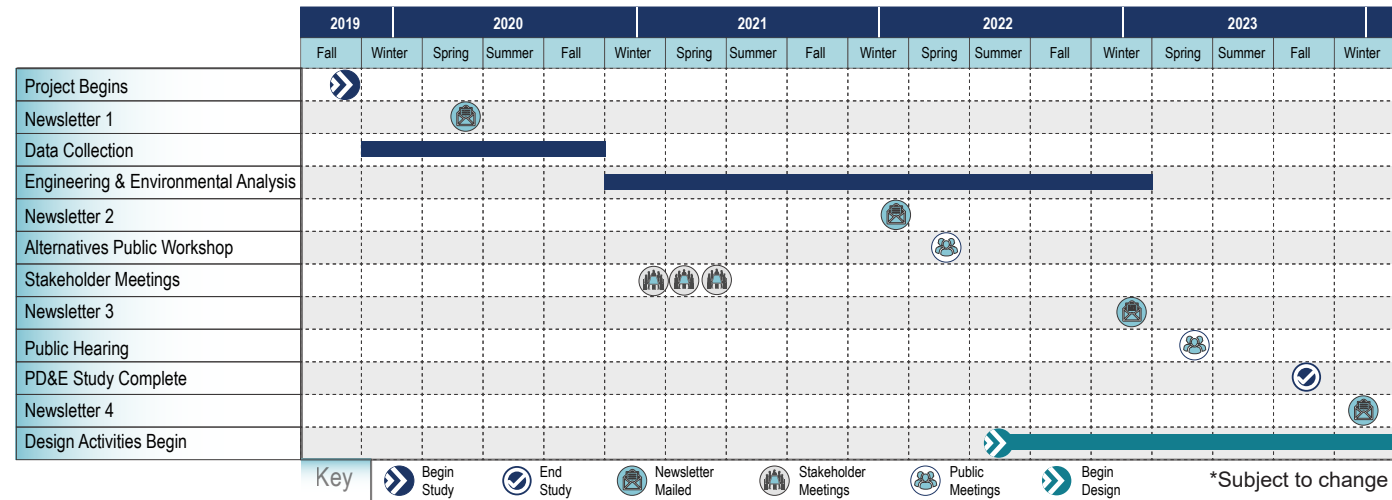
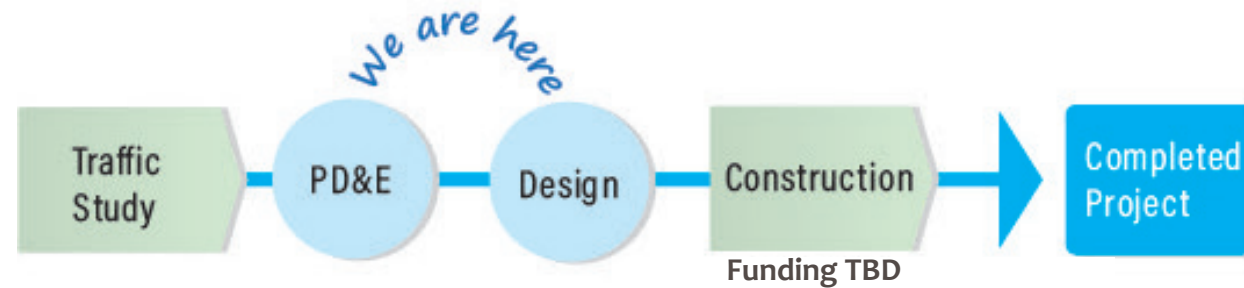


## Project Schedule



## Transportation Development Process



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

1. If attending the in-person event, complete a comment form and place it in the comment box at the meeting or mail to Patrick Bateman, P.E., MS 1-40, FDOT Project Manager, P.O. Box 1249, Bartow FL 33831.
2. If attending the online workshop, enter your comment into the chat box or request to speak during the online meeting,
3. 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)

*All comments must be postmarked by April 21, 2022, to be included as part of the public meeting record.*

## Contact Information

**Patrick Bateman, P.E., MS 1-40**  
 FDOT Project Manager  
 P.O. Box 1249  
 Bartow FL 33831  
 (863) 519-2293  
[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 December 14, 2016, and executed by the Federal Highway Administration and FDOT.



## Little Ringling (SR 789) Public Workshop

Project Development & Environment (PD&E) Study

Financial Project ID: 436680-1-22-01 & 436680-1-32-01

April 5 and April 7, 2022



Project Location Map



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

The bridges are being evaluated to address structural integrity and operational deficiencies. The ultimate goal of the project is to identify a solution for the Little Ringling bridges in need of repair and to accommodate greater multimodal transportation access. The proposed alternatives being evaluated include the reconstruction of the bridges with consideration of bicycle/pedestrian and transit facilities. All alternatives will maintain the existing four lanes and no capacity increase is proposed.

This public workshop is being held to present information about the proposed alternatives and the engineering and environmental analyses completed to date. This workshop provides the public an opportunity to offer feedback on the proposed alternatives to be included as part of the public meeting 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.**

### Project Goals

1. Identify the optimal solution to address structural integrity and operational deficiencies in the Little Ringling bridges
2. Provide greater multimodal transportation access

### Schedule

#### In-Person Public Workshop

Date: Tuesday, April 5, 2022  
 Time: 5 p.m. to 7 p.m.  
 Location: 222 S. Palm Ave., Sarasota, FL 34236  
 Church of the Redeemer

#### Online Public Workshop

Date: Thursday, April 7, 2022  
 Time: 6 p.m. to 7 p.m.  
 Location: [bit.ly/LittleRinglingWorkshop](https://bit.ly/LittleRinglingWorkshop)

### What is a PD&E Study?

A Project Development and Environment (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

Description	No Build	Single Bridge Alternative	Twin Bridge Alternative
<b>Benefits</b>			
<b>Safety</b>			
Barrier Separated Pedestrian Facilities	No	Yes	Yes
Improves Pedestrian Facilities	No	Yes	Yes
Improves Bicycle Facilities	No	Yes	Yes
<b>Maintenance &amp; Operations</b>			
Reduces Future Maintenance Costs	No	Yes	Yes
Allows Future Part-time Shoulder Use	No	Yes	Yes
<b>Potential Environmental Impacts</b>			
Archaeological Probability / Historic Sites (potential)	None	Low / None	Low / None
Parks / Recreational Areas	None	1	1
Wetlands (acres)	0	0.06	0.06
Surface Waters (acres)	0	2.42	2.45
Seagrass/Submerged Aquatic Vegetation (acres)	0	0.05	0.07
Essential Fish Habitat (acres)	0	2.48	2.56
Threatened & Endangered Species (potential)	Low	High	High
Contamination Sites Ranked as High/Medium Risk (number)	0 / 1	0 / 1	0 / 1
Noise-sensitive Sites	0	0	0
<b>Property Impacts</b>			
Right-of-Way (acres)   Parcels   Relocation	0	0	0
<b>Costs (Current Year \$)</b>			
Design	\$2,937,700	\$1,480,400	\$1,480,400
Wetland Mitigation <sup>(1)</sup>	\$0	\$15,400	\$18,200
Right-of-Way	\$0	\$0	\$0
Construction <sup>(2)</sup>	\$0	\$54,061,200	\$60,988,500
Maintenance - 30 years	\$29,377,100	\$1,491,400	\$1,500,400
Construction Engineering & Inspection	\$3,525,300	\$6,666,300	\$7,498,700
<b>Total Estimated Project Cost <sup>(3)</sup></b>	<b>\$35,840,100</b>	<b>\$63,714,700</b>	<b>\$71,486,200</b>

(1) Subject to change. Assumes availability/purchase of mitigation bank credits to offset mangrove wetland and seagrass impacts. Values assume \$139,354 cost-per-acre for anticipated fiscal year 2026/27 construction (per FDOT Mitigation Payment Handbook). Costs shown do not include potential costs associated with coral or oyster bed mitigation or permittee-responsible mitigation should mitigation credits not be available.

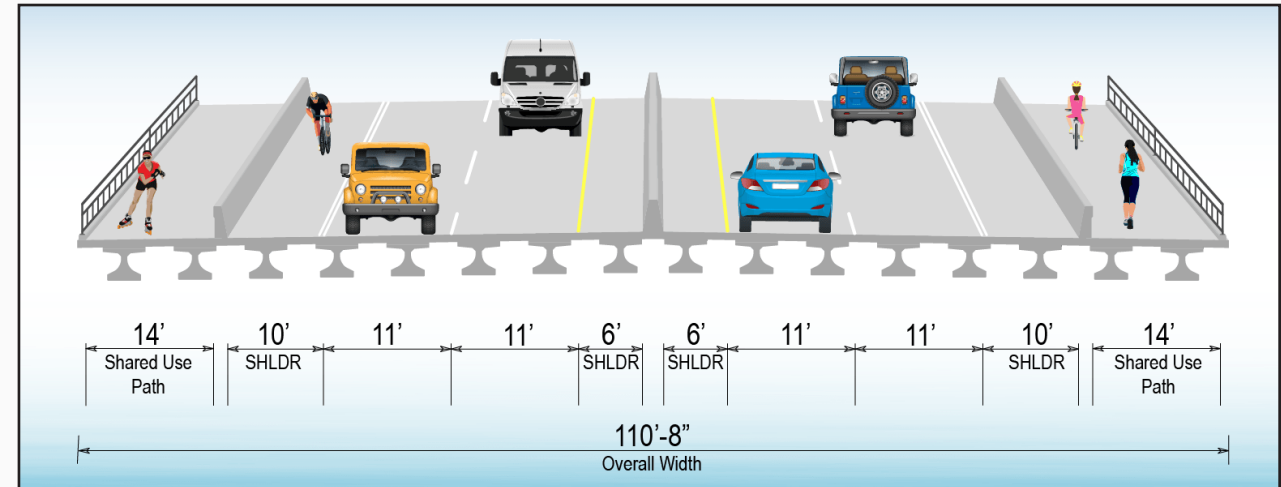
(2) Final design is included in the construction cost.

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

## Proposed Alternative

### Single Bridge

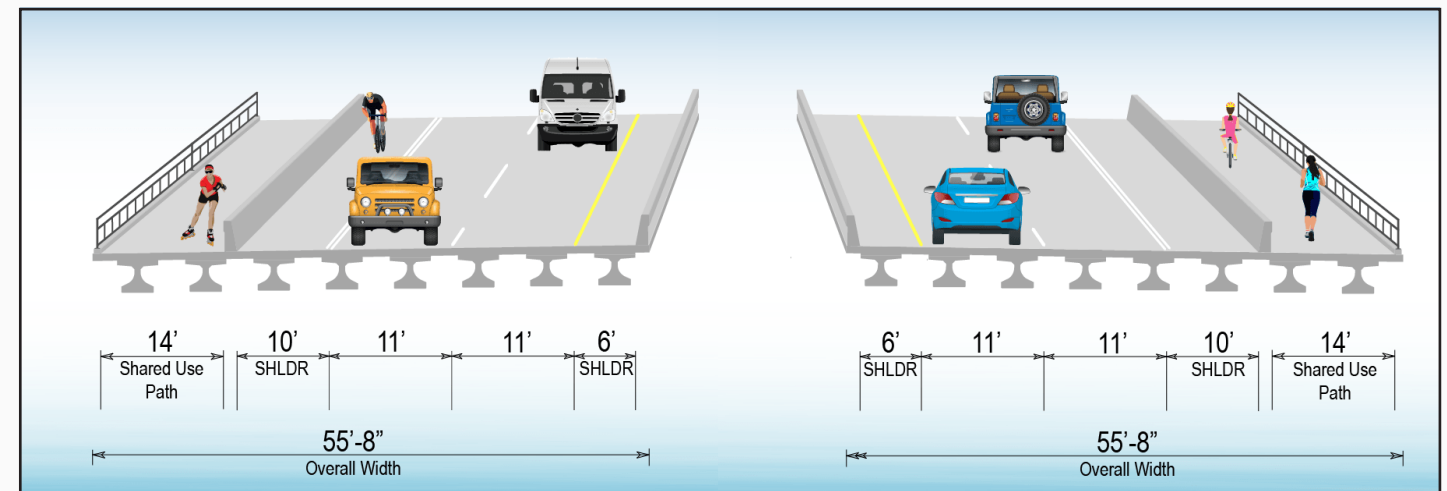
Includes constructing a new bridge to include two travel lanes in each direction, as well as a 10-foot outside shoulder, a 6-foot inside shoulder and a 14-foot shared use path



## Proposed Alternative

### Twin Bridges

Includes constructing an eastbound bridge and a westbound bridge, each with two lanes, a 10-foot outside shoulder, a 6-foot inside shoulder and a 14-foot shared use path



## No-Build Alternative

Throughout this study, a "no-build" alternative is also 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 ongoing maintenance and periodic major rehabilitation projects to keep them functional.