



Alternatives Analysis Matrix

	No-Build (Repair) (1)	Rehabilitation (2)	North Alignment			South Alignment		
			Low-Level Drawbridge	Mid-Level Drawbridge	High-Level Fixed	Low-Level Drawbridge	Mid-Level Drawbridge	High-Level Fixed
Navigational Clearance at Fender When Bridge is in Closed Position:	17.5 ft	17.5 ft	21 ft	45 ft	65 ft	21 ft	45 ft	65 ft
Life of Alternative (years)	10	25	75	75	75	75	75	75
Right-of-Way Impacts								
Parcels Impacted	0	0	0	0	3	0	0	3
Relocations	0	0	0	0	0	0	0	0
Additional Submerged Lands (ac)	0	0	0.21	0.21	0.21	0.23	0.23	0.23
Natural, Environmental and Physical Resource Involvement								
Species/Habitat (Potential Impacts)	None	None	Low	Low	Low	Low	Low	Low
Potential Contamination Sites (high/medium risk)	0/0	0/0	0/1	0/1	0/1	0/2	0/2	0/2
Wetlands (ac)	0	0	0.00	0.00	0.00	0.02	0.02	0.01
Seagrasses (ac)	0	0	0.01	0.01	0.01	0.04	0.04	0.04
Archaeological and Historic Sites	0	0	0	0	0	0	0	0
Potential Noise Sensitive Sites	0	0	17	17	21	12	12	12
Potential Section 4(f) Sites	2	2	2	2	2	2	2	2
Projected 2036 Average Travel Delay (EB/WB) (sec/veh)	58.2/37.0	58.2/37.0	58.2/37.0	37.8/24.0	0/0	58.2/37.0	37.8/24.0	0/0
Bridge Closure Required (days)	63	0	0	0	0	0	0	0
Estimated Utility Impacts								
Bright House Networks Manatee	None	None	Impacted	Impacted	Impacted	None	None	None
Florida Power & Light	None	None	Impacted	Impacted	Impacted	Minor	Minor	Minor
Verizon Florida Inc.	None	Minor	Impacted	Impacted	Impacted	Impacted	Impacted	Impacted
Manatee Co. Transportation Dept.	None	None	Impacted	Impacted	Impacted	Impacted	Impacted	Impacted
Manatee Co. Utility Operations	None	Minor	Impacted	Impacted	Impacted	None	None	None
TECO-Peoples Gas-Sarasota	None	None	None	None	None	None	None	None
Estimated Capital Costs (2014 Dollars)								
Design (10% of Construction)	\$811,279	\$3,012,596	\$7,778,916	\$8,022,264	\$4,859,712	\$7,781,424	\$8,024,773	\$4,857,233
Roadway Right-of-Way	\$0	\$0	\$16,000	\$16,000	\$2,748,000	\$16,000	\$16,000	\$2,675,000
Wetland & Seagrass Mitigation (3)	\$0	\$0	\$107,572	\$107,572	\$107,572	\$178,261	\$178,261	\$177,001
Roadway Construction	\$0	\$330,830	\$1,695,886	\$1,695,886	\$2,653,975	\$1,720,973	\$1,720,973	\$2,629,187
Bridge Construction	\$8,112,792	\$29,795,130	\$76,093,270	\$78,526,755	\$45,943,146	\$76,093,270	\$78,526,755	\$45,943,146
CEI (10% of Construction)	\$811,279	\$3,012,506	\$7,778,916	\$8,022,264	\$4,859,712	\$7,781,424	\$8,024,773	\$4,857,233
Total Cost	\$9,735,350	\$36,151,152	\$93,470,559	\$96,390,741	\$61,172,117	\$93,571,352	\$96,491,534	\$61,138,800
Life of Alternative (years)	10	25	75	75	75	75	75	75

(1): Repairs include replacement of all concrete beams, deck and traffic railing on six spans; installing cathodic protection pile jackets, repairing the concrete (sealing cracks, patching spalls, etc.) in the piles, pile caps, deck, beams, and traffic railing; repairing the fender system; repairing the bascule span operational machinery; upgrading the bascule span electrical systems; paint; and repairing the bascule span aluminum and steel in order to extend the service life 10 years. Costs do not include annual maintenance and operating costs.

(2): Rehabilitation includes replacement of all concrete beams, deck, and traffic railing; movable span aluminum and steel repairs; replacement of mechanical and electrical systems; new fenders; and a temporary bridge. Does not include annual operating and maintenance costs over 25 years of \$6.2M or \$247,000 per year for concrete repairs to piles and bulkheads; sealing cracks; neoprene pad replacement; paint; 60 pile jackets, and 10 crutch bents when needed.

(3): Wetland and seagrass mitigation includes additional mitigation for Essential Fish Habitat, and assumes seagrass mitigation construction concurrent for this project and Anna Maria Island Bridge.