,000	0	0	0	0	6,500,000

ITEM NUMBER:452856 1 PROJECT DESCRIPTION:FORT HAMER BRIDGE DESIGN AND PERMITTING - MANATEE COUNTY *NON-SIS*
DISTRICT:01 COUNTY:MANATEE PROJECT LENGTH: .000 TYPE OF WORK:NEW BRIDGE CONSTRUCTION

FUND CODE	LESS THAN 2024	2024	2025	2026	2027	GREATER THAN 2027	ALL YEARS
FEDERAL PROJECT NUMBER: <N/A>							
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE							
GR24	0	3,000,000	0	0	0	0	3,000,000
LF	0	3,000,000	0	0	0	0	3,000,000
TOTAL <N/A>	0	6,000,000	0	0	0	0	6,000,000
TOTAL 452856 1	0	6,000,000	0	0	0	0	6,000,000
TOTAL Project:	0	6,000,000	0	0	0	0	6,000,000