



## Public Workshop Frequently Asked Questions (FAQs)

### 436680-1-22-01 & 436680-1-32-01 Little Ringling (SR 789) PD&E Study From Bird Key Drive to Sarasota Harbour West

1. How long will the study last?

Typically, a PD&E study lasts for two years, but for further information and an up-to-date schedule for this project, see the Schedule page.

2. Where will study and meeting documents be posted?

All study-related documents and all materials from public meetings and the public hearing will be posted on the Documents and Publications page.

3. If I don't attend a meeting, can I still submit a comment about the project and its alternatives?

Absolutely! The FDOT welcomes comments on the project at any time throughout the study process. You can submit your comment on the Email Updates page. Be sure to include your preferred method of contact, so that the study team can follow up with you regarding any questions you may have included in your comment.

FDOT solicits public participation without regard to race, color, national origin, age, sex, religion, disability, or family status.

4. When will this project be built?

The PD&E Study Phase would need to be completed and approved, or receive LDCA (see the Location Design and Concept Acceptance section above). Once LDCA is received, in order for the project to advance to the next phase, funds would need to be programmed for future phases. Currently, the PD&E and design phases are funded in the FDOT's Tentative Five-Year Work Program (Fiscal Years 2021-2026), but the Construction phase is not funded. See the About the Project page for more information on current funding.

5. Can speed bumps be installed along John Ringling Boulevard to help mitigate reckless driving?

FDOT's Traffic Operation group does not recommend speed bumps or further reduction of the speed limit at this time.

6. While the bridge is being constructed, would it be possible to add wider bicycle lanes?

During construction, the existing bridge configuration will be unchanged with continued use of the existing 5-foot-wide sidewalks. Initial bridge construction will be in the median, away from the sidewalks. For the single bridge alternative, once the first half of the new bridge opens to traffic, one of the 14-foot shared use paths will be available. With the twin bridge alternative, a temporary bridge will be constructed in the median. The temporary bridge will include at least 5-foot-wide sidewalks, separated from vehicular traffic. The roadway width on the temporary bridge will be similar to the existing bridges.

7. Can a mid-block pedestrian/bicycle crossing be added on the bridge?

FDOT is currently investigating the need for additional traffic signals and/or crosswalks. Both build alternatives also sidewalks crossing below the end spans of the new bridges for improved pedestrian access and safety.

8. Will there be a barricade between the multi-use path and traffic?

Yes, there will be a barricade between the multi-use path and traffic.

9. Can the outside shoulder width be expanded to accommodate a shared bus/bike shoulder or a dedicated transit lane for use by public transit vehicles?

Either proposed build alternative will be wide enough to accommodate alternative vehicle use on the shoulder in the future.

10. What are the benefits/disadvantages of the twin bridges versus the single bridge?

The twin bridge alternative maintains the existing character of the area and includes the opportunity for more landscaping in the median. It maintains the existing width of the median in front of Sarasota Harbour East and the Sarasota Yacht Club. The twin bridge will cost more to construct, as well as take longer to construct, due to the temporary bridge needed to maintain traffic.

11. Can the bike lane be separated by a barricade?

Bicyclists will have the option to use the 14' wide shared-use paths along the bridge. These will be separated from the roadway by traffic barriers. Along the approach roadways, the shared-use paths are offset from the roadway. While bicyclists can use the shoulders as bike lanes, the shoulders cannot be separated by a barrier as they would no longer be able to function as shoulders.

12. Are there plans to create an aesthetic committee to establish a unique look to the bridge(s)?

The Department has received a request from the City of Sarasota to form an Aesthetics Steering Committee for the Little Ringling Bridge. The Department will work with the City to address aesthetic components of the project.

13. Has a traffic signal or other improvements been examined to improve conditions between the entrance/exit to Plymouth Harbor and Sarasota Harbour West?

FDOT's Traffic Operations group met with Plymouth Harbor recently. FDOT Traffic Operations completed a Single Warrant Analysis to determine if a traffic signal is warranted at the Plymouth Harbor/Sarasota Harbour west entrance. They determined it is not warranted at this time. Traffic Operations will continue to monitor this intersection.

14. Will the construction cause any delays in traffic or additional congestion?

Both build alternatives will maintain two lanes of traffic and sidewalks for pedestrian traffic in each direction throughout construction. For the single bridge alternative, the new bridge will be built in phases. Four lanes of traffic will be maintained on the two existing bridges while the south (eastbound) half of the new bridge will be built in the median. Once completed, westbound traffic will be shifted onto the constructed portion of the new bridge and the existing westbound bridge demolished so the north (westbound) half of the new bridge can be constructed. Once completed, the four lanes of traffic will be placed in their final configuration and the existing eastbound bridge demolished.

For the twin bridges alternative, a temporary bridge will be constructed in the median between the two bridges. Two lanes of traffic and pedestrians will be shifted from one of the existing twin bridges to the temporary bridge, while the other two lanes and pedestrians will be maintained on the other existing bridge. That existing bridge will then be demolished and the first of the new twin bridges constructed. Once the first new twin bridge is constructed, two lanes of traffic and pedestrians will be shifted from the temporary bridge to it, and two lanes of traffic and pedestrians shifted from the remaining existing bridge to the temporary bridge. That existing bridge will then be demolished and the second of the twin bridges constructed. After both twin bridges have been completed, the temporary bridge will be removed.

There will be minor interruptions to traffic throughout the duration of the project to allow the contractor to access the median to work. These interruptions are expected to be of limited duration and, whenever possible, will occur during off peak hours.