



Public Works Department

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MEMORANDUM

To: Board of County Commissioners of Manatee County, Florida
From: Scott May, P.E., County Engineer, Deputy Director Public Works
Date: April 26, 2022
Subject: Recommendation of Approval of Alignment - 59th Street West (CIP Project #6108360) from Cortez Road to Manatee Avenue

Introduction

A Project Development and Corridor Study (PDCS) Report was prepared by the engineering firm of Kimley Horn and Associates, Inc. to evaluate widening 59th Street from two to four lanes between Cortez Road and Manatee Avenue. Existing right-of-way for 59th Street is insufficient to allow for construction of a four-lane design. Therefore, additional right-of-way is required to be acquired along the corridor to accommodate the proposed widening.

The objective of the report was to review the options for the alignment of the widened roadway and recommend the preferred alignment considering safety, cost, alternative pond sites, long-range planning, and environmental factors. The report evaluated two different typical sections and alignments for this segment of 59th Street. A recommendation for the typical section and alignment geometry was provided as result of the report and is supported by staff.

History

As early as 2009, 59th Street West has been part of the Future Traffic Circulation Map (Map 5) which establishes the guiding document for development of an adequate network of major roadways in Manatee County for future years.

The project limits are within the City of Bradenton. The Future Land Use element of the City's Comprehensive Plan was reviewed to determine how its stated goals, objectives, and policies may support potential improvements to the 59th Street West corridor.

Alternatives/Alignments

Existing Conditions

The existing typical section along 59th Street generally consists of two 11-foot to 12-foot travel lanes separated by a 12-foot two-way left turn lane (TWLTL), shallow roadside ditches, and 5-foot sidewalks on both sides. There is a short segment of shared-use path on the east side from 36th Avenue West to 33rd Avenue Drive West. The project traverses through the City of Bradenton and unincorporated Manatee County. Manatee County is responsible for maintenance of this roadway.

Right-of-way (ROW) along 59th Street varies within the project limits. Although the ROW pinches down to as little as 84 feet, most of the corridor has at least 93 feet.

Alternative One

JAMES
SATCHER
District 1

REGGIE
BELLAMY
District 2

KEVIN
VAN OSTERIDGE
District 3

MISTY
SERVIA
District 4

VANESSA
BAUGH
District 5

CAROL
WHITMORE
At Large

GEORGE W.
KRUSE
At Large

Alternative One utilizes a 102-foot typical section along a right-side widening alignment to minimize parcel impacts or relocations. This alternative includes a roundabout at 17th Avenue West to improve operation, manage speeds, and enhance safety. As existing ROW is only 93 feet, additional ROW (eight acres affecting 33 parcels) is required, and relocations (seven) are anticipated.

Alternative Two

Alternative Two utilizes a 93-foot typical section along a right-side widening alignment to minimize parcel impacts or relocations. This alternative includes a roundabout at 17th Avenue West to improve operation, manage speeds, and enhance safety. Alternative Two requires less ROW (seven acres affecting 25 parcels) than Alternative One, but relocations (seven) are required with both alternatives. Alternative Two does not include designated on-street bicycle facilities, rather including a 12-foot shared use path on the right side.

Recommendation

Staff concurs with the Kimley Horn and Associates, Inc. recommendation of Alternative Two based on the engineering and environmental analysis documented in the PDCS Report. The recommended alternative for 59th Street includes a raised median, four travel lanes, curb and gutter, sidewalk, and a shared use path on one side. The recommended alternative best meets the project purpose with the following:

- Sidewalks for pedestrians
- Buffer space between the road and sidewalk for pedestrian comfort
- Shared-use path for cyclists
- Roundabout for traffic calming
- Raised median for improved safety
- Landscaping opportunities
- Additional through lanes for rush hour traffic