

EXECUTIVE SUMMARY

ES.1 PROPOSED ACTION

Manatee County (the County) is proposing to add additional travel lanes across the Manatee River in eastern Manatee County. The purpose of the Proposed Action is to provide an alternative north/south transportation route between high-growth areas of Manatee County located east of Interstate 75 (I-75) and separated by the Manatee River and improve regional mobility. **Figure ES-1** depicts the project area. Studies have shown that there is a strong demand for multiple crossings over this waterway to alleviate the traffic burden on I-75. Several specific factors demonstrate the need for the Proposed Action, including:

- Accommodate existing and projected growth in eastern Manatee County (Section 1.2.2),
- Improve the Level of Service (LOS) of the local roadway network (Section 1.2.3),
- Improve emergency response times (Section 1.2.4), and
- Improve evacuation capacity across the Manatee River (Section 1.2.5).

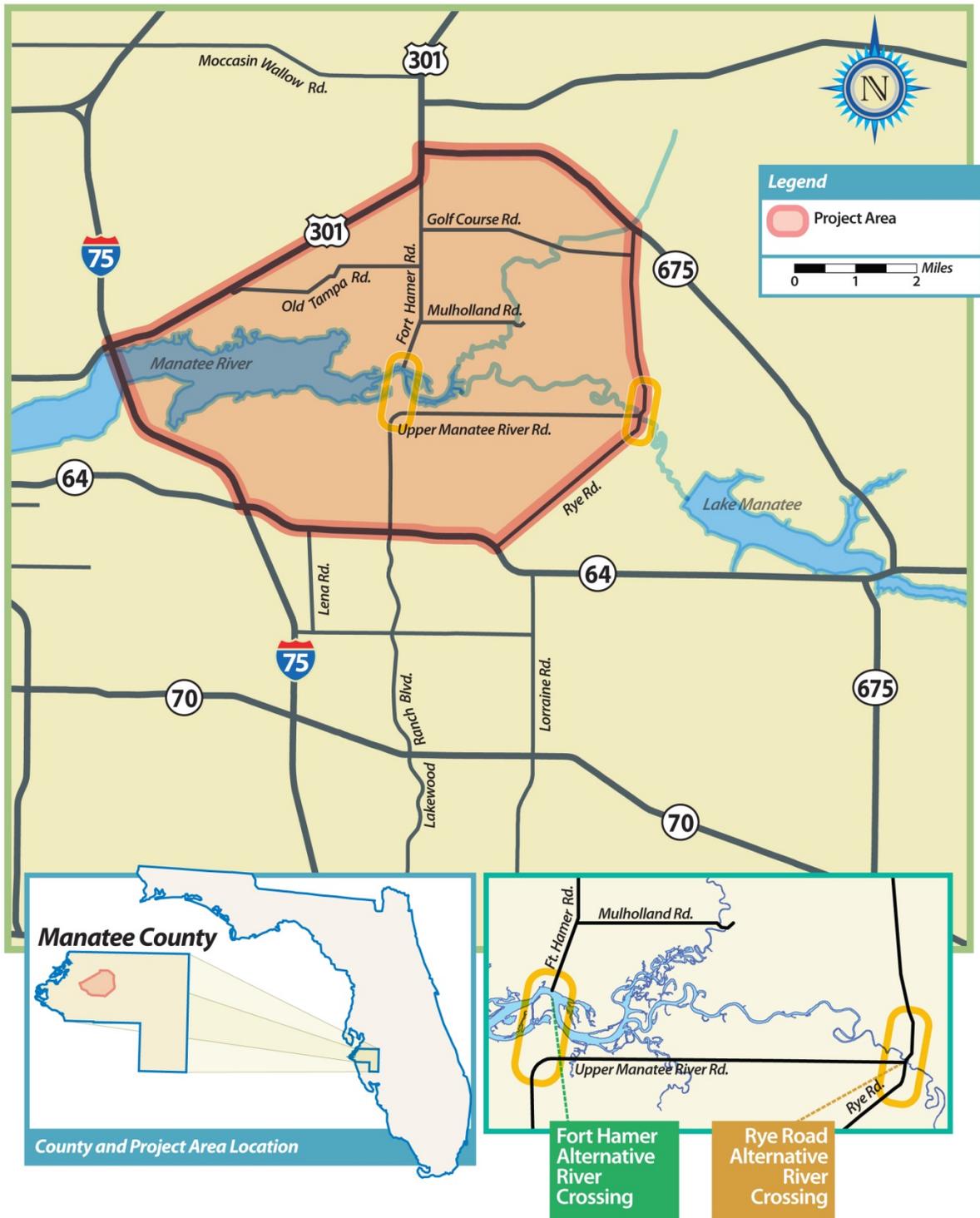
Additional details regarding the Purpose and Need for the Proposed Action are provided in Chapter 1.

The Proposed Action has been reduced from a previous study of adding four lanes of capacity across the Manatee River to two lanes. Currently, Manatee County has no plans to construct a 4-lane bridge and there is no funding for such a bridge in the foreseeable future.

ES.2 OTHER MAJOR GOVERNMENT ACTIONS

Although no other major government actions regarding transportation improvement projects are currently funded within the project area, several other major transportation improvement projects within the region (i.e., Manatee and Sarasota counties) are in various stages of planning and design. A synopsis of each project is provided in **Table ES-1**.

FIGURE ES-1
PROJECT AREA MAP



**TABLE ES-1
OTHER IMPROVEMENT PROJECTS WITHIN THE PROJECT AREA**

Roadway	Length (miles)	County	Description
Federal and/or State Funded Projects			
I-75 at SR 70 Interchange	1.0	Manatee	Interchange improvement. Funded for design.
I-75 at University Interchange	0.0	Manatee	Interchange improvement. Funded for design.
I-75 from I-275 to Hillsborough County line	5.8	Manatee	Intelligent Transportation System (ITS) freeway management. Funded for design.
US 301 from CR 675 to Moccasin Wallow Road	1.2	Manatee	Capacity improvements with sidewalks. Construction underway.
US 301 from Erie Road to CR 675	4.1	Manatee	Capacity improvements with turn lanes and sidewalks - COMPLETED
I-75 from SR 681 to University Parkway	13.8	Sarasota	Project Development and Environment (PD&E) Study underway.
I-75 at University Parkway	0.2	Sarasota	Capacity improvement. Funded for design.
I-75 from north of River Road to north of SR 681	9.4	Sarasota	Capacity improvement (widening). Funded for construction.
I-75 from north of Sumter Boulevard to north of River Road	9.1	Sarasota	Capacity improvement (widening). Funded for design.
Locally Funded Projects			
Upper Manatee River Road from SR 64 to Proposed Fort Hamer Bridge	1.9	Manatee	Capacity improvement (widening), turn lanes, shoulder improvements and sidewalks. Currently in design.
Fort Hamer Road from US 301 to Proposed Fort Hamer Bridge	3.6	Manatee	Capacity improvement (widening), turn lanes, shoulder improvements and sidewalks. Currently in design.
US 301 at Fort Hamer Road Intersection	0.0	Manatee	Intersection improvements including realignment, signalization upgrades and turn lanes. Currently bid, construction pending.
Fort Hamer Road Sidewalks	0.4	Manatee	Sidewalks on west side from Mulholland Road to 30 th Street East to provide continuous sidewalk from Fort Hamer County Park to Annie Lucy Williams Elementary School - COMPLETED

ES.3 ALTERNATIVES CONSIDERED

As detailed in Chapter 2, multiple build and no-build alternatives were considered throughout the life of this study. A tiered screening process was used to determine which alternatives satisfied the stated Purpose and Need, minimized impacts to the human and natural environments, and operated favorably within the regional roadway network.

Following the screening process, the No-Build Alternative and two build alternatives were advanced for further evaluation in this Final Environmental Impact Statement (FEIS). The No-Build Alternative consists of performing nothing more than currently funded and programmed maintenance and safety improvements in the project area. The two build alternatives that are evaluated in this FEIS are shown in **Figure ES-2** and summarized below.

FIGURE ES-2
ALTERNATIVES CONSIDERED



- No-Build Alternative** – This alternative consists of performing nothing more than currently funded and programmed maintenance and safety improvements included in the Manatee County Capital Improvement Program (CIP) (Manatee County BOCC, 2012). This alternative does not include any capacity improvements with the project area, including the construction of additional lanes across the Manatee River.
- Fort Hamer Alternative** – This alternative consists of construction and operation of a new two-lane, mid-level, fixed span bridge connecting the existing two-lane Upper Manatee River Road on the south to the two-lane Fort Hamer Road on the north. The length of new bridge structure, bridge approaches, and new roadway required for this alternative is approximately 1.2 miles. The Fort Hamer Alternative is being recommended as the Preferred Alternative.
- Rye Road Alternative** – This alternative consists of the widening of the existing Rye Road Bridge from two to four lanes, the widening of Rye Road from State Road (SR) 64 to Golf Course Road from two to four lanes, the widening of Golf Course Road from Rye Road to Fort Hamer Road from two to four lanes, and the widening of Fort Hamer Road from Golf Course Road to U.S. Highway (US) 301 from two to four lanes. The length of this alternative is approximately 10.2 miles. The Rye Road Alternative is not being recommended because it does not satisfy

elements of the stated Purpose and Need, as well as the Fort Hamer Alternative; it is more costly, and more impactful to the human environment.

Throughout this document reference is made to the “study areas” for each of these build alternatives. The study area of each build alternative is defined as the area contained within a 0.5-mile buffer of the alternative’s centerline. The study areas for the two build alternatives are shown on Figure 2-3 in Chapter 2. Chapter 2 describes the alternatives evaluation process and alternatives considered for further evaluation in this FEIS.

ES.4 MAJOR ENVIRONMENTAL IMPACTS

Chapter 1 of this FEIS identifies the Purpose and Need to construct additional travel lanes across the Manatee River between I-75 and Rye Road. The analyses conducted in Chapter 2 resulted in the determination that the No-Build Alternative does not meet the stated Purpose and Need and further identified two build alternatives (the Fort Hamer Alternative and the Rye Road Alternative) that met all or most of the stated Purpose and Need for the Proposed Action. The only defined need not met is the inability of the Rye Road Alternative to improve emergency response times. Both build alternatives meet all other defined needs of the Proposed Action; however, the Rye Road Alternative only minimally improves the local roadway network LOS and only minimally accommodates planned growth in the area.

Table ES-2 summarizes the social, cultural, natural environment, and physical impacts of the No-Build Alternative, Fort Hamer Alternative, and Rye Road Alternative. The No-Build Alternative results in the fewest adverse impacts compared to the build alternatives; however, the No-Build Alternative is inconsistent with the Manatee County’s 2020 Comprehensive Plan and does not satisfy the demonstrated need for the Proposed Action (Manatee County, 2010).

Social Impacts – The No-Build Alternative is not anticipated to have any social impacts or changes in growth patterns. Regional traffic congestion is anticipated to increase and the No-Build Alternative would not provide for any new sidewalks, bicycle lanes, or crossings of the Manatee River.

The Fort Hamer Alternative and Rye Road Alternative are similar except for those issues affected by traffic. The Fort Hamer Alternative would result in a large increase in traffic on Upper Manatee River Road and Fort Hamer Road compared to the existing condition. This increase in traffic would likely affect the ingress/egress to the Annie Lucie Williams Elementary School on Fort Hamer Road. However, this condition is to be mitigated by Manatee County with the installation of additional sidewalks and crosswalks at the school. Both build alternatives would have minimal to no impacts on cultural resources. The widening of the Rye Road Bridge for the Rye Road Alternative would have a minimal impact on the Rye Preserve.

Natural Impacts - The No-Build Alternative is not anticipated to have any impacts to the natural environment.

**TABLE ES-2
COMPARATIVE EVALUATION SUMMARY**

Section	Issue	No-Build Alternative	Fort Hamer Alternative	Rye Road Alternative
SOCIAL IMPACTS				
4.1.1	Socioeconomic Conditions	No anticipated adverse impacts.	No anticipated adverse impacts. Proposed Action should benefit socioeconomic conditions in the project area.	No anticipated adverse impacts. Proposed Action should benefit socioeconomic conditions in the project area.
4.1.2	Land Use Characteristics (Existing and Future)	Inconsistent with Manatee County's 2020 Comprehensive Plan.	Minimal adverse impacts to existing and future land uses. Consistent with Manatee County's 2020 Comprehensive Plan future land use.	Minimal adverse impacts to existing and future land uses. Consistent with Manatee County's 2020 Comprehensive Plan future land use.
4.1.3	Traffic	74,200 AADT increase on I-75 from SR 64 to US 301 (2035) LOS F. County-wide increase in VMT and VHT.	18,900 AADT increase on Upper Manatee River Road from SR 64 to Waterlefe Boulevard (2035). 23,600 AADT crossing the Manatee River (2035). 21,200 AADT increase on Fort Hamer Road from Manatee River to US 301. 1,400 AADT decrease on I-75 from SR 64 to US 301 (2035). LOS F. County-wide reduction in VMT and VHT.	4,200 AADT increase on Rye Road from Upper Manatee River Road to Golf Course Road (2035). 500 AADT increase on I-75 from SR 64 to US 301 (2035). LOS F. Slight increase in County-wide VMT. Slight decrease in County-wide VHT.
4.1.4	Community Cohesion	No impacts.	No anticipated adverse impacts.	No anticipated adverse impacts.
4.1.5	Relocation Potential	No impacts.	No impacts.	Four residential locations affected.
4.1.6	Religious Centers	No impacts.	Traffic increase.	No anticipated adverse impacts.
	Schools	No impacts.	Traffic increase.	No anticipated adverse impacts.
	Parks and Recreation Areas	No impacts.	Traffic increase.	Traffic increase.
	Public Facilities	No impacts.	No anticipated adverse impacts. Improved emergency vehicle response times.	No anticipated adverse impacts.
	Pedestrian/ Bicycle Facilities	No sidewalks or bicycle lanes to be added.	Proposed Action would provide continuous bicycle lanes and sidewalks.	Proposed Action would provide continuous bicycle lanes and sidewalks.
4.1.7	Environmental Justice	No impacts.	No anticipated adverse impacts.	No anticipated adverse impacts.
4.1.8	Controversy Potential	Low	High	High
4.1.9	Utilities and Railroads	No impacts.	Six utility providers No railroads	Six utility providers No railroads
CULTURAL RESOURCES IMPACTS				
4.2.1	Archaeological	No impacts.	No adverse impacts. See SHPO concurrence letter in Appendix A-4. The Seminole Tribe of Florida has concurred with the research performed as part of this FEIS. See SHPO concurrence letter in Appendix A-4.	No adverse impacts. See SHPO concurrence letter in Appendix A-4.
4.2.2	Historical	No impacts.	No adverse impacts.	No adverse impacts.
NATURAL ENVIRONMENT IMPACTS				
4.3.1	Land Use/Vegetative Cover	No additional impacts.	19.4 acres open land 6.8 acres forest converted to roadway, ROW, and ponds.	19.0 acres agriculture 3.0 acres open land 7.5 acres forest converted to roadway, ROW, and ponds.
4.3.2	Wetlands	No additional impacts.	2.05 acres fill 1.01 acres shading 1.28 acres secondary	2.51 acres fill 0.01 acres shading 0.00 acres secondary
4.3.3	Essential Fish Habitat (EFH)	No additional impacts.	0.16 acres fill 1.01 acres shading	0.00 acres
4.3.4	Wildlife	No additional impacts.	Localized general decline in mammal and bird populations due to habitat loss. Increased potential for road kill.	Localized general decline in mammal and bird populations due to habitat loss. Increased potential for road kill.
4.3.5	Threatened and Endangered Species	No effects.	<p>"May affect, but not likely to adversely affect:"</p> <ul style="list-style-type: none"> • Smalltooth sawfish (F) • Eastern indigo snake (F) • Wood stork (F) • West Indian manatee (F) • Critical habitat for West Indian manatee (F) • Gopher tortoise (S) • Pine snake (S) • Florida mouse (S) • Gopher frog (S) <p>(F)=Federally-Listed (S)=State-Listed</p>	<p>"May affect, but not likely to adversely affect:"</p> <ul style="list-style-type: none"> • Crested caracara (F) • Eastern indigo snake (F) • Wood stork (F) • West Indian manatee (F) • Critical habitat for West Indian manatee (F) • Florida scrub jay (F) • Gopher tortoise (S) • Pine snake (S) • Florida mouse (S) • Gopher frog (S) <p>(F)=Federally-Listed (S)=State-Listed</p>
4.3.6	Aquatic Preserves	N/A	N/A	N/A
4.3.7	Water Quality	No additional impacts.	No additional impacts.	No additional impacts.
4.3.8	Outstanding Florida Waters	N/A	N/A	N/A
4.3.9	Wild and Scenic Rivers	N/A	N/A	N/A
4.3.10	Groundwater	No additional impacts.	No additional impacts.	No additional impacts.
4.3.11	Floodplains and Floodways	No additional impacts.	27.9 acres floodplains 0.0 acres floodways Compatible with existing floodplain management programs.	21.8 acres floodplains 0.0 acres floodways Compatible with existing floodplain management programs.
4.3.12	Coastal Zone Consistency	Consistent	Consistent	Consistent
4.3.13	Coastal Barrier Island Resources	N/A	N/A	N/A
4.3.14	Farmlands	N/A	N/A	N/A
PHYSICAL CHARACTERISTICS IMPACTS				
4.4.1	Noise	Noise	No impacts.	39 noise-sensitive receptors 1 meets or exceeds the NAC (includes receptors with substantial increase)
4.4.2	Air Quality	Air Quality	Attainment	Attainment
4.4.3	Construction	Construction	No additional impacts.	Temporary impacts of air quality, vibration, visual, noise, and maintenance of traffic.
4.4.4	Contamination	Contamination	No additional impacts.	1 Medium Risk Site
4.4.5	Scenic Highways	Scenic Highways	N/A	N/A
4.4.6	Navigation	Navigation	No additional impacts.	2 vessels

The Fort Hamer Alternative would have larger impacts on natural resources compared to the Rye Road Alternative. A greater amount of wetlands and floodplains/floodways would be affected by the construction of the new bridge for the Fort Hamer Alternative than would be impacted by the Rye Road Alternative. These unavoidable impacts would be mitigated in accordance with federal and state permit requirements. The conceptual wetland mitigation plan for the Fort Hamer Alternative is described in the Wetlands Evaluation Report (WER) in Appendix D. Neither build alternative is likely to adversely affect any listed species or designated critical habitat; although, both build alternatives do involve crossing designated critical habitat for the West Indian manatee. The Fort Hamer Alternative would impact 2.91 acres of Essential Fish Habitat (EFH), and the Rye Road Alternative would impact 0.00 acres.

Physical Impacts – The No-Build Alternative is not anticipated to have any impacts to physical resources.

Increased traffic associated with both build alternatives would result in an increase in noise compared to the present-day condition. Although there would be less traffic with the Rye Road Alternative compared to the Fort Hamer Alternative, there are a greater number of noise-sensitive receptors along the Rye Road Alternative. Noise impacts can be mitigated by Manatee County with speed restriction and restriction on vehicle size (e.g., trucks).

Navigation on the Manatee River would be minimally affected by the Fort Hamer Alternative; only one sailboat currently exists upstream of the proposed bridge that would be unable to pass beneath the proposed structure. Another vessel (a houseboat) located upstream of the proposed bridge has a flagpole that exceeds 26 feet in height; however, it was noted that the houseboat required less than 26 feet vertical clearance if the flagpole was lowered. The shallow nature of the river upstream of the proposed bridge at Fort Hamer Road makes it unlikely that additional vessels requiring greater than 26 feet vertical clearance would be affected in the future by the presence of the bridge. An additional bridge structure at the Rye Road crossing of the Manatee River would have no affect on navigation.

ES.5 AREAS OF CONTROVERSY

From 2010 to present, coordination throughout this study with various governmental agencies, property owners, local groups, and the general public has revealed both controversy and support for the various bridge crossing alternatives among residents within the project area. Residents within the project area have expressed concerns broadly categorized as follows:

- Safety – pedestrian and bicycle safety, especially in the area of the elementary school on Fort Hamer Road (Annie Lucy Williams Elementary School);
- Trucks – perception that a new bridge would be heavily used by large trucks, thereby increasing noise and safety issues;

- Environmental/Natural Resources – potential impacts to remaining natural habitats and wildlife resources along the river;
- Visual and Aesthetics – potential loss of “natural” views in areas not already developed on both sides of the river;
- Costs – the cost of the project, especially given the current local and regional economy; and
- Need – additional lanes across the Manatee River are not needed or can be met by adding additional lanes to the Rye Road Bridge.

Residents of the Waterlefe subdivision, in particular, have expressed several concerns, including (but not limited to) the following:

- Safety – access to Winding Stream Way and the main entrance to the development,
- Visual and Aesthetics – potential impacts to the viewshed from resident homes and golf course,
- Noise – elevated noise levels from increased vehicle and truck traffic, and
- Property Devaluation – potential impacts to property values.

A written disclosure of the proposed bridge crossing at Fort Hamer Road and Upper Manatee River Road was made (and continues to be made) to all Waterlefe homeowners in their purchase documents (Appendix A-1). The original transportation easement for a proposed crossing of the Manatee River in this area was approximately 0.25 mile west with only a 300-ft crossing of the river. However, this location required the removal of three holes on the Waterlefe golf course, and subsequently the easement was moved to its present location.

These controversies have continued throughout preparation of this FEIS.

Other residents and groups in the area favor a new transportation corridor between I-75 and Rye Road, including the proposed location connecting Fort Hamer Road and Upper Manatee River Road. Their reasoning is that nearly all of what were rural undeveloped and agricultural lands in that part of the county have already been developed or have been approved for residential and mixed-use development and population and employment in the area is projected to continue to grow. Supporters have stated that additional roadway capacity is needed in order to provide relief to the I-75 corridor and to reduce congestion, improve safety on local roads, and to assist in emergency response and evacuation. A bridge crossing at Fort Hamer Road and Upper Manatee River Road is consistent with Manatee County’s 2035 Long Range Transportation Plan (LRTP) (MPO, 2012) and the County’s adopted Comprehensive Plan (Manatee County, 2010). A bridge crossing at Fort Hamer Road and Upper Manatee River Road was in the Manatee County Comprehensive Plan in 1968 as a conceptual development plan, was listed in the County Street

Plan Priority for 1968, was listed in the County's proposed land use and development requirements in 1973, was on the County's Thoroughfare Plan in 1976, and shown on the County's Right-of-Way Needs Map in 1984.

These areas of controversy and support for the bridge crossing are discussed in greater detail in Chapter 5.

ES.6 LIST OF OTHER GOVERNMENT ACTIONS REQUIRED

Before the Proposed Action can be constructed, permits would be required from several governmental agencies. Federal authorization for wetland impacts would require a Section 404 Dredge and Fill Permit from the U.S. Army Corps of Engineers (USACE). As part of their review of the Section 404 Permit application, the USACE would consult with the U.S. Fish and Wildlife Service (FWS) and National Marine Fishery Service (NMFS) for issues regarding listed species and with the NMFS for issues regarding Essential Fish Habitat (EFH). The USACE would also coordinate their review with the U.S. Environmental Protection Agency (EPA).

State authorization for wetland impacts and construction and operation of the stormwater management system for the project would require an Environmental Resource Permit (ERP) from the Southwest Florida Water Management District (SWFWMD). As part of their review of the ERP application, the SWFWMD would coordinate with the Florida Fish and Wildlife Conservation Commission (FWC) and State Historic Preservation Officer (SHPO). Issuance of the ERP by SWFWMD constitutes *Clean Water Act*, Section 401 Water Quality Certification, and *Coastal Zone Management Act* federal consistency certification concurrence.

ES.7 PROBABLE ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED

The overall unavoidable adverse environmental effects associated with the Fort Hamer Alternative is the large increase in traffic on Upper Manatee River Road/Fort Hamer Road and wetland impacts resulting from construction of the new bridge and its approaches. The increased traffic on Upper Manatee River Road/Fort Hamer Road is an intended consequence of this alternative as it is designed to provide a more direct route for north/south traffic flow in the area, thereby reducing County-wide daily vehicle miles traveled (VMT) and vehicle hours traveled (VHT).

The No-Build Alternative would result in no adverse environmental effects. Construction of the Fort Hamer Alternative would directly impact 5.30 acres of wetlands. Wetland impacts that result from construction would be mitigated pursuant to Section 373.4137 Florida Statutes (F.S.) to satisfy all mitigation requirements of Part IV, Chapter 373, F.S. and 33 United States Code (U.S.C.) 1344.

Based upon the above considerations, it has been determined that there is no practicable alternative to the proposed construction in wetlands and that the Proposed Action includes all practicable measures to minimize harm to wetlands which may result from such use.

Probable unavoidable adverse environmental effects resulting from the Rye Road Alternative include a County-wide increase in daily VMT, the relocation of up to four residences, and direct impacts to 2.52 acres of wetlands. As with the Fort Hamer Alternative, wetland impacts resulting from the Rye Road Alternative would be mitigated pursuant to Section 373.4137 F.S. to satisfy all requirements of Part IV, Chapter 373, F.S. and 33 U.S.C. 1344.

ES.8 IRRETRIEVABLE AND IRREVERSIBLE COMMITMENT OF RESOURCES

Implementation of the Proposed Action involves a commitment of a range of natural, physical, human, and fiscal resources. Land used in the construction of the proposed facility is considered an irreversible commitment during the time period that the land is used as a highway facility. However, the land can be converted to another use. Currently, there is no reason to believe such a conversion would ever be necessary or desirable.

Considerable amounts of fossil fuels, labor, and highway construction materials such as cement, aggregate, and bituminous material are expended. Additionally, large amounts of labor and natural resources are used in the fabrication and preparation of construction materials. These materials are generally not retrievable. However, they are not in short supply and their use would not have an adverse affect upon continued availability of these resources. Any construction would also require a substantial one-time expenditure of local funds, which are not retrievable.

The commitment of these resources is based on the concept that residents in the immediate area, state, and region would benefit by the improved quality of the transportation system. These benefits would consist of improved accessibility and safety, savings in time, and greater availability of quality services which are anticipated to outweigh the commitment of these resources.

In order to maintain water quality and prevent erosion, project construction activities in the vicinity of wetlands, drainage structures, and the Manatee River would be conducted in accordance with all state and federal permit conditions.

ES.9 FEASIBLE MEASURES TO AVOID OR MINIMIZE ADVERSE EFFECTS

While every effort has been made during the project development process to minimize or avoid impacts to the human and natural environment as a result of construction and operation of the

Proposed Action, some impacts are unavoidable. To maintain water quality and to prevent erosion, project construction activities in the vicinity of wetlands and other surface waters would be conducted in accordance with the state and federal permit conditions. The Fort Hamer Alternative was developed to avoid impacts to the Fort Hamer County Park and Boat Ramp and to minimize impacts to wetlands to the extent practicable. For example, the proposed approaches to the bridge are on pile-supported structures over the wetlands on each side of the river as opposed to using earthen fill in these areas. Please see Section 3.1.6.3 (Parks and Recreation Areas) and Section 4.3.2.3 (Wetland Impacts) for further detail.

Potential impacts to listed species would be minimized through the use of standard construction conditions required by the FWS, NMFS, and FWC. Additional measures to protect listed species are being developed in coordination with these agencies as part of this FEIS process. Please see Sections 3.3.4 and 4.3.4 for further details.

As previously noted, several residents have expressed concerns about increased traffic on Fort Hamer Road and Upper Manatee River Road and the effects of this traffic on pedestrian and bicycle safety. Operational and safety improvements to Upper Manatee River Road and Fort Hamer Road are proposed by Manatee County independent of the Proposed Action. Issues related to lighting and aesthetics would be dealt with through community outreach during the design phase. Please see Sections 3.1.3 and 4.1.3 for further details.

To maintain water quality and to prevent erosion, project construction activities, related to the Rye Road Alternative, in the vicinity of wetlands and other surface water, would be conducted in accordance with the state and federal permit conditions. The Rye Road Alternative was developed to avoid impacts to the Rye Wilderness Preserve. Please see Section 3.1.6.3 (Parks and Recreation Areas) and Section 4.3.2.3 (Wetland Impacts) for further details.

Potential impacts to listed species would be minimized through the use of standard construction conditions required by FWS, NMFS, and FWC. Additional measures to protect listed species are being developed in coordination with these agencies as part of this FEIS process. Please see Sections 3.3.4 and 4.3.4 for further details.

As noted in Section ES.7, the No-Build Alternative is anticipated to have no adverse environmental impacts; therefore, the No-Build Alternative itself is a measure to avoid adverse effects.

ES.10 SHORT-TERM IMPACTS VERSUS LONG-TERM BENEFITS

No-Build Alternative – This alternative is not anticipated to improve local or regional traffic congestion or provide any new job creation within the project area and in eastern Manatee County and, therefore, is considered a short-term impact. The long-term benefits include: no loss of wetland and/or upland habitat from construction, no costs related to construction or

acquisition of right-of-way (ROW) directly related to construction and no change to existing growth patterns.

Fort Hamer Alternative – This alternative is anticipated to have short-term impacts directly related to the construction, such as loss of wetland and upland habitats, increased volumes of traffic, increased traffic related noise, and costs related to construction and acquisition of ROW. The long-term benefits include: improved localized and regional mobility, improved localized LOS, improved emergency response times, expanded emergency evacuation capacity, greater economic opportunities from improved mobility and expanded pedestrian and bicycle opportunities across the Manatee River.

Rye Road Alternative – Similar to the Fort Hamer Alternative, this alternative is anticipated to have short-term impacts directly related to the construction, such as loss of wetland and upland habitats, increased volumes of traffic, increased traffic related noise, and costs related to construction and acquisition of ROW. The long-term benefits include: expanded pedestrian and bicycle opportunities across the Manatee River.