



**Little Ringling (SR 789)**

**From Bird Key Drive to  
Sarasota Harbour West**

**Project Development and  
Environment (PD&E) Study**

**Public Hearing**

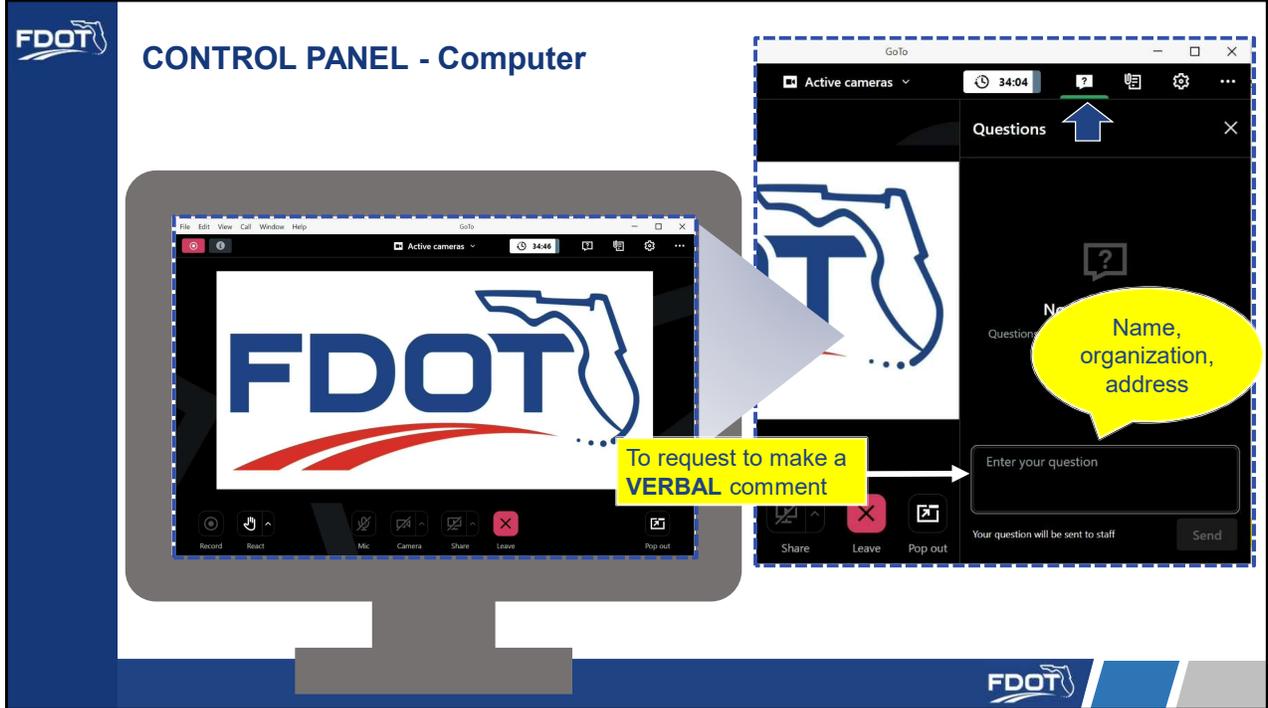
March 21, 2024

FPID #436680-1

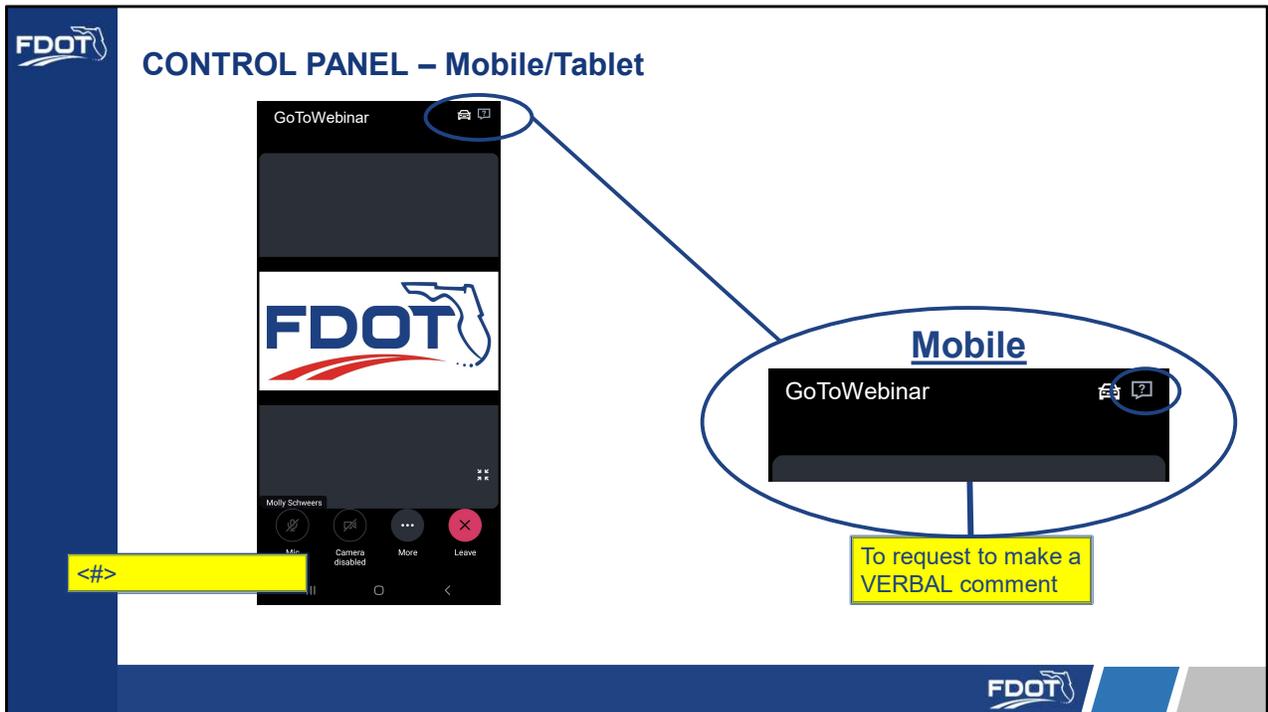


Welcome everyone and thank you for joining us tonight for the public hearing for the Project Development and Environment (or PD&E) Study for SR 789 (John Ringling Boulevard) in Sarasota County. The limits of this study are from Bird Key Drive to Sarasota Harbour West. My name is Brett Berube and I will be the online moderator.

Tonight, the Florida Department of Transportation, or FDOT, is conducting the in-person hearing at St. Armand's Key Lutheran Church. Thank you for attending the live online option. We will be starting the formal hearing momentarily.



Before we join the in-person hearing, we would like to review the GoToWebinar control panel. This is located on the right-hand side of your screen. If it is minimized, click on the orange arrow at the top to open it up. If you would like to make a formal comment tonight, please type your name, organization (if you are affiliated with one), and address into the Questions pane at the bottom of the control panel. Once you are asked to un-mute to speak, you will click on the microphone near the top of the control panel and turn it green. You can enter your request to speak at any point in the hearing tonight.



If you are joining us by phone this evening, you will see the panel at the bottom of your screen, if you are on a tablet, it will be at the top. If you would like to request to speak, please click on the question mark icon, and it will open the field to type in your name, address and organization if you are affiliated with one.



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In a moment, the FDOT Project Manager, Patrick Bateman, will begin the hearing. Once the hearing has been opened, the project video will play, followed by a short intermission. We will then move to the in-person comments or testimony, followed by online testimony. You will hear the comments from the in-person hearing just as the in-person attendees will hear comments from online attendees. We will begin the hearing momentarily.



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Good evening. The Florida Department of Transportation welcomes you to the public hearing for the Project Development and Environment (or PD&E) Study for Little Ringling (State Road 789) in Sarasota County. My name is Patrick Bateman, I am the FDOT Project Manager. Thank you for attending this event in-person or online. Here with me tonight are FDOT representatives and the members of the consultant project team who have been available to answer questions during the open house.

## Elected Officials



We would like to thank any elected officials for your attendance and participation in this hearing. We encourage you to sign in with your name and the office you represent for the project record.

# Agenda

**Introduction**

**Project Video (15 minutes)**

**Intermission (10 minutes)**

**Formal Comments**

**In-person spoken testimony**

**Online spoken testimony**



The purpose of tonight's hearing is to present the proposed improvements and share all analysis conducted to date. The public hearing also serves as an official forum providing an opportunity for members of the public to express their opinions regarding the proposed improvements. We bring the proposed improvements to a public hearing so that we can hear your views and comments. We want to hear from people with local knowledge, and we want to hear what you like and don't like about the proposed improvements. It is important that you express your views at this stage of the project, when the flexibility still exists to incorporate those views into the study documents. Final decisions are made using these documents.

This public hearing is using both an in-person and online format. All hearing materials detailing and documenting project analysis and recommendations, such as the project video,

environmental and engineering documents, and informational graphics, have been available to the public online since February 29, 2024. These materials are also available for viewing at the venue here tonight. Additionally, project engineering and environmental documents are available for review at the Selby Library, 1331 1st Street, Sarasota, FL 34236, and the FDOT District One Manatee Operations Center, 14000 East SR 64, Bradenton, FL 34212, as well as on the project webpage.

Tonight we will show a project video, which will explain the project in detail. Following the video will be a ten-minute intermission. Finally, we will open the formal comment period, where you will have the opportunity to provide statements at the microphone or you may provide your comments directly to the court reporter or in writing.

## For the Project Record

# Little Ringling (SR 789)

From Bird Key Drive to Sarasota Harbour West

Sarasota County

Financial Project Number: 436680-1



Now, I will read the following information for the record:

This is the public hearing for the Little Ringling (SR 789) PD&E Study from Bird Key Drive to Sarasota Harbour West, in Sarasota County, Florida, Financial Project ID number 436680-1-22-01. This public hearing is being conducted by the Florida Department of Transportation, with the Office of Environmental Management as the approving authority. It is being held at St. Armand's Key Lutheran Church, 40 N. Adams Drive, Sarasota, FL 34236 on Thursday, March 21, 2024, at 6 p.m.

This project is described as a PD&E Study to evaluate and document potential engineering and environmental effects of proposed replacement alternatives for the existing bridges. The limits of the proposed improvements are from Bird Key Drive to Sarasota Harbour West in Sarasota County.

The hearing is being conducted in accordance with all state and federal laws, as well as the Americans with Disabilities Act of 1990 and Title VI of the Civil Rights Act of 1964 and related statutes. It is also being conducted to meet all applicable executive orders. For a listing of these regulations, please see the hearing display boards here tonight or on the project webpage.

If anyone here feels they have been discriminated against, they may complete one of the forms located at the sign-in table and mail the completed form to the address listed on the display board. This information is also available online on the FDOT's Equal Opportunity webpage.

At this time, we will play the project video.



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Environment (PD&E) Study**

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FPID #436680-1



Welcome to the Florida Department of Transportation's public hearing for the **Little Ringling (SR 789)** Project Development and Environment, or P D and E, study. We appreciate your attendance and participation.

## Hearing Purpose



Social



Engineering  
Alternatives

Community



Places to  
Avoid



Partners and  
the Public



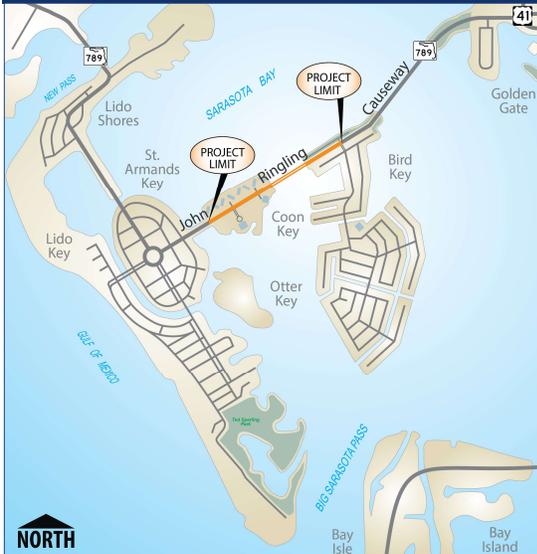
Natural  
Environment

Species



This public hearing is being conducted to give the public the opportunity to review and provide comments on the proposed preferred alternative and associated effects on the social, economic, cultural, natural, and physical environment. 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 (or O E M) in determining the type, preliminary design, and location of the proposed improvements.

## Project Overview



- Approximately 0.75 miles
- Bird Key Drive to Sarasota Harbour West
- Primary connection to and from Downtown Sarasota

The study begins at Bird Key Drive and extends approximately .75 miles west to Sarasota Harbour West along John Ringling Boulevard and John Ringling Causeway (State Road 789) in Sarasota County.

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 Bridge portion crosses the Coon Key Waterway, which is a navigable waterway.

## Project Purpose and Need

### Project Goals:

- Enhance safety conditions
- Replace aging bridges
- Provide multimodal opportunities

### Project Need:

- Condition of bridges due to age
- Emergency/hurricane evacuation
- Substandard bicycle and pedestrian facilities



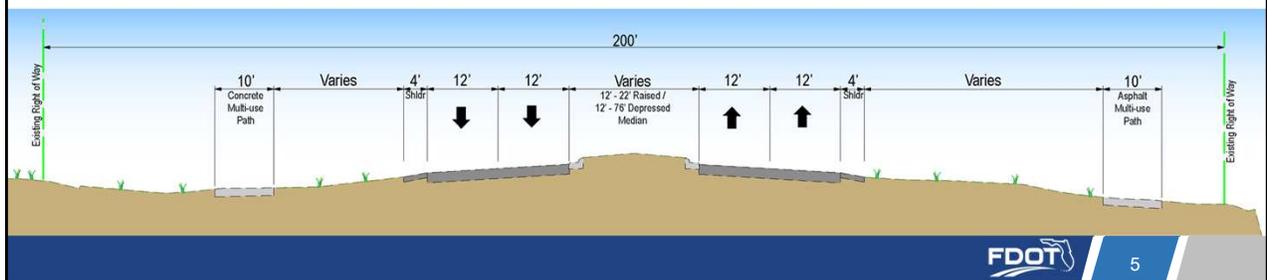
The need for the proposed improvements on the Little Ringling bridges are indicated by the conditions of the bridges due to their advanced age, designation as emergency/hurricane evacuation routes, and substandard bicycle and pedestrian facilities.

The FDOT proposes replacing the Little Ringling Bridges to address 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 against future storms, and increase the bridge's resilience to storm events.

## Existing Conditions

### Roadway

- Four 12-foot travel lanes
- 10-foot shared use path on each side
- 4-foot paved shoulders
- No designated bicycle facilities



Within the project limits, the existing SR 789 is classified as an Urban, Minor Arterial and consists of a four-lane, divided facility between Bird Key Drive and Sarasota Harbour West.

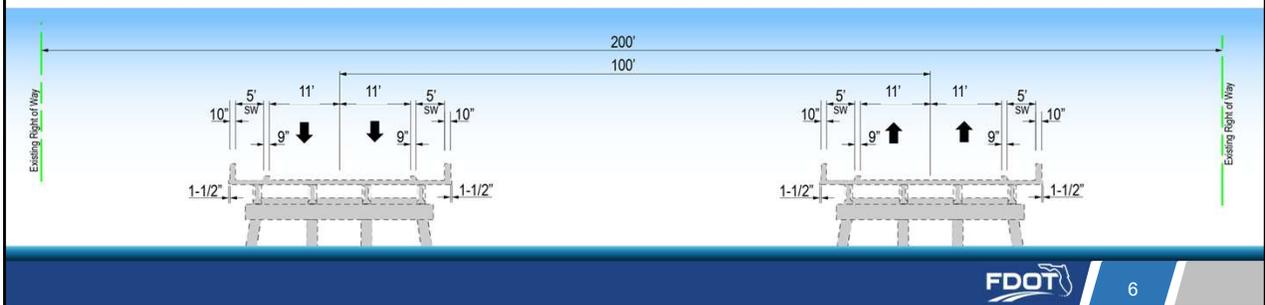
The travel lanes along the roadway are approximately 12 feet wide with 10-foot shared use paths on either side of the facility. Currently, there are no designated bicycle facilities within the project limits.

The posted speed is 35 mph.

## Existing Conditions

### Bridge

- Four 11-foot travel lanes
- 5-foot sidewalks on each side
- No shoulders or designated bicyclist facilities



The existing twin bridges were constructed in 1958. Several sections of the deck were replaced on the westbound bridge in 2016 along with other repair work occurring intermittently throughout the years.

The travel lanes on the bridges are 11 feet wide with 5-foot sidewalks on either side of the facility. Today, there are no designated bicycle facilities within the project limits.

The posted speed is 35 mph.

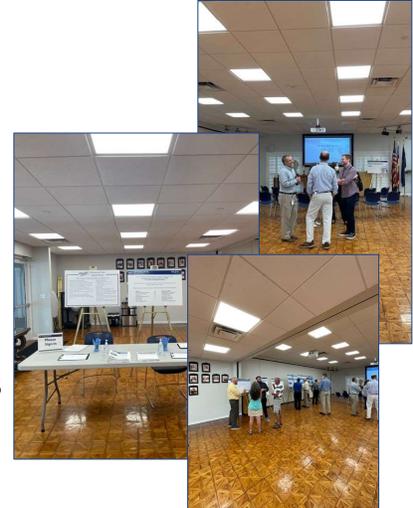
## Project History

### Prior Engagement Opportunities:

- In-person Alternatives Public Workshop – April 5, 2022
- Virtual Alternatives Public Workshop – April 7, 2022

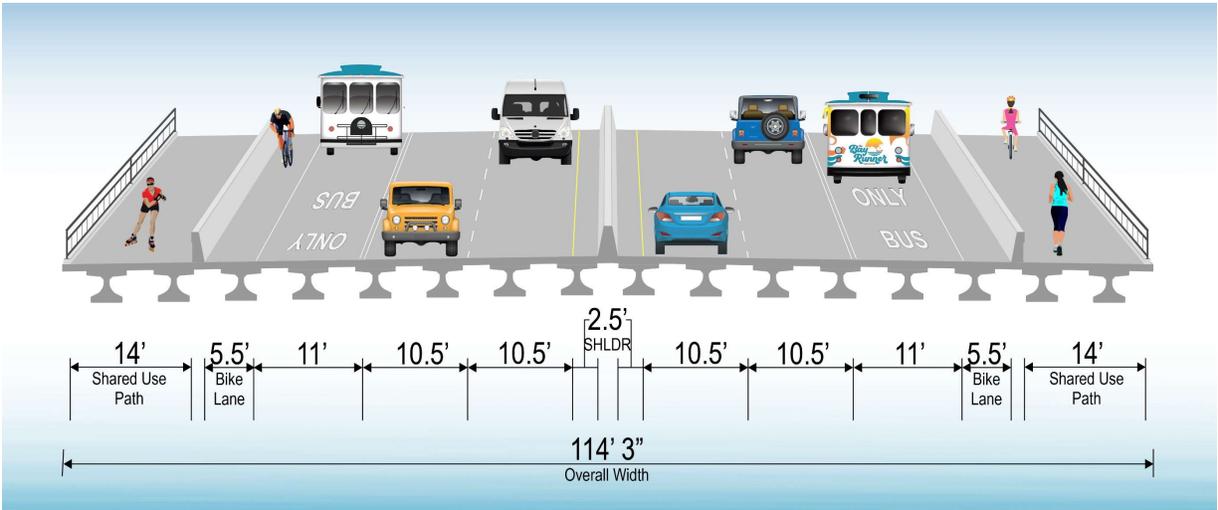
### Input Received:

- No-Build Alternative– 11 responses
- Single Bridge Alternative – 46 responses
- Twin Bridges Alternative – 4 responses



Throughout this P D and E study process, F D O T has looked at different alternatives to address structural and operational deficiencies and enhance safety conditions. At the Alternatives Public Workshop, held in-person on April 5, 2022 and virtually on April 7, 2022, we asked for your input on proposed improvements to SR 789. Based on your comments, as well as additional environmental and engineering analyses, a preferred alternative has been selected for SR 789.

## Preferred Alternative

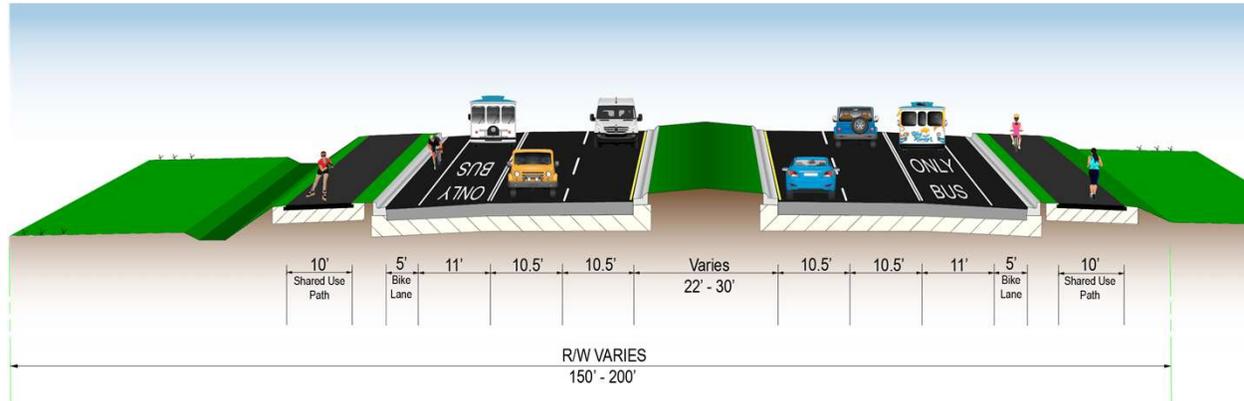


The preferred alternative for SR 789 proposes to replace the existing twin bridges with a single bridge.

The single bridge typical section includes two 10.5-ft wide travel lanes, a dedicated 11-ft transit lane, 2.5-ft inside shoulder, 5.5-ft bike lane, and 14-ft shared use path in each direction. The total width of the bridge is 114 ft 3-in.

The posted speed is expected to be 35 mph.

## Preferred Alternative



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 is expected to be 35 mph.

## No-Build Alternative

### No-Build Alternative

- Assumes no improvements through 2050, except for routine maintenance

### Routine Maintenance Could Include:

- Periodic maintenance
- Deck replacements
- Substructure and beam repairs
- Structural pile jackets and cathodic protection replacements



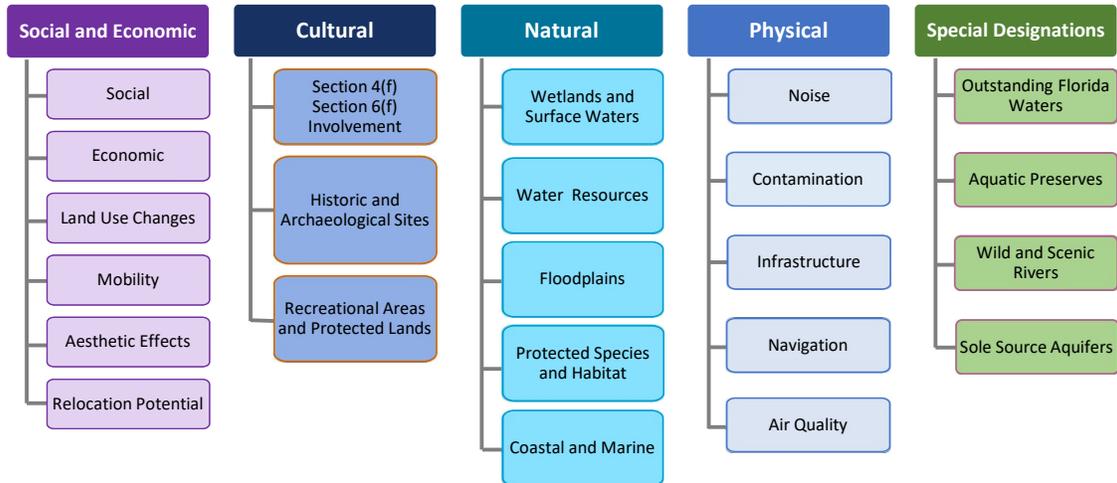
Throughout this study, the “no-build” alternative is considered. The “no-build” alternative assumes that no improvements are made to the Little Ringling bridges through the year 2050 (“twenty fifty”), except routine maintenance.

Due to the condition of the bridges, the no-build alternative would require increasingly costly and disruptive maintenance and major rehabilitation projects to keep them functional. All projects would require work from barges, and many would require periodic lane closures.

The No-Build Alternative does not meet the project’s purpose and need, and is therefore not recommended as the preferred alternative. However, it will remain under consideration throughout the duration of the PD&E study.

For more information on what routine maintenance includes, please view the “No-Build” board.

# Environmental Considerations



F D O T evaluated various environmental factors relating to the proposed improvements in accordance with the National Environmental Policy Act of 1969, as amended, and other federal requirements. The evaluation considered the effects of reconstructing of the Little Ringling bridges on:

- Sociocultural effects
- Land use
- Right-of-way requirements
- Aesthetics
- Cultural and historic resources
- Section 4(f) and 6(f) resources
- Threatened and endangered species
- Wetlands and floodplains

- Essential fish habitat
- Water quality
- Floodplains
- Highway traffic noise
- Contamination
- Utilities
- Construction effects
- And Navigation

Several of these will be discussed further on the following slides. Please refer to your handout and display boards for more details on these items.

## Cultural and Historic Resources

### Archaeological sites

- None identified in project area

### Historic resources

- 8 identified in project area
  - None are eligible for the National Register of Historic Places
- SHPO concurrence received on June 21, 2023



A cultural resource assessment survey was conducted in accordance with the National Historic Preservation Act of 1966 and Florida Statutes. Archaeologists and historians identified no archaeological sites and 8 historic resources in the project study area.

FDOT found that these resources do not meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and the State Historic Preservation Officer (SHPO) concurred with this determination on June 21, 2023. Therefore, the FDOT, in consultation with the SHPO has determined that the proposed project will result in No Historic Properties Affected.

## Section 4(f) Involvement

| Resource                            | Determination                 |
|-------------------------------------|-------------------------------|
| Sarasota Bay Blueway Paddling Trail | Temporary Occupancy Exemption |
| Bird Key Park (City-Owned Portion)  | No Use                        |
| Bird Key Park (FDOT-Owned Portion)  | Not Applicable                |
| Longboat Key SUN Trail              | Exempt                        |



Section 4(f) of the U.S. Department of Transportation Act of 1966 requires agencies using USDOT funds to consider impacts to public parks, recreation areas, wildlife refuges, and historic or archaeological sites of national, state, or local significance.

The project team examined the project area for publicly owned properties that may be affected under Section 4(f) of the U.S. Department of Transportation Act of 1966. The following resources were identified and had the following determinations:

Sarasota Bay Blueway Paddling Trail - Temporary Occupancy Exemption

Bird Key Park (City-Owned Portion) - No Use

Bird Key Park (FDOT-Owned Portion) - Not Applicable

Longboat Key SUN Trail - Exempt

## Section 4(f) Involvement



As proposed, the project will utilize 0.62 acres of Bird Key Park located within the FDOT's existing SR 789 ROW to relocate a portion of the Bird Key Park Multi-Use Recreational Trail, or MURT.

This portion was authorized by a lease agreement between the FDOT and City of Sarasota. As this portion occurs within State transportation right of way, Section 4(f) is "Not Applicable" to this portion of Bird Key Park.

## Section 6(f) Involvement



### Bird Key Multi-Use Recreational Trail

- Proposed Bird Key Multi-Use Recreational Trail
- 0.62 acres of impacted by improvements
- No significant impacts

Section 6(f) of the Land and Water Conservation Act of 1965 requires that the conversion of lands or facilities acquired with Land and Water Conservation Act funds under the State Assistance program be coordinated with the National Park Service.

As proposed, the project will utilize 0.62 acres of Bird Key Park which is within FDOT ROW, for which LWCF funds were used for previous improvements. The project will only utilize this FDOT-owned portion of the park to relocate a portion of the Bird Key Park Multi-Use Recreational Trail or MURT.

As part of the project development process and in accordance with Section 6(f), the FDOT presented the proposed impacts to the Florida Department of Environmental Protection (FDEP). The FDEP concluded that no significant or adverse impacts would result and further coordination with the Nation Park Service was

not needed.

## Threatened and Endangered Species

| Determination                              | Species   |
|--|---|
| May affect, not likely to adversely affect | Gulf Sturgeon, Smalltooth Sawfish, Giant Manta Ray, Green Sea Turtle, Kemp's Ridley Sea Turtle, Loggerhead Sea Turtle, Piping Plover, Red Knot, Wood Stork, Florida Bonneted Bat, and West Indian Manatee |



Protected species and habitats are allowed special protection under the Endangered Species Act of 1973, as amended, and Florida statutes. FDOT assessed species within the project limits, and through ongoing coordination with U.S. Fish and Wildlife Service, has determined that the proposed project “may affect, but is not likely to adversely affect” the existence of certain federally listed threatened or endangered species. The animal species include: several species of marine turtles, manatee small tooth saw fish, federally-protected wading birds and the Florida bonneted bat.

Through coordination with the federal and state natural resource agencies various species-specific protection measures, environmental permit conditions and construction best

management practices will be implemented for this project to ensure that the effect of construction of this project on state and federal protected species remains minimal.

If the preferred alternative proceeds through to future phases, the FDOT is committed to working with natural resource agencies to meet all environmental requirements.

## Potential Wetlands Involvement

FDOT evaluated wetlands within the project limits in accordance with Executive Order 11.9.90, “Protection of Wetlands.”

### **Mangrove Wetlands**

- Approximately 0.03 acres

### **Seagrass (submerged aquatic vegetation)**

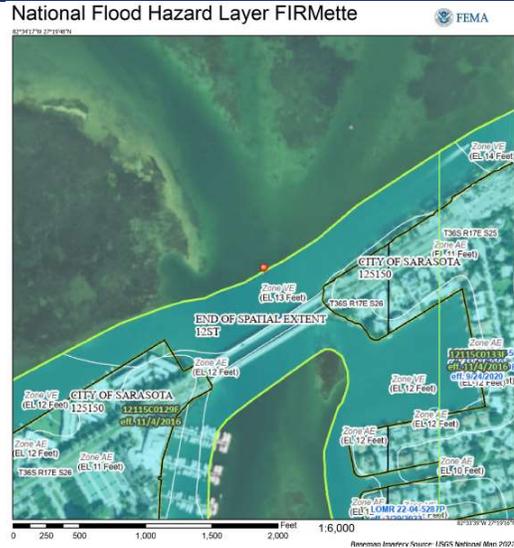
- Approximately 0.05 acres
- Temporarily 0.12 acres

FDOT evaluated wetlands within the project limits in accordance with Executive Order 11\_9\_90 (“eleven nine ninety”), “Protection of Wetlands.” The proposed improvements will affect approximately 0.03 acres of mangrove wetlands and 0.05 acres of seagrass, with a possible temporary construction impact to 0.12 acres of seagrass.

The Department will take all practical measures to mitigate wetland impacts resulting from this project’s construction and will meet all requirements of Florida statutes and the United States code.

## Potential Floodplain Involvement

- Entire project located within 100-year floodplain Zones AE and VE
- Minimal encroachment within a coastal floodplain
- No significant change in flood risk



The project has been evaluated for potential floodplain involvement in accordance with Executive Order 11.9.88 Floodplain Management.

The entire project is located within 100-year floodplain zones AE and VE and will involve minimal encroachment within a coastal floodplain.

For enhanced resiliency, the proposed bridge will be approximately 10.5 feet higher in the center and 7.23 feet higher at the ends than the existing bridges.

There is no significant change in flood risk and the proposed improvements will not result in adverse flooding or floodplain impacts in the project vicinity

There will be no significant change in the potential for interruption or termination of emergency services or emergency evacuation routes as a result of project construction.

## Essential Fish Habitat Involvement

| Essential Fish Habitat (EFH)            | Direct Impacts | Anticipated Effects |
|---|----------------|---------------------|
| Estuarine Shrub/Scrub (mangroves)       | 0.03 acres     | Minimal             |
| Submerged Aquatic Vegetation (seagrass) | 0.05 acres     | Minimal             |
| Oyster Beds                             | 0.01 acres     | Minimal             |



FDOT evaluated Essential Fish Habitat within the project area as required by the 1998 amendment to the Magnuson-Stevens Fishery Conservation and Management Act. Within the study area, Essential Fish Habitat occurs within the Coon Key Waterway in Sarasota Bay.

Due to the limited impacts and as mangrove and seagrass mitigation will be provided, the FDOT has determined that the project will have “**minimal**” potential for adverse effects to Essential Fish Habitat.

## Potential Noise Involvement

The effects of traffic noise associated with the preferred alternative have been evaluated in accordance with Title 23, Code of Federal Regulations, Part 772, and the FDOT's PD&E Manual.

- 4 noise-sensitive sites were identified
- Noise barriers are not currently recommended



The effects of traffic noise associated with the preferred alternative have been evaluated in accordance with Title 23, Code of Federal Regulations, Part 772, and the FDOT's PD&E Manual.

Based on traffic modeling analysis, potential noise barriers were evaluated adjacent to impacted portions of the Plymouth Harbor facility and Bird Key Park. However, barriers at these locations would not meet the reasonable cost effectiveness criteria.

Therefore, potential noise barriers are not currently recommended for further consideration for this project. **However, this will be re-evaluated as necessary prior to the advancement of future project phases.**

Application of the FDOT's Standard Specifications for Road and Bridge Construction will minimize local construction noise and vibration impacts to the greatest extent possible.

## Potential Contamination Involvement

- No high-risk sites
- 1 medium-risk site
- Any required remediation will be conducted prior to construction



Results of the study's environmental contamination screening showed that no sites were ranked "high" for potential contamination, one site was ranked "medium" for potential contamination and two sites were ranked "low" for potential contamination.

For the sites that are ranked "low" for contamination, no further action is required at this time.

For the "medium" risk site, the F D O T Project Manager and the District Contamination Impact Coordinator will coordinate on further actions during the design phase that must be taken to address contamination issues. Before construction, specially trained crews will address contamination at the applicable locations, as required. Please see the concept boards on display for additional information.

## Navigation Involvement

- Increased resilience to storm events
- 10.5-ft higher in the center of the bridge
- Permit coordination with US Coast Guard required



For navigation, the proposed deck elevation at the center of the new bridge for the preferred alternative would be approximately 26.2 ft, making it approximately 10.5 ft higher than the existing bridges. The minimum vertical clearance at the ends of the bridge would be approximately 13 ft which is around 7.2 ft higher than the existing bridge.

The additional height is to address storm surge and FDOT corrosion criteria. The higher end spans allow for a pedestrian walkway under the ends of the bridge. This will provide safe passage under the roadway for pedestrians and other users of the shared use paths.

The Coon Key Waterway is navigable but does not have a US Coast Guard-designated navigational channel. The new bridge will provide additional vertical clearance for local boaters.

Coordination with the US Coast Guard will be completed during the project's Design and Environmental Permitting efforts to obtain a Coast Guard Bridge Permit prior to construction commencement.

## Additional Environmental Considerations

- Sociocultural effects
- Land Use
- Aesthetics
- Water Quality
- Air Quality
- Utilities
- Right-of-Way Acquisition



There are no anticipated adverse impacts to:

Disadvantaged or legally protected populations,  
Land use,  
Aesthetics,  
Water quality,  
Air quality, or  
Utilities

The preferred alternative will not require the acquisition of property or the relocation of residences or businesses.

# Evaluation Matrix

| Description   | No Build Alternative | Single Bridge Alternative |
|---|----------------------|---------------------------|
| <b>Benefits</b>   |                      |                           |
| <b>Safety</b>   |                      |                           |
| Barrier Separated Pedestrian Facilities                 | No                   | Yes                       |
| Improves Pedestrian Facilities                          | No                   | Yes                       |
| Improves Bicycle Facilities                             | No                   | Yes                       |
| <b>Maintenance &amp; Operations</b>                     |                      |                           |
| 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                         |

An evaluation matrix showing a detailed comparison of the preferred alternative and the no-build alternative is provided in the project handout and is also on display here this evening. The matrix shows potential effects to the social, cultural, natural, and physical environment.

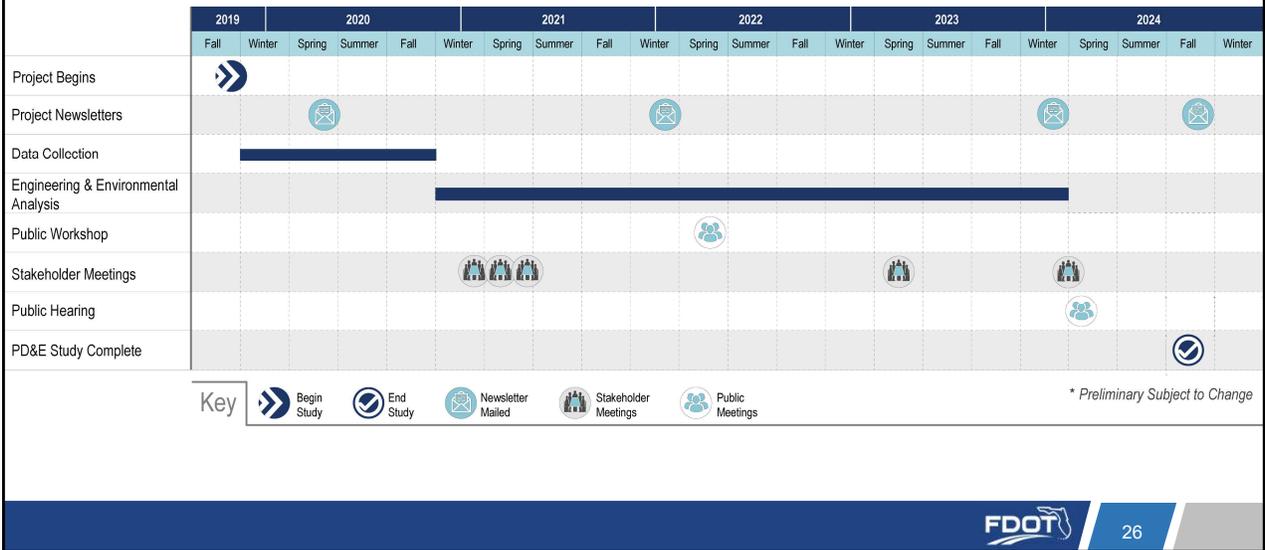
## Project Cost

| Costs (Current Year \$)                                | No Build Alternative | Single Bridge Alternative |
|--|----------------------|---------------------------|
| Preliminary Design                                     | \$2,938,000          | \$2,360,000               |
| Final Design   | \$0                  | \$900,000                 |
| Wetland Mitigation                                     | \$0                  | \$30,000                  |
| Right-of-Way   | \$0                  | \$0                       |
| Construction   | \$0                  | \$48,470,000              |
| Maintenance – 30 years                                 | \$29,377,000         | \$1,550,000               |
| Construction Engineering and Inspection <sup>(4)</sup> | \$3,525,000          | \$5,820,000               |
| <b>Total Estimated Project Cost</b>                    | <b>\$38,840,000</b>  | <b>\$59,130,000</b>       |

The estimated costs to replace the Little Ringling Bridges include approximately \$2.4 million for preliminary design and \$900,000 for final design, \$30,000 for wetland mitigation, 0 dollars for right-of-way acquisition, and \$1.5 million for maintenance. The total estimated construction cost for the project is approximately \$48.5 million. The cost for construction engineering and inspection is estimated at \$5.8 million. The Department's preliminary estimate of total project cost is approximately \$60 million dollars.

For more information on the project funding and cost, please view your handout or the funding board.

# Schedule



At this time, the FDOT's Tentative Five-Year Work Program includes funding for the PD&E and Design. Construction is funded in FY 2028.

The Department anticipates completion of this PD and E study by late 2024. The study schedule is on display this evening and can be found in the project handout.

# Public Comment

Submit comments by April 4, 2024, to be entered into the hearing record

- **Virtual Attendees:**
  - ✓ Provide verbal comments
- **In-Person Attendees:**
  - ✓ Complete speaker request card to provide verbal comments
  - ✓ Provide verbal comments directly to court reporter
  - ✓ Provide written comments on comment form
- **Project Website:**
  - ✓ [swflroads.com/project/436680-1](https://swflroads.com/project/436680-1)
- **Email comments to:**
  - ✓ Patrick Bateman, P.E.  
FDOT Project Manager  
[Patrick.Bateman@dot.state.fl.us](mailto:Patrick.Bateman@dot.state.fl.us)
- **By Mail to:**
  - ✓ Patrick Bateman, P.E., MS 1-40  
Florida Department of  
Transportation  
801 N. Broadway Ave.  
Bartow, FL 33830

We encourage you to review project information and provide comments during this public hearing event, through the website by email, or by mail, postmarked or sent by April 4, 2024 to 801 N. Broadway Avenue. Bartow, FL 33830.

## Documents for Review

Materials available for review until **April 4, 2024**



Selby Public Library  
1331 1st St.  
Sarasota, FL 34236

*Monday – Thursday, 10 a.m. – 8 p.m.  
Friday – Saturday, 10 a.m. – 5 p.m.*



FDOT Manatee Operations Center  
14000 East SR 64  
Bradenton, FL 34212

*Monday – Friday, 8 a.m. – 5 p.m.*



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All hearing materials presented tonight are available to the public on the project webpage and will remain posted for your review. The technical documents are also available for review in person at the Selby Library, located at 1331 1st St, Sarasota, FL 34236 until April 4, 2024. Selby Library is open Monday through Thursday from 10 a.m. to 8 p.m. and Friday through Saturday from 10 a.m. to 5 p.m. You may also call the library at 941-861-1100 for more information on operational hours.

If you would like to review these materials at the FDOT Manatee Operations Center, please make an appointment by calling the front desk at 941-708-4400. You may also visit the project website at [www.swflroads.com/project/436680-1](http://www.swflroads.com/project/436680-1) for the latest study information, schedule and upcoming events.

## Federal and State Regulations

This public hearing is conducted in accordance with:

- Chapter 23, United States Code 128
- Florida Statutes:
  - Sections 120.525, 286.011, and 339.155
- Jessica Lunsford Act

**FDOT** Federal and State Requirements

This meeting is being conducted in accordance with:

- General Public Involvement Policy**
  - Federal Highway Act of 1968, as amended
  - National Environmental Policy Act of 1969, as amended
  - Title 23, Code of Federal Regulations, Part 450 & 771
  - Title 40, Code of Federal Regulations, Parts 1500-1508
  - 23 United States Code, Section 109(b)
  - Americans with Disabilities Act of 1990 (ADA)
  - Title VI of the Civil Rights Act of 1964 and other Nondiscrimination laws
  - Executive Order 12898, Environmental Justice
  - Executive Order 13166, Limited English Proficiency
  - Executive Order 07-01, Section 2, Plain Language Initiative
  - Section 286.29, FS, Climate-Friendly Public Business (Green Lodging)
- Hearing Requirements**
  - Chapter 23, United States Code 128
  - Florida Statutes:
    - Sections 120.525, 286.011, 339.155
  - Jessica Lunsford Act
- Project Specific**
  - Endangered Species Act of 1973 as amended and Florida Statutes
  - Rule 14-97, Florida Administrative Code
  - Section 335.199, Florida Statutes
  - Executive Order 11988, Floodplain Management
  - Executive Order 11990, Protection of Wetlands
  - Title 23, Code of Federal Regulations, Part 772, Noise Abatement
  - Title 49, Code of Federal Regulations, Part 24, Uniform Relocation Assistance and Real Property Acquisition Act
  - Title 36, Part 800, United States Code, Historic Preservation Act of 1966 and Florida Statutes

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 (or O E M) in determining the type, preliminary design, and location of the proposed improvements. This hearing follows all federal and state rules and regulations. Please see the hearing display boards for specific information.

## Federal and State Regulations

### Federal Regulations

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 Florida Department of Transportation (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.



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 Florida Department of Transportation (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.

## Title VI of Civil Rights Act of 1964

The FDOT is required to comply with various Non-discrimination laws and regulations, including Title VI of the Civil Rights Act of 1964.

**Public participation is solicited without regard to race, color, national origin, sex, religion, disability, or family status.**

Persons wishing to express their concerns about Title VI may do so by contacting either:

**District One**

**Cynthia Sykes**

Title VI Coordinator

Florida Department of Transportation

Equal Opportunity Office

801 N. Broadway Avenue, MS-140

Bartow, Florida 33830

(863) 519-2287

[Cynthia.Sykes@dot.state.fl.us](mailto:Cynthia.Sykes@dot.state.fl.us)

**Central Office**

**Stefan Kulakowski**

State Title VI Coordinator

Florida Department of Transportation

Equal Opportunity Office

605 Suwannee Street

Tallahassee, Florida 32399-0450

(850) 414-4742

[Stefan.Kulakowski@dot.state.fl.us](mailto:Stefan.Kulakowski@dot.state.fl.us)



This hearing is also conducted in accordance with the Americans with Disabilities Act of 1990 and with Title VI of the Civil Rights Act of 1964 and related statutes.

Anyone who feels that they have been discriminated against with regard to race, color, national origin, age, sex, religion, disability, or family status may complete one of the forms located at the sign-in table and mail the completed form to the address listed on the poster board.




**STOP SPEEDING**  
BEFORE IT STOPS YOU






**STOP SPEEDING**  
BEFORE IT STOPS YOU






Drivers who **SPEED** have a greater chance of losing control of their vehicle.



Be alert, watch for, and obey speed limit signs. Use extra caution in school zones, residential areas, and on secondary roads.

Nearly **10,000** people die from speeding each year.\*




Speeding to keep up with the flow of traffic is **ILLEGAL.**




Remember that there is a reason for posted speed limits. Speed limits are designed to protect all – drivers, passengers, and pedestrians.


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And finally: an FDOT safety moment. Speeding and aggressive driving endangers not only the life of the speeder, but all of the people on the road around them, including law enforcement officers. *Stop Speeding Before it Stops You.*



Thank you for your interest and participation in the Little Ringling Project Development and Environment study public hearing and for taking time to watch this project video.



**Thank you!**  
**The comment period**  
**will begin shortly.**

In a moment, we will have a 10-minute intermission so you can review the displays, talk with members of the members of the project team and ask any questions that you may have before we begin the testimony portion of the hearing.

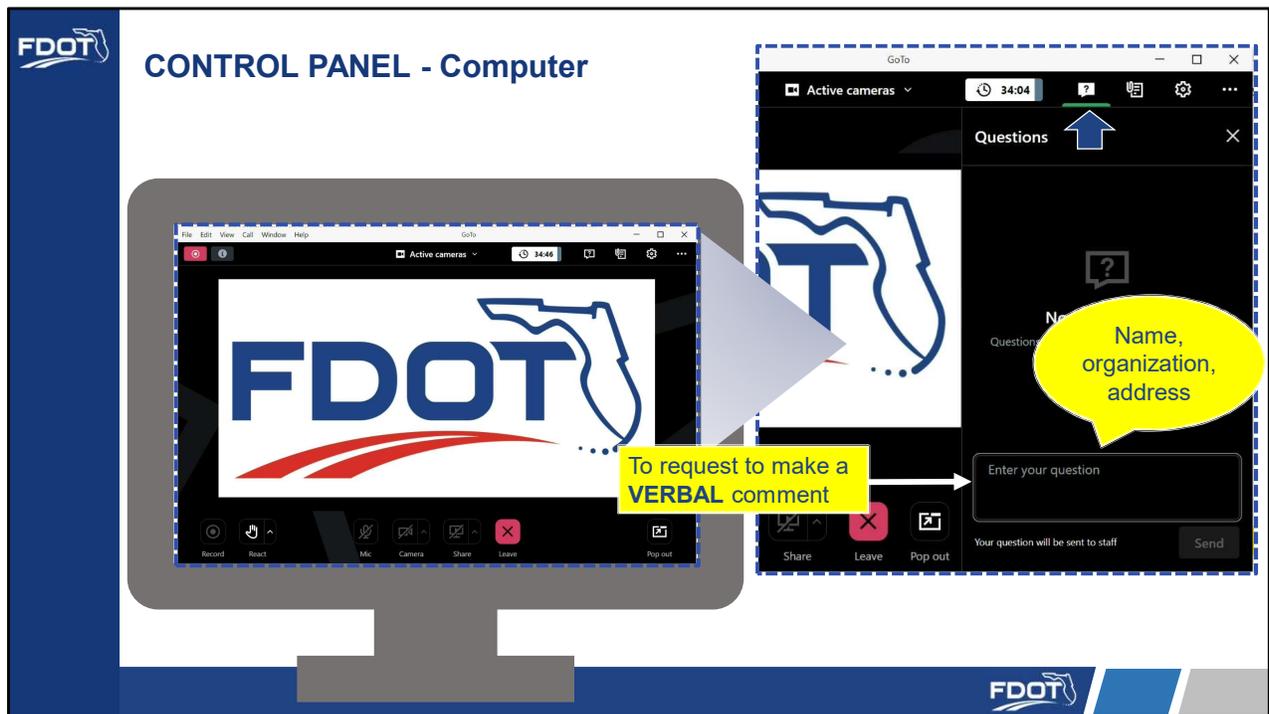
If you would like to make a verbal comment here tonight, fill out a speaker card and please give it to anyone with a nametag during

the intermission. If you do not wish to speak at the microphone, you may provide your comments in writing or directly to the court reporter at the comment table. All comments are weighed equally. Please note, we will not be responding to questions or comments at this time. Our focus tonight is *recording* your verbal comments.

**The time is now \_\_\_\_.**                      **We will**  
**resume at \_\_\_\_\_.**

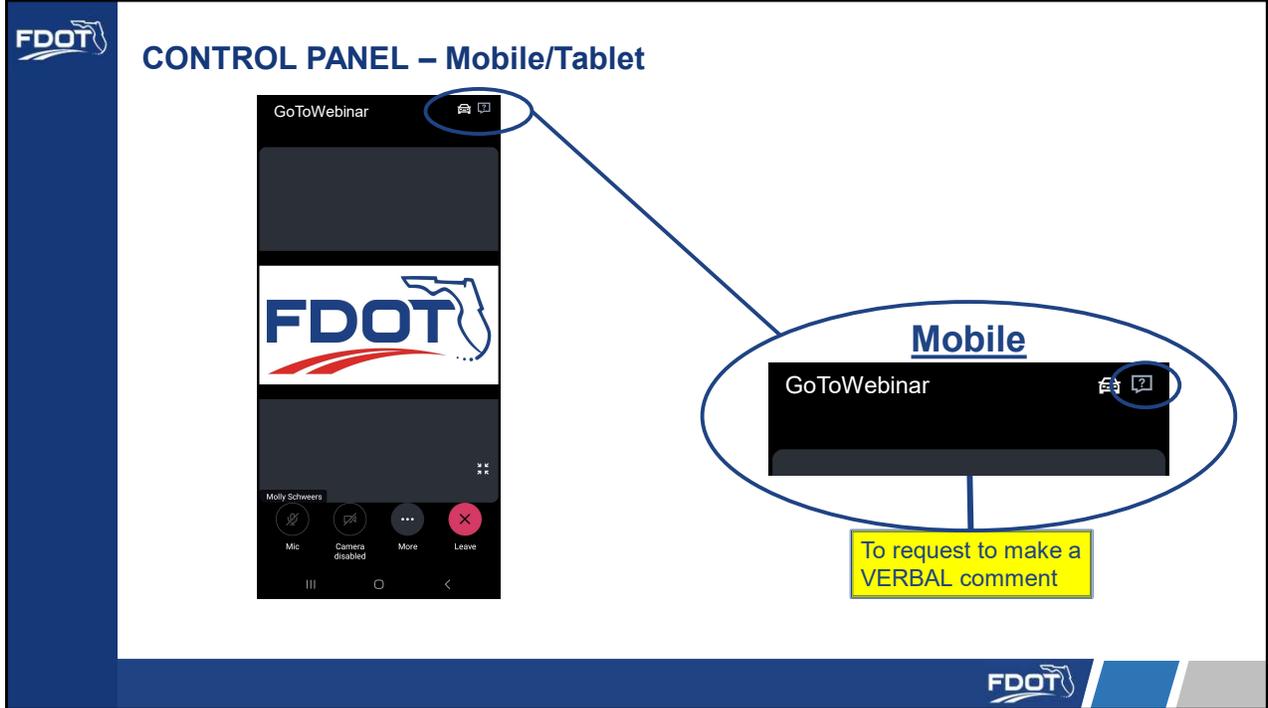


\*This slide will be a timer that counts down\*



Before online attendees break for intermission, I want to go over again how you can make a formal verbal comment online.

We will use the chat or question function on the control panel to request to speak. If you are on a computer; your control panel is to the right. If it is minimized, click the orange arrow to expand it. The question box is near the bottom of the control panel.



On a tablet or phone, you can open this by clicking the question mark on the control panel that is either across the top or bottom of your screen.



For technical issues, visit GoToWebinar online at:

[Support.goto.com](https://support.goto.com)

Or through your confirmation email, click on check system requirements (below):

#### How To Join The Webinar

Thu, Jun 25, 2020 4:30 PM - 5:30 PM EDT

Add to Calendar: [Outlook® Calendar](#) | [Google Calendar™](#) | [iCal®](#)

1. Click the link to join the webinar at the specified time and date:

[Join Webinar](#)

*Note: This link should not be shared with others; it is unique to you.*

Before joining, be sure to [check system requirements](#) to avoid any connection issues.



If you happen to have any technical difficulties, please visit [support.goto.com](https://support.goto.com) for help.

If you would like to make a comment during the formal testimony portion, please type your name, your organization if any, and your address in this box. We will call on you to speak during the testimony portion.

We will now go ahead with the intermission and begin again at \_\_\_\_\_ p.m.

## Public Comment Period

- Comments can be written or spoken
- Formal comment period is open until April 4, 2024
- All comments will receive a response after the live event
  - A summary of all comments received by April 4, 2024

If you would like to have additional discussion regarding the project, you may contact the FDOT project manager Patrick Bateman at the information listed on your handout and on the webpage.



Ladies and gentlemen, we will now begin the public testimony portion of the hearing.

We welcome your spoken or written comments that will help us make this important decision. The comment period for this hearing will remain open 14 days after this hearing. Anyone wishing to submit written statements or other exhibits in place of or in addition to verbal statements, may do so. You have until

April 4, 2024 to postmark or submit comments to become a part of the official hearing record. Again, every comment carries equal weight. Please see your handout, the display boards, or the project webpage for contact and mailing information.

We will not be responding to questions or comments at this time. Our focus tonight is *recording* your verbal comments. However, we will post a summary of the comments received, on the project webpage approximately 30 days following the close of the comment period. If you would like to have additional discussion regarding the project, you may contact the FDOT project manager, Patrick Bateman, at the information listed on your handout and on the webpage.

In-person speakers, please direct all comments clearly into the microphone and toward the hearing moderator at all times. This will ensure that your comments are captured accurately for the project record.

Please limit your comment to 3 minutes. A project staff member will signal when you have a minute left, and they will signal a second time when the 3-minute response time has expired. Once again, we are not responding to questions or comments during testimony.

## Public Comment Period

### In-Person Speakers:

- Fill out speaker request card
- Come to the microphone when called
- State your name and address, and organization if applicable
- Provide your comment (3-minute limit)



We will now call on those who have registered to speak in person.  
We will start with:  
(call name on first card)

Please come forward, state your name and address, and if you represent an organization, municipality, or other public body. And so the next person can prepare, the next speaker will be \_\_\_\_\_.  
(first speaker finishes)

Thank you for your comment.  
Next is \_\_\_\_\_, followed by \_\_\_\_\_  
(and so on, calling the “on deck” speaker each time...)

Is there anyone else attending in person who has not spoken but would like to speak? (Seeing no one) We will move to our speakers joining us online.

## Public Comment Period

### Live Online Speakers:

- Request to speak using the GoToWebinar Question Box
- Unmute microphone when called
- State your name and address
- Provide your comment (3-minute limit)



Now we will call upon those attending online who have signed up to speak.

First, we will call upon **(first speaker)**. Please unmute yourself and state your name and address, and if you represent an organization, municipality, or other public body.

And so you can prepare, the next speaker will be \_\_\_\_\_.

*Speaker provides comment.*

Thank you for your comment.

***(continue through online speakers and call “on-deck” speaker each time.)***

Is there anyone else attending online who has not spoken but would like to speak? ***(seeing no one)*** We will return to our in-person moderator to close out the hearing.

## **IN-PERSON MODERATOR**

Is there anyone who has not spoken who would like to speak?

***(Seeing no one...)***



Once again, written statements and exhibits in place of or in addition to verbal statements will be accepted and recorded as part of this hearing if postmarked or sent by 14 days after this hearing on April 4, 2024.

After the comment period closes, the project team will compile all comments, and together with the engineering and environmental work that has been done, make a final recommendation that will be submitted to the FDOT Office of Environmental Management for approval. We will publish the approval of the preferred alternative in the Sarasota Herald Tribune and post the approval on the project webpage.

The verbatim transcript of this hearing's proceedings, together with all written statements or exhibits received and all studies, displays, and informational material presented with this hearing, will be

made part of the project decision-making process and will be available for public review upon request at the FDOT District One Headquarters, 801 N. Broadway Avenue, Bartow, FL 33830.

Thank you for attending this public hearing and for providing your input into this project. It is now (state the time).

I hereby officially close the public hearing for SR 789 (Ringling) PD&E Study from Bird Key Drive to Sarasota Harbor Harbour West in Sarasota County, Florida.

Thank you again and have a good evening.