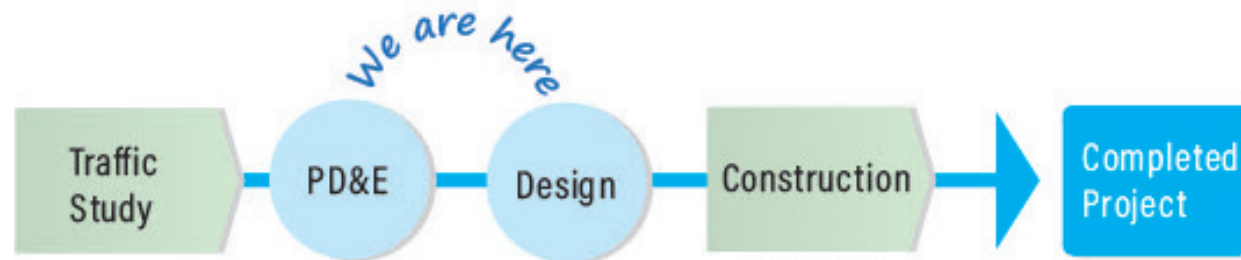


## Project Schedule

	2019		2020				2021				2022				2023				2024				
	Fall	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter	
Project Begins	➔																						
Project Newsletters			📧					📧													📧		📧
Data Collection																							
Engineering & Environmental Analysis																							
Public Workshop																							
Stakeholder Meetings																							
Public Hearing																							
PD&E Study Complete																							🏁

Key: ➔ Begin Study, 🏁 End Study, 📧 Newsletter Mailed, 👥 Stakeholder Meetings, 🗣️ Public Meetings, \* Preliminary Subject to Change

## Transportation Development Process



### You may share your comments about the project in several ways:

1. Complete a speaker card available at the sign-in table and make an oral comment at the microphone, or by using GoToWebinar during the formal comment portion of the hearing.
2. Make an oral statement to the court reporter during the informal portion of the hearing.
3. Complete a comment form and place it in a comment box at the in-person meeting or mail to Patrick Bateman, P.E., MS 1-40, at 801 N. Broadway Avenue, Bartow, FL 33830
4. Email comments to the FDOT Project Manager, Patrick Bateman, P.E., at [Patrick.Bateman@dot.state.fl.us](mailto:Patrick.Bateman@dot.state.fl.us)
5. Submit comments on the project website at [www.swfroads.com/436680-1](http://www.swfroads.com/436680-1).

All comments must be postmarked by **April 4, 2024**, to be included as part of the public hearing record.

## Contact Information

**Patrick Bateman, P.E., MS 1-40**  
 FDOT Project Manager  
 801 N. Broadway Ave.  
 Bartow FL 33830  
 (863) 519-2792  
[Patrick.Bateman@dot.state.fl.us](mailto:Patrick.Bateman@dot.state.fl.us)

### Additional Project Information:

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns about Title VI may do so by contacting Cynthia Sykes, District One Title VI Coordinator, 801 N. Broadway Ave., Bartow, Florida 33830, call (863) 519-2287, or via email at [Cynthia.Sykes@dot.state.fl.us](mailto:Cynthia.Sykes@dot.state.fl.us).

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



## Little Ringling (SR 789) Public Hearing

Project Development & Environment (PD&E) Study

Financial Project ID: 436680-1

March 21, 2024



Project Location Map



The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study to evaluate the proposed reconstruction of the existing bridges along John Ringling Boulevard (SR 789) from Bird Key Drive to Sarasota Harbour West in Sarasota County.

The Little Ringling PD&E Study is evaluating alternatives to address structural integrity due to the age and operational deficiencies of the existing bridges. The proposed improvements will enhance safety, improve traffic operations, add a transit lane, replace the existing sidewalks with shared use paths, harden infrastructure, and increase the bridge's resilience to storm events.

### Hearing Agenda and Checklist

5 p.m. - Open House

- View project boards
- View project video
- Ask team questions

6 p.m. - Formal Presentation

- Watch presentation

Following Formal Presentation - Comment Period

- Provide comments to team

Virtual Attendance

Date: Thursday, March 21, 2024

Time: 5:45 p.m. to 7 p.m.

Location: [bit.ly/LittleRinglingPublicHearing](http://bit.ly/LittleRinglingPublicHearing)

This hearing is being conducted to present the preferred alternative and all analysis to date, as well as to give interested persons an opportunity to express their views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed improvements. While comments about the project are accepted at any time, please send all comments by **April 4, 2024**, to be included in the public hearing record.

Maps, drawings and other information depicting the proposed improvements are available for public review. **Representatives from FDOT are available to discuss proposed improvements, answer questions, and receive comments.**

### What is a PD&E Study?

A PD&E study is the formal process that develops and compares alternatives to determine a preferred action that meets project needs, while minimizing impacts to the social, cultural, natural, and physical environments. Engaging the public by sharing and receiving information is a key component of this process and is required by the National Environmental Policy Act.

# Evaluation Matrix

\*Preliminary Subject to Change

Description	No Build	Single Bridge Alternative
<b>Benefits</b>		
Safety		
Barrier Separated Pedestrian Facilities	No	Yes
Improves Pedestrian Facilities	No	Yes
Improves Bicycle Facilities	No	Yes
Maintenance & Operations		
Reduces Future Maintenance Costs	No	Yes
Allows Future Part-time Shoulder Use	No	Yes
Expected Service Life	30 Years	75 Years
<b>Potential Environmental Impacts</b>		
Archaeological Probability/Historic Sites (potential)	None	Low / 8
Parks / Recreational Areas	None	3
Wetlands (acres)	0	0.03
Surface Waters (acres)	0	0.03
Seagrass/Submerged Aquatic Vegetation (acres)	0	0.17
Essential Fish Habitat (acres)	0	2.81
Threatened & Endangered Species (potential)	Low	High
Contamination Sites Ranked as High/Medium Risk (number)	0 / 1	0 / 1
Noise-sensitive Sites	0	4
<b>Property Impacts</b>		
Right-of-Way (acres)   Parcels   Relocation	0	0
<b>Costs (Current Year \$)</b>		
Design	\$2,938,000 <sup>(1)</sup>	\$2,360,000
Final Design	\$0	\$900,000
Wetland Mitigation <sup>(2)</sup>	\$0	\$30,000
Right-of-Way	\$0	\$0
Construction	\$0	\$48,470,000
Maintenance – 30 years	\$29,377,000	\$1,550,000
Construction Engineering & Inspection <sup>(3)</sup>	\$3,525,000	\$5,820,000
<b>Total Estimated Project Cost <sup>(4)</sup></b>	<b>\$38,840,000 <sup>(5)</sup></b>	<b>\$59,130,000</b>

(1) Assumes engineering design and construction plan development

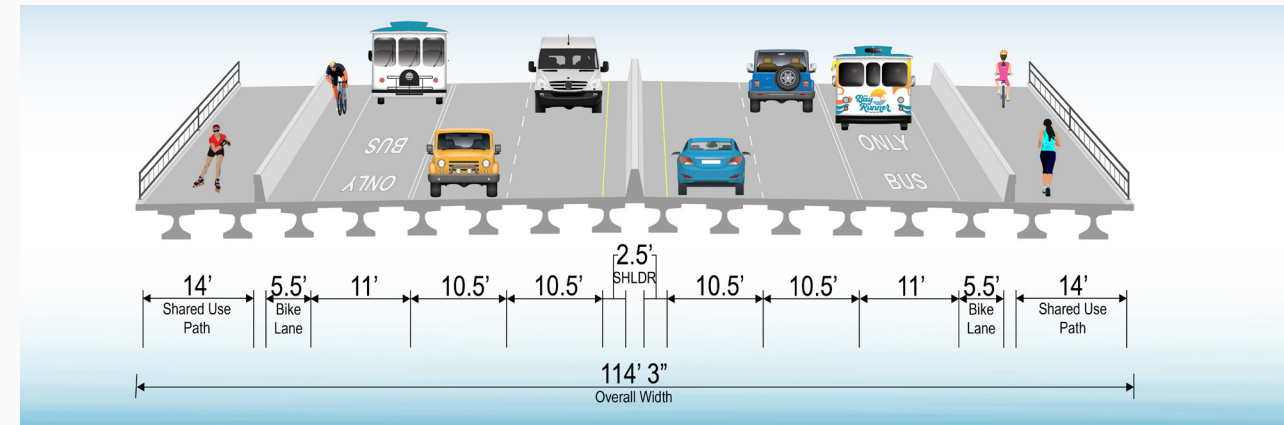
(2) Subject to change. Assumes availability/purchase of mitigation bank credits to offset mangrove wetland and seagrass impacts. Values assume \$159,829-per-acre mitigation cost for anticipated fiscal year 2028/29 construction (per FDOT's FY 24/25 - 28/29 Work Program Instructions). Costs shown do not include potential costs associated with coral or oyster bed mitigation or permittee-responsible mitigation should mitigation credits not be available.

(3) CEI is 12% of the Long Range Estimate construction cost.

(4) Total estimated project costs include engineering, right of way, and construction but do not include utility relocations, environmental permits, or contamination remediation.

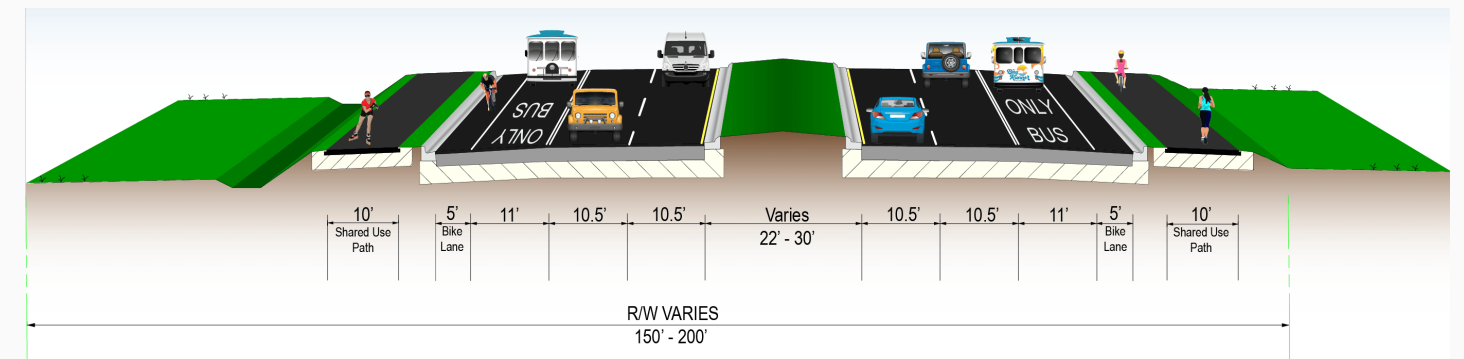
(5) Due to the condition of the bridges, the No Build would require increasingly costly and disruptive maintenance and major rehabilitation projects to keep them functional.

## Preferred Alternative



### Single Bridge Typical Section

The single bridge typical section includes two 10.5-ft wide travel lanes, a dedicated 11-ft transit lane, a 2.5-ft inside shoulder, a 5.5-ft bike lane, and a 14-ft shared use path in each direction. The total width of the bridge is 114 ft-3-in. The proposed deck elevation at the center of the new bridge will be approximately 26.2 ft, making it approximately 10.5 ft higher than the existing bridges. The additional height is to address storm surge and wave forces and FDOT corrosion criteria.



### Roadway Typical Section

The new bridge will transition to a divided roadway typical section that includes two 10.5-ft wide travel lanes, a dedicated 11-ft transit lane, and a 5-ft bike lane in each direction, separated by a median, with curb and gutter. This section of roadway also includes a 10-ft shared-use path on both sides of the roadway that connects to the bridge. The posted speed would be 35 mph.

## No-Build Alternative

Throughout this study, a “no-build” alternative has also been considered. The no-build alternative assumes that no improvements are made to the Little Ringling bridges through the year 2050, except routine maintenance. Due to the condition of the bridges, the no-build option would require increasingly costly and disruptive maintenance and major rehabilitation projects to keep them functional.