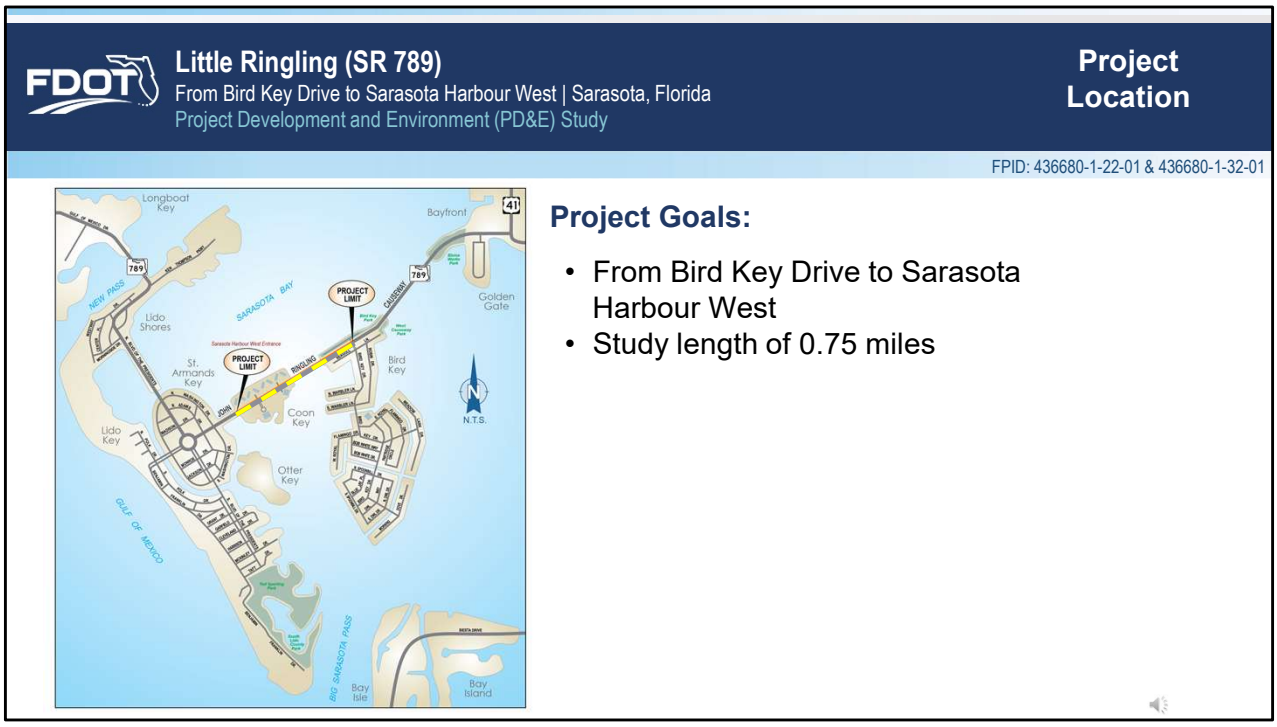
The Florida Department of Transportation, or F D O T welcomes you to the Public Workshop for the Little Ringling Project Development and Environment, or P D and E, study. We appreciate your attendance and participation.

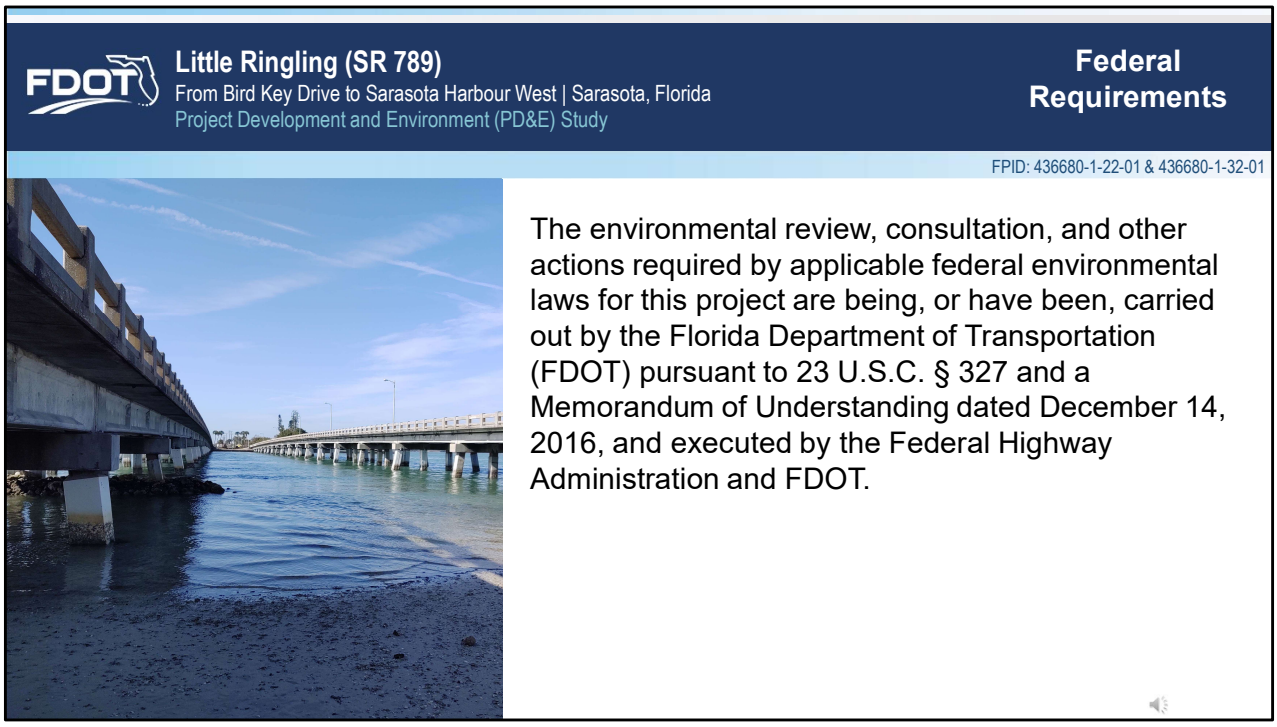
The purpose of this meeting is to provide you the opportunity to ask questions and offer comments about proposed improvements along John Ringling Boulevard (SR 789) from Bird Key Drive to Sarasota Harbour West in Sarasota County.



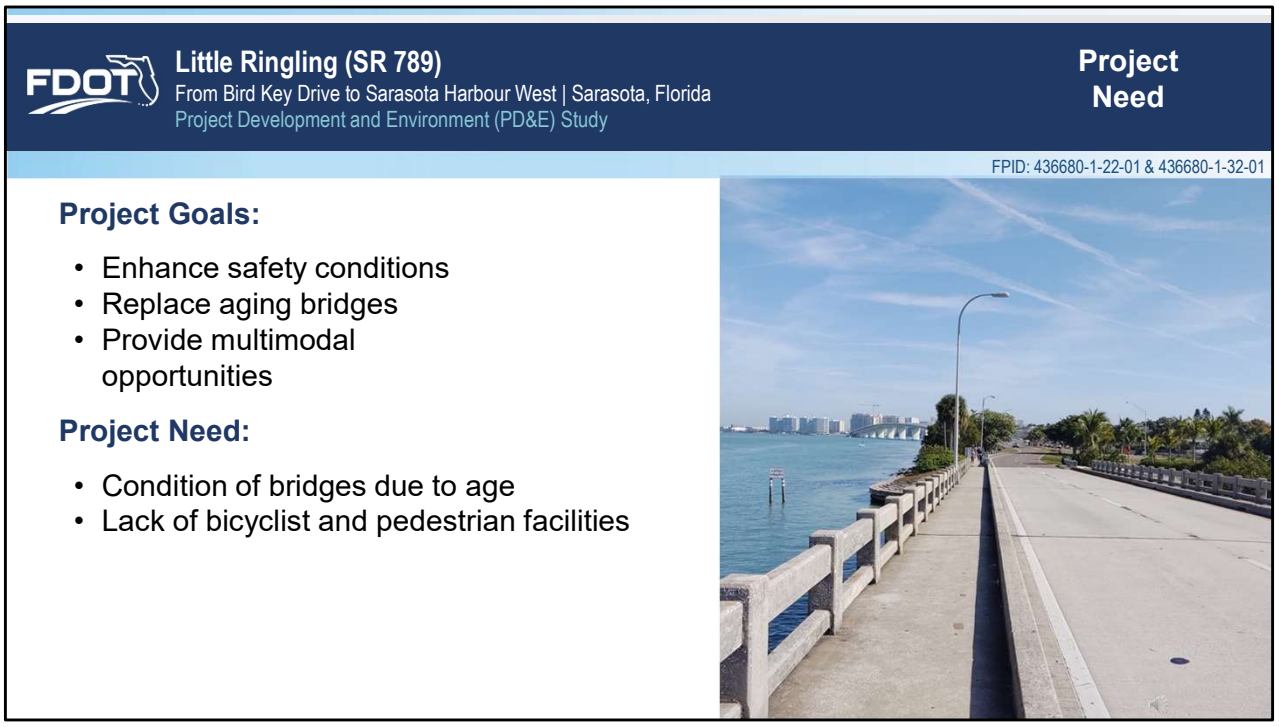
The study begins at Bird Key Drive and extends approximately 0.75 miles to Sarasota Harbour West.

The purpose of this P D and E study is to evaluate engineering and environmental data and document information that will aid F D O T District One and the F D O T Office of Environmental Management in determining the type, preliminary design, and location of the proposed improvements.

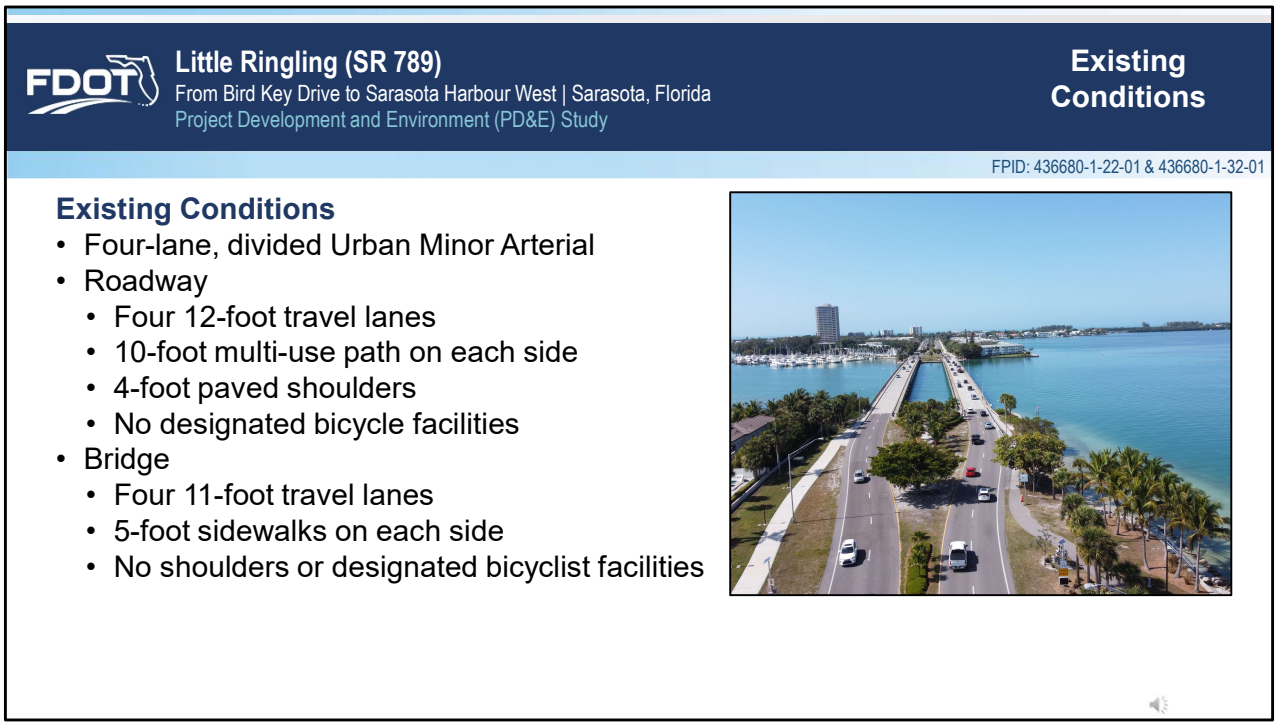
This P D and E study will be conducted and completed according to the requirements of the National Environmental Policy Act and other related federal and state laws, rules, and regulations, which will qualify future phases of this project for federal funding. Please see the workshop display boards for specific information.



The environmental review, consultation, and other actions required by applicable federal documents for this project are being, or have been, carried out by F D O T pursuant to 23 (twenty-three) United States Code Section 327 (three twenty-seven) and a Memorandum of Understanding dated December 14, 2016 (twenty sixteen) and executed by the Federal Highway Administration and F D O T.



John Ringling Boulevard (SR 789) serves as the primary connection from downtown Sarasota to Bird Key, Coon Key, St. Armand's Key, Lido Key and Longboat Key. The Little Ringling Bridges cross the Coon Key Waterway, a navigable waterway. The project alternatives being considered will address structural and geometric deficiencies, enhance safety conditions in the area by providing multimodal transit opportunities, improve emergency evacuation and response times and increase the bridge's resistance to storm events. The need for the proposed improvements on the Little Ringling bridges is indicated by the conditions of the bridges due to their advanced age, as well as a lack of bicyclist and pedestrian facilities.

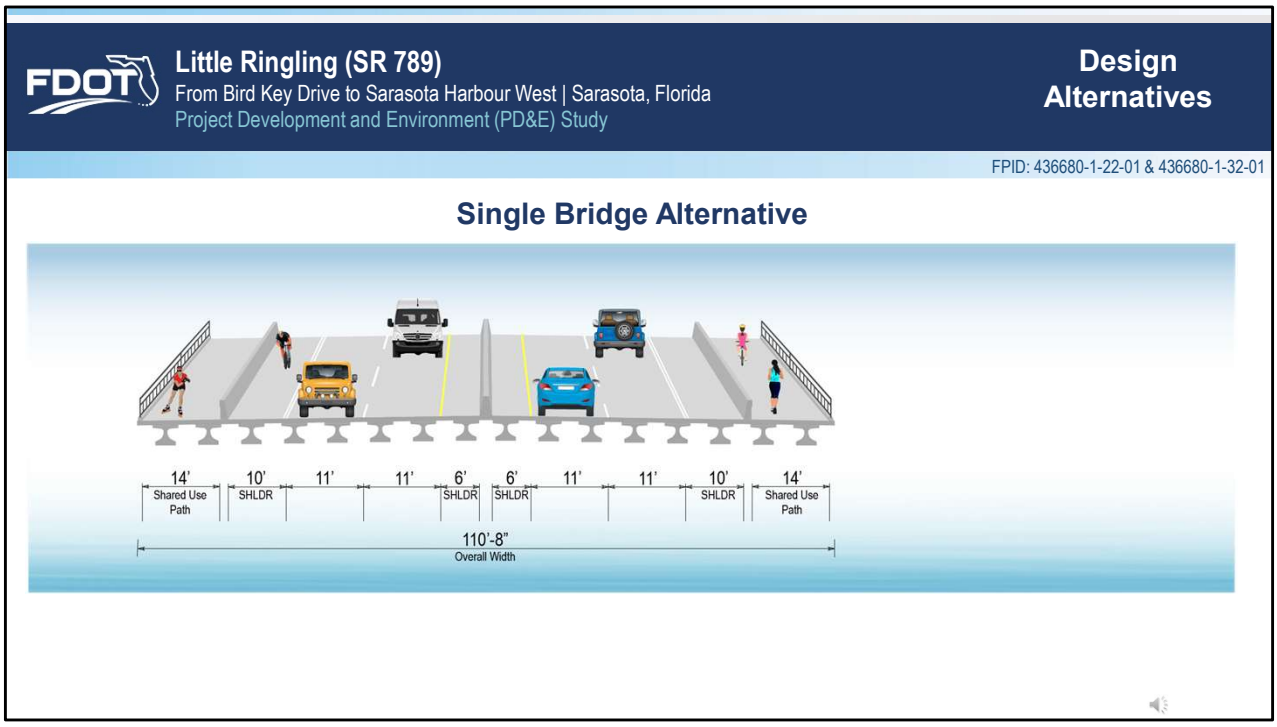


Within the project limits, the existing John Ringling Boulevard is classified as an Urban, Minor Arterial and consists of a four-lane, divided facility between Bird Key Drive and Sarasota Harbour West.

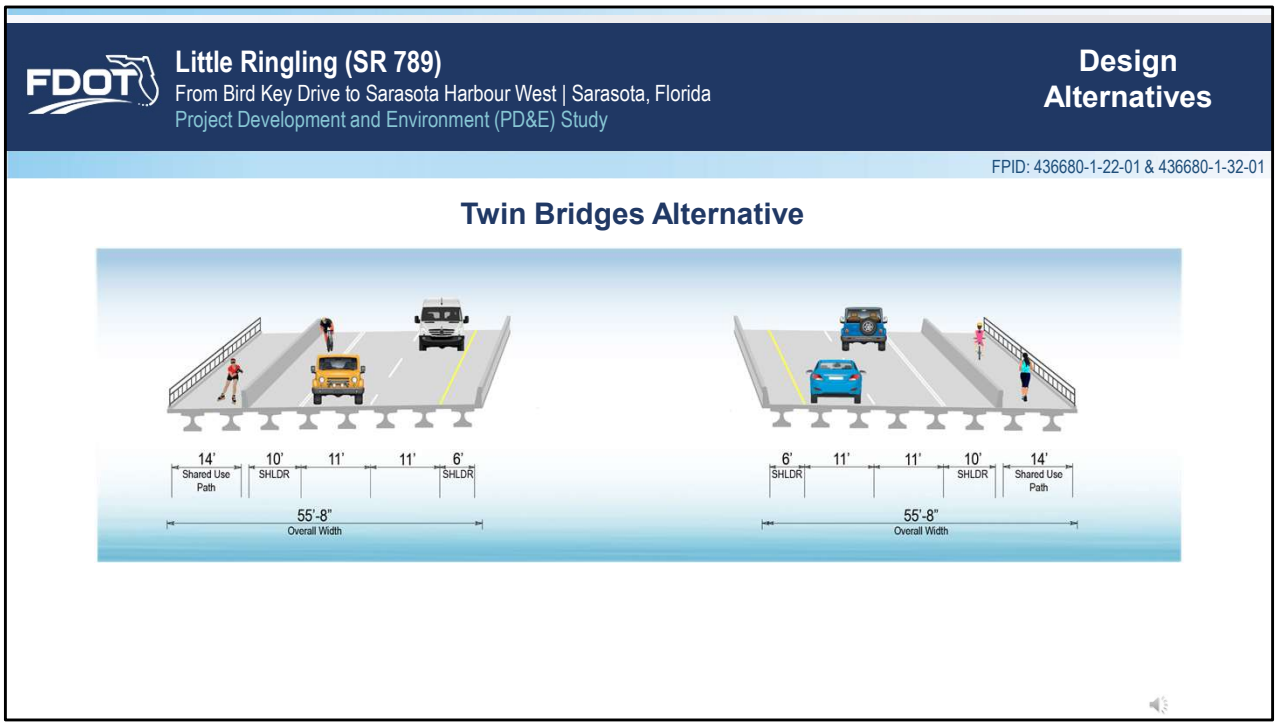
The travel lanes are 11 to12 feet wide with 5-foot sidewalks or 10-foot multi use paths on either side of the facility. Currently, there are no designated bicycle facilities within the project limits.

The existing twin bridges were constructed in 1958. They are spaced 100 feet apart, center to center and each bridge is 1,008 feet long and 37 and a half feet wide out to out. There are 21 spans at 48 feet each consisting of 4 lines of precast concrete beams supported on concrete piles. The maximum vertical clearance under the bridges is approximately 12 ft above average high water. Several sections of the deck were replaced on the westbound bridge in 2016 along with other repair work throughout the years.

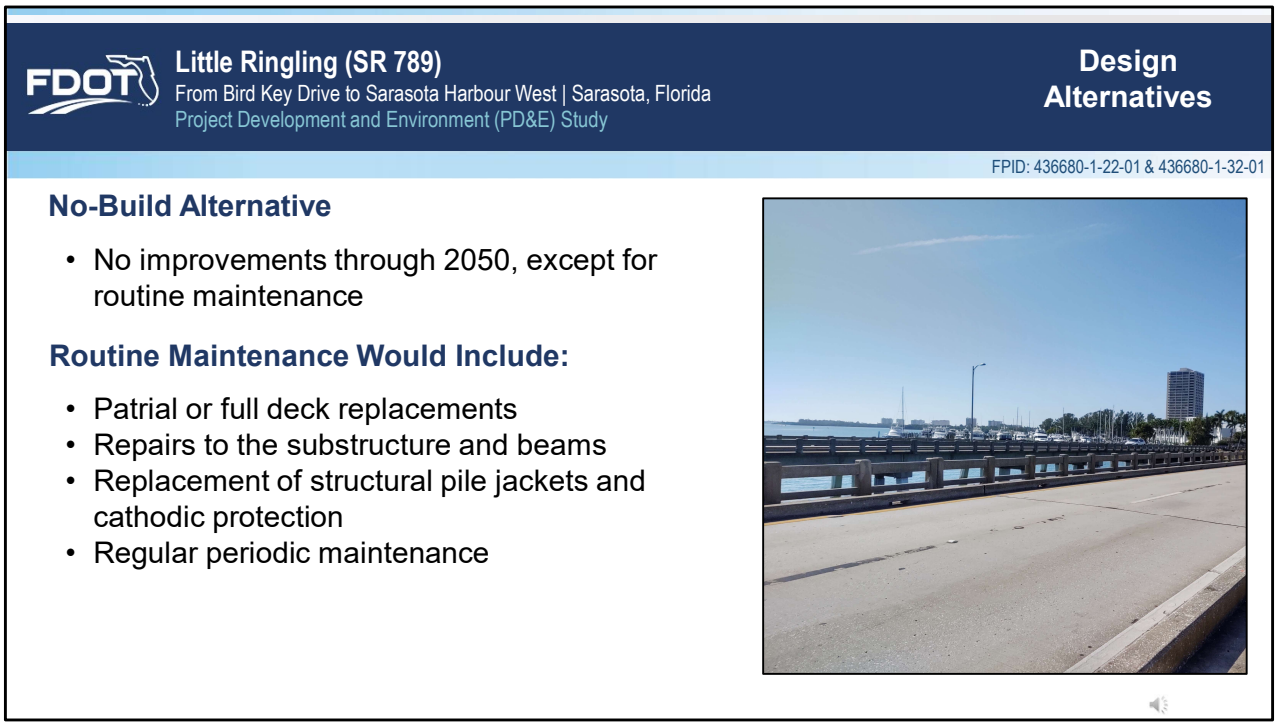
The Little Ringling improvements being considered evaluate alternatives for the reconstruction of the bridges and adjacent roadway approaches that provides a connection between nearby residential areas, parks, marinas and downtown Sarasota, with consideration of bicycle and pedestrian facilities. This study has identified two project alternatives, or "build alternatives," as well as a "no-build alternative". The build options are a new single bridge or new twin bridges.



The single bridge alternative will replace the two existing bridges with a single structure for all lanes of travel. The travel lanes on the new bridge will be the same 11-foot width as on the existing bridges. 10-foot outside shoulders will accommodate bicyclists, and a 14’ shared use path would be added to each side of the bridge.

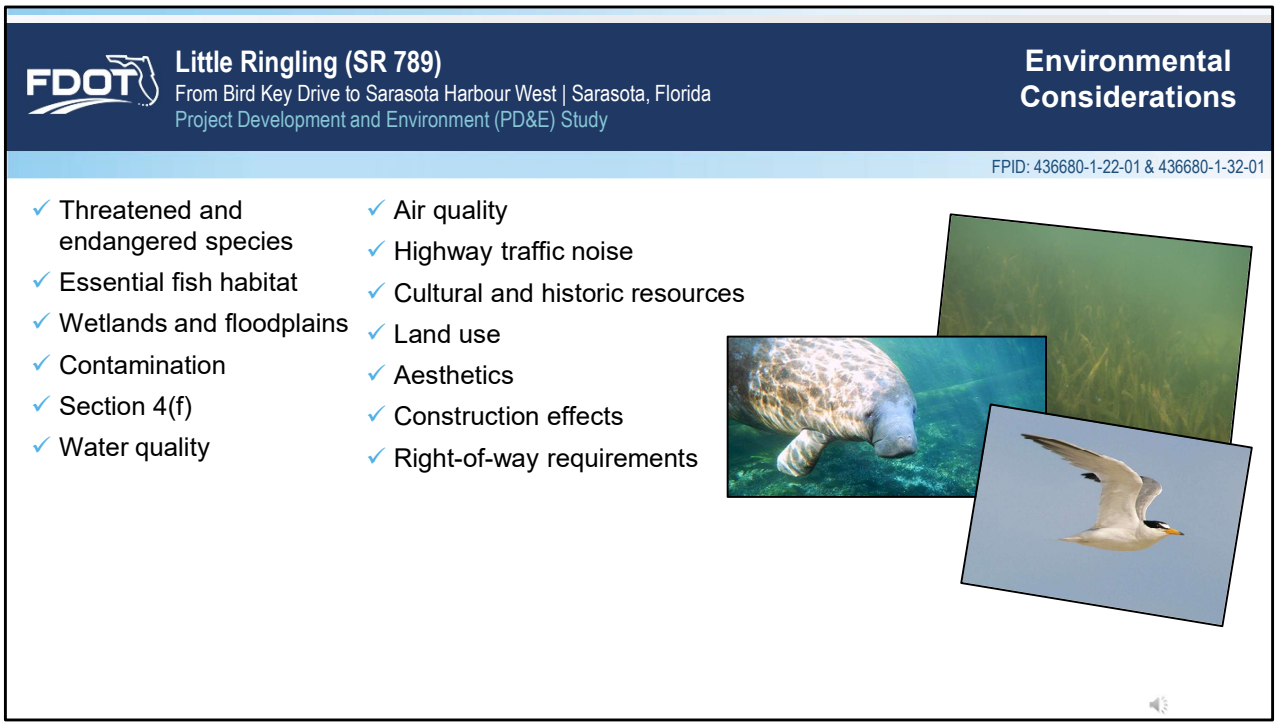


The twin bridges alternative will replace the two existing bridges with individual bridges for each direction of travel. The travel lanes on the new bridges will be the same 11-foot width as on the existing bridges. 10-foot outside shoulders will accommodate bicyclists, and a 14’ shared use path would be added to the outside of each bridge.



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 (“twenty fifty”), 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. Rehabilitation projects would likely include partial or complete deck replacement, substructure and beam repairs, and replacement of structural pile jackets and cathodic, or corrosion, protection to slow deterioration. Maintenance repairs would be on-going and larger rehabilitation projects could be expected approximately every 5

years for the next 30 years, at which time the bridge would require replacement. All projects would require work from barges and many will require periodic lane closures.

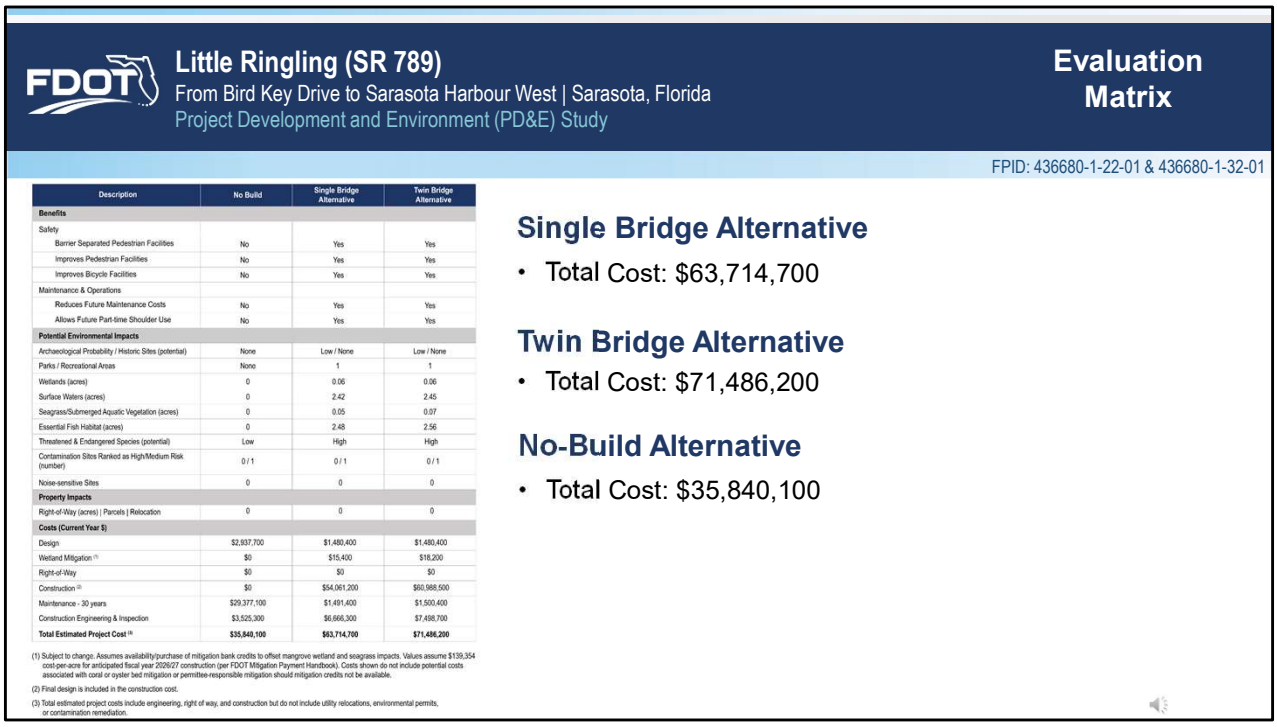


This P D and E study is ongoing. Project team members will continue to develop, refine, and evaluate alignment alternatives for the Little Ringling bridges throughout the remainder of the study. Potential environmental effects associated with the project build alternatives are under careful evaluation and include detailed studies of:

- Threatened and endangered species
- Essential fish habitat
- Wetlands and floodplains
- Contamination
- Section 4(f)
- Water quality
- Air quality
- Highway traffic noise

- Cultural and historic resources
- Land use
- Aesthetics
- Construction effects
- Right-of-way requirements

Based on data already collected, we do not anticipate significant effects associated with these project build alternatives.



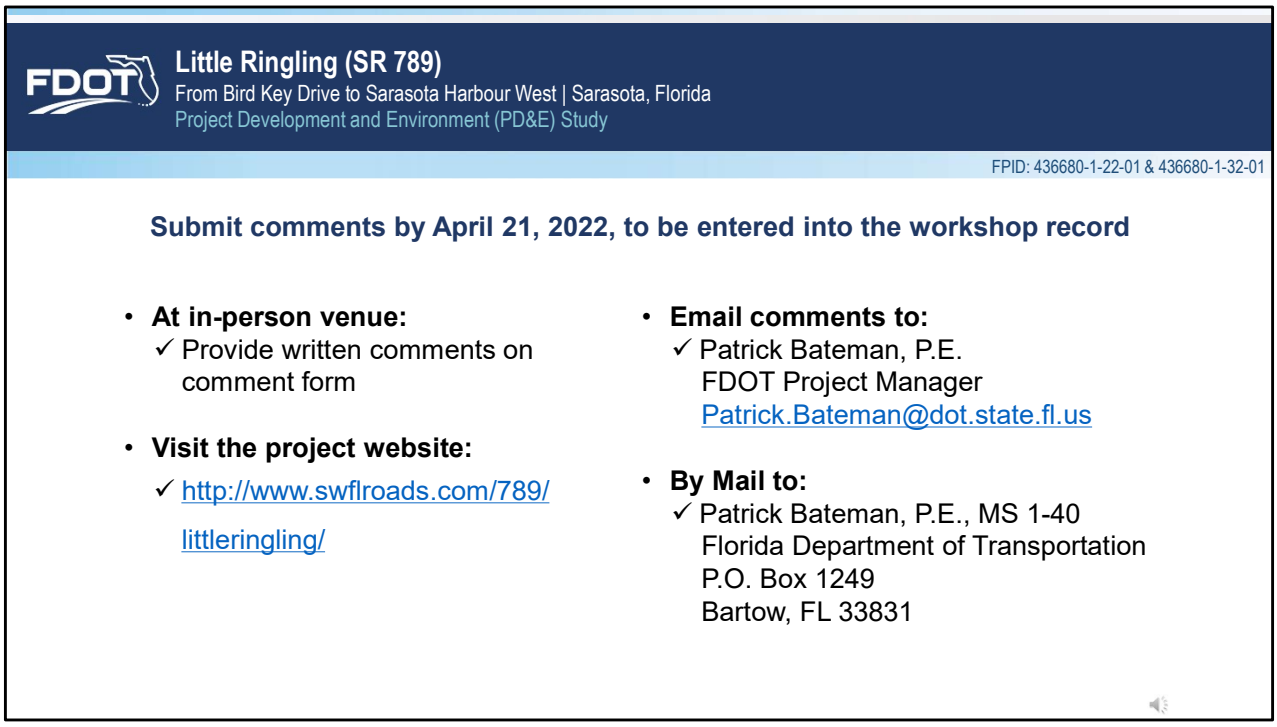
Description	No Build	Single Bridge Alternative	Twin Bridge Alternative
Benefits			
Safety			
Barrier Separated Pedestrian Facilities	No	Yes	Yes
Improves Pedestrian Facilities	No	Yes	Yes
Improves Bicycle Facilities	No	Yes	Yes
Maintenance & Operations			
Reduces Future Maintenance Costs	No	Yes	Yes
Allows Future Part-time Shoulder Use	No	Yes	Yes
Potential Environmental Impacts			
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
Property Impacts			
Right-of-Way (acres) | Parcels | Relocation	0	0	0
Costs (Current Year $)			
Design	$2,937,700	$1,480,400	$1,480,400
Wetland Mitigation (1)	$0	$15,400	$18,200
Right-of-Way	$0	$0	$0
Construction (2)	$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
Total Estimated Project Cost (3)	**$35,840,100**	**$63,714,700**	**$71,486,200**

(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.

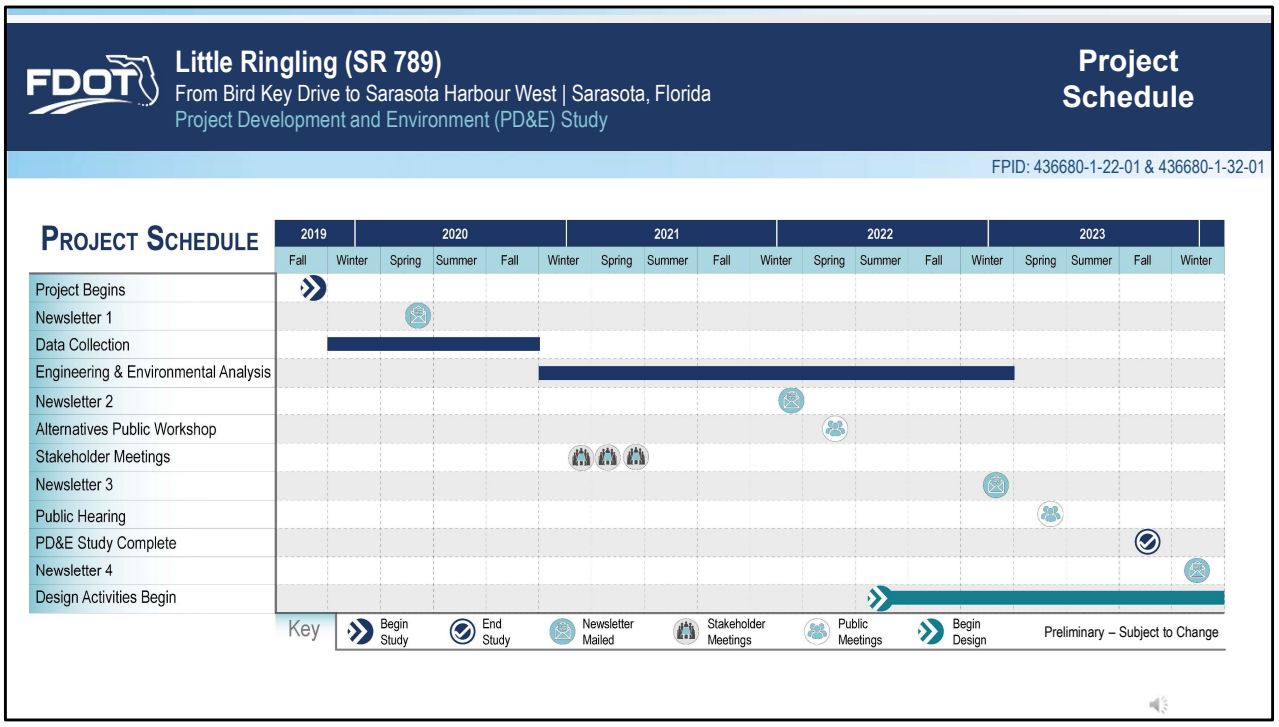
(2) Final design is included in the construction cost.

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

The evaluation matrix included in your handout shows a summary of results of preliminary analyses for the “build” and “no-build” alternatives. This matrix is also on display this evening.

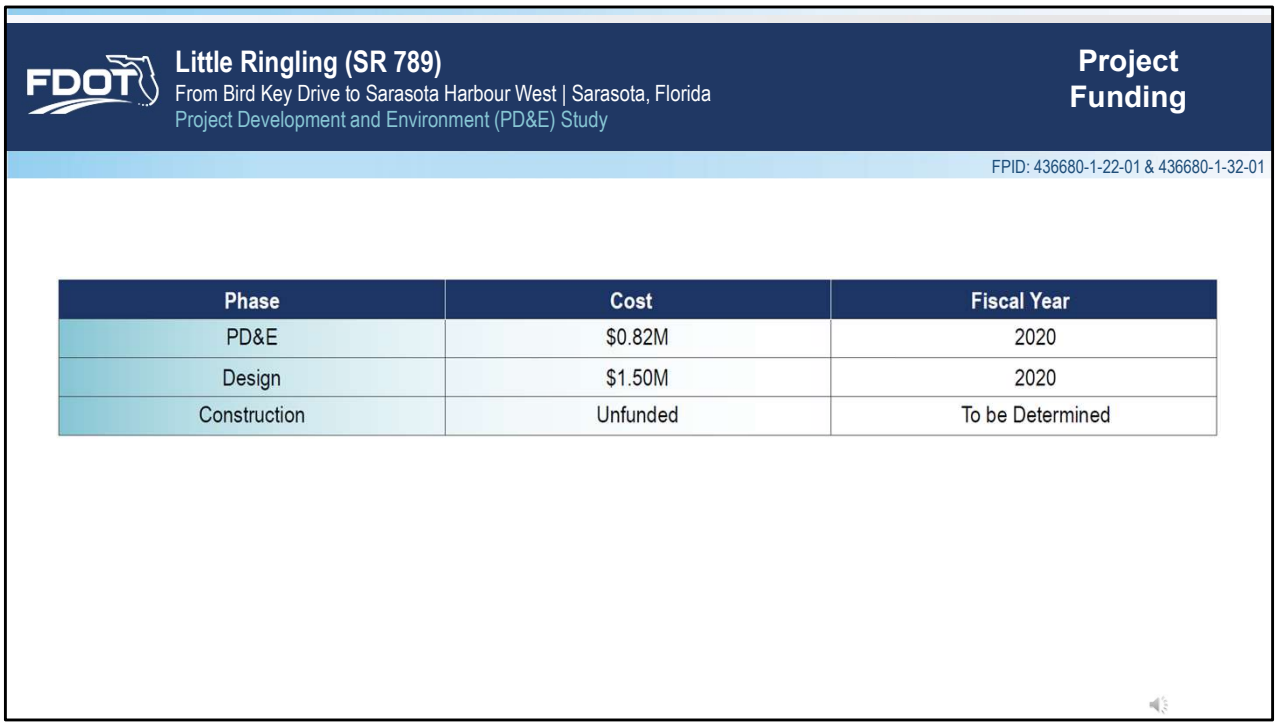


F D O T is asking local governments, regulatory agencies and the public to provide comments about the project alternatives under consideration. Your comments will help the Department to make its selection of a preferred alternative. We encourage you to complete the comment form drop it in one of the boxes provided or, if you prefer, you may mail your comments, postmarked by April 21, 2022, to the address shown this slide and on the comment form. You may also submit comments through the project website, using the website address listed in your handout. The project team will consider all comments and, where feasible, will incorporate into the development of the preferred alternative.

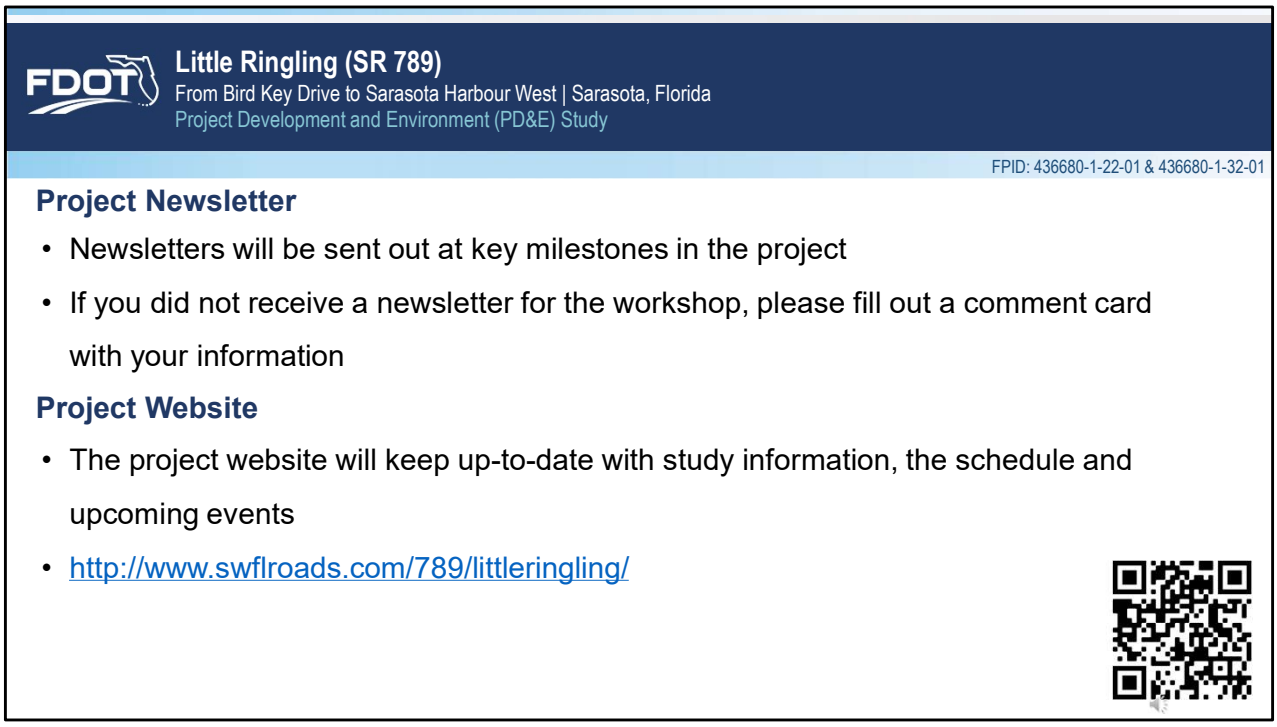


F D O T will present the preferred alternative at an upcoming formal public hearing for this project, tentatively scheduled for early 2023. At the end of this study, and after the formal public hearing, will finalize the preferred alternative for the Little Ringling bridge crossing.

The Department anticipates completion of this P D and E study by late 2023, when the F D O T Office of Environmental Management accepts the location and design concept of the preferred alternative.



At this time, the F D O T 's Tentative Five-Year Work Program includes funding for the PD&E and Design through Phase 2, or roughly 60% construction plan development. Final design and construction are not funded at this time.



FDOT will mail project newsletters to keep you informed about the study's progress. If you would like to receive future newsletters and you are not on our mailing list, please fill out the comment form in the handout. You may also visit the project website at http://www.swflroads.com/789/littleringling/ for the latest study information, schedule, and upcoming events.

The Little Ringling study team is here tonight to answer your questions and listen to your comments. We invite you to speak with them and to review the aerial maps, plans, and illustrations on display.

Thank you for your interest in the proposed Little Ringling Bridge improvements and for taking time to participate in this workshop. We look forward to your comments and your continued involvement in this important P D and E study.