

ADMINISTRATIVE ACTION
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

SR 72 FROM EAST OF I-75 TO LORRAINE ROAD

District: FDOT District 1

County: Sarasota County

ETDM Number: 14441

Financial Management Number: 444634-1-22-01

Federal-Aid Project Number: N/A

Project Manager: Steven Anthony Andrews

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 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.

This action has been determined to be a Categorical Exclusion, which meets the definition contained in 23 CFR 771.115(b), and based on past experience with similar actions and supported by this analysis, does not involve significant environmental impacts.

Signature below constitutes Location and Design Concept Acceptance:

Director Office of Environmental Management
Florida Department of Transportation

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This document was prepared in accordance with the FDOT PD&E Manual.

This project has been developed without regard to race, color or national origin, age, sex, religion, disability or family status (Title VI of the Civil Rights Act of 1964, as amended).

On 12/06/2021 the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

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1. Project Information

1.1 Project Description

This roadway project proposes the potential widening of 3.4 miles of two-lane undivided State Road (SR) 72 up to four lanes from east of I-75 to Lorraine Road (Rd) within unincorporated Sarasota County (**Figure 1**). Additionally, associated but not part of this project, there are roundabout improvements recently completed at Proctor Rd/Dove Avenue (Ave) and Lorraine Rd, and a temporary traffic signal at Ibis Street. SR 72 plays an important role in the transportation network as it facilitates east-west movement within Sarasota County for both local and regional traffic, including truck traffic. Within the region, SR 72 provides connections to US 41, I-75, beaches at Siesta Key on the west and SR 70 on the east, just west of the City of Arcadia. In keeping with the objectives of the Sarasota/Manatee Metropolitan Planning Organization (MPO), the proposed project includes shared-use paths on both sides of the roadway to enhance bicycle and pedestrian mobility.



Figure 1. Project Location Map

The project segment of SR 72 is classified as 'Urban Minor Arterial'. East of the I-75 interchange, SR 72 narrows to four lanes before becoming a two-lane undivided roadway with 12-foot travel lanes in each direction and intermittent right-turn and center left-turn lanes. The project corridor currently contains paved shoulders west of Proctor Rd/Dove Ave, marked bicycle lanes east of Proctor Rd/Dove Ave, and intermittent sidewalks. Sidewalks are primarily on the north side of the

road where the master planned residential developments are located; however, there are some sidewalks on the south side of the road near Twin Lakes Park and east of Sandhill Lake Drive (Dr)/Preservation Dr. An open drainage system is provided via the grass swales located along each side of the roadway. The posted speed limits along the project corridor are 45 miles per hour (mph) from I-75 to Proctor Rd and 55 mph from Proctor Rd to Lorraine Rd, with the exception of a curved portion of the road just east of Proctor Rd where there is an advisory 25 mph. As part of the nearby I-75 Diverging Diamond Interchange (DDI) project, the speed limit on the west end of the project corridor, near Twin Lakes Park, is being lowered to 35 mph. The existing context classification for the project corridor is C3C-Suburban Commercial. However, the approved future context classification for the project corridor is C3R-Suburban Residential. The existing roadway right-of-way is generally 100 feet in width; intermittent wider and narrower sections exist along the length of the corridor.

1.2 Purpose and Need

The purpose of this project is to improve the operational capacity of SR 72 from east of I-75 to Lorraine Rd within Sarasota County in order to accommodate future travel demand projected as a result of area-wide population and employment growth. Other goals of the project include enhancing safety conditions and accommodating multimodal activity. The need for the project is based on the following criteria:

Transportation Demand

There are several large residential developments along the project section of SR 72, either already built or under construction, including Sandhill Lake, Heron Lake, East Lake, Skye Ranch, and The Forest at Hi Hat Ranch. The Skye Ranch development is expected to accommodate 4,000+ multi- and single-family homes by 2040 and will be one of the largest developments in Sarasota County. In conjunction with the Skye Ranch residential development, dozens of new parks, a new elementary school, and a new shopping center are proposed to occupy the former LT Ranch [owned by the Turner family and located east of I-75, west of Cow Pen Slough, and south of SR 72]. Based on the Florida Department of Transportation (FDOT) District One Regional Planning Model, the population within the traffic analysis zones (TAZs) encompassing the project segment is expected to grow by 78.8% from 13,278 in 2015 to 23,745 in 2045 (2.6% annual growth rate); employment is expected to increase by 84.1% from 1,981 in 2015 to 3,647 in 2045 (2.8% annual growth rate).

While SR 72 currently operates above its designated Level of Service (LOS) standard of 'D', conditions will deteriorate if no future improvements occur as the roadway lacks the operational capacity to accommodate the projected travel demand. In turn, this will contribute to higher levels of congestion and delays. With the proposed improvement, the corridor is expected to continue to operate at an acceptable LOS.

Safety

The five-year average crash rate [i.e., crashes per million vehicle miles traveled] for this project corridor was obtained from the FDOT Safety Office. During the five-year period from 2015 to 2019, 107 crashes occurred along the corridor with three fatalities and 99 injuries. This data indicates that the five-year average crash rate for the SR 72 project corridor is 1.85. This is comparable to the statewide average crash rate for similar facilities [Urban 2-3 Lanes, 2-Way Undivided] which is 1.92.

According to the data, angle and rear-end crashes were the most common crash types recorded along the project segment. It should be noted that as the volume of traffic increases along the corridor, the opportunity for vehicle movement conflict is expected to increase.

Serving as part of the emergency evacuation route network designated by the Florida Division of Emergency Management and Sarasota County, SR 72 plays a critical role during emergency evacuation periods as it facilitates traffic from the vulnerable coastal areas located in the western portion of the county inland to the east. It additionally runs parallel to US 41 and I-75 as well as directly connects to US 41 and I-75 on the west and SR 70 on the east within the City of Arcadia - all of which are designated state and county evacuation routes.

The proposed project will improve safety conditions along the roadway by:

- Reducing congestion through additional capacity,
- Enhancing a viable east-west route that can aid in emergency access and response times, and
- Maintaining the evacuation capabilities and further enhancing emergency evacuation efficiency of SR 72.

Modal Interrelationships

SR 72 currently has paved shoulders west of Proctor Rd/Dove Ave, marked bicycle lanes east of Proctor Rd/Dove Ave, and intermittent sidewalks [primarily on the north side of the road where the master planned residential developments are located; however, there are some sidewalks on the south side of the road near Twin Lakes Park and east of Sandhill Lake Drive (Dr)/Preservation Dr]. The proposed project may include shared-use paths on both sides of the roadway to enhance bicycle and pedestrian mobility. Accommodating bicycle and pedestrian activity within the corridor is particularly important given that this activity is expected to increase with the growing number of residential developments within the area. In addition, SR 72 has been identified as a "Multi Modal Emphasis Corridor (MMEC)" by the Sarasota/Manatee MPO indicating a continued desire to accommodate for multiple modes.

The MMEC concept was developed during the Sarasota/Manatee MPO's 2035 Long Range Transportation Plan (LRTP) as a means of redeveloping and revitalizing the US 41 corridor. In the Sarasota/Manatee MPO's Transform 2045 [the 2045 LRTP], the MMEC program has been expanded to include SR 72 along with several additional roadway corridors. MMEC roadways aim to establish a linkage between land use and transportation strategies through urban design that improve traffic movement as well as walking, biking, and transit accessibility conditions.

1.3 Planning Consistency

Currently Adopted LRTP-CFP	COMMENTS			
Yes				
	Currently Approved	\$	FY	COMMENTS
PE (Final Design)				
TIP	Y	\$2,300,000	2026	
STIP	N			
R/W				
TIP	N			
STIP	N			
Construction				
TIP	N			
STIP	N			

2. Environmental Analysis Summary

Issues/Resources	Significant Impacts?*			
	Yes	No	Enhance	NoInv
3. Social and Economic				
1. Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Economic	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Aesthetic Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Relocation Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Farmland Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Cultural Resources				
1. Section 106 of the National Historic Preservation Act	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Section 4(f) of the USDOT Act of 1966, as amended	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Section 6(f) of the Land and Water Conservation Fund	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Recreational Areas and Protected Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Natural Resources				
1. Protected Species and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Essential Fish Habitat (EFH)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Sole Source Aquifer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Water Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Aquatic Preserves	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Outstanding Florida Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Physical Resources				
1. Highway Traffic Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

USCG Permit

- ☒ A USCG Permit IS NOT required.
- ☐ A USCG Permit IS required.

* **Impact Determination:** Yes = Significant; No = No Significant Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement. Basis of decision is documented in the following sections.

3. Social and Economic

The project will not have significant social and economic impacts. Below is a summary of the evaluation performed.

3.1 Social

Demographic Data

An analysis of community impacts was conducted using a review of the American Community Survey (ACS) 5-Year Estimates (2018-2022) data for census block groups that overlap the study area. The Environmental Screening Tool (EST) Sociocultural Data Report (SDR), found in the project file, was executed on October 21, 2021, to analyze the demographic data. The analysis involved comparing population characteristics of each Census block group in the project area with those of Sarasota County (**Table 1**).

	Project Area	Sarasota County	Comparison ¹
Minority Population	11.99%	18.56%	-6.57%
Median Household Income	\$132,726	\$77,213	\$55,513
Households Reporting Poverty Within the Past Twelve Months	6.48%	8.17%	-1.69%
Population with Less Than a High School Education	0.42%	4.01%	-3.59%
Limited English Proficiency (LEP) Population	0.33%	1.77%	-1.44%
Population Age 65+	40.73%	37.31%	3.42%

1. Comparison represents the difference between the Project Area and Sarasota County.

Table 1. Population Characteristics of the Project Area and Sarasota Countygroup

As this project should improve mobility and provide bicycle and pedestrian facilities, all populations living within the project corridor would benefit from these improvements. Based upon review of the study area demographics and project effects, the Preferred Alternative will not have disproportionate effects on minority, low-income, LEP, or elderly populations.

Community Cohesion

Community cohesion is the degree to which residents have a sense of belonging to their community. Community cohesion may also include the degree in which neighbors interact and cooperate with one another, the level of attachment felt between residents and institutions in the community, and/or a sense of common belonging, cultural similarity or "togetherness" experienced by the population.

Since the Preferred Alternative improves the existing corridor, the proposed widening will not negatively impact community cohesion. The Preferred Alternative will not displace any community assets within the corridor. Changes to the social fabric of the community, relationships, and travel patterns are not anticipated. The proposed project will improve multi-modal connectivity which will provide greater connectivity to the surrounding communities.

Safety

SR 72 (Clark Road) plays an important role in the transportation network as it facilitates east-west movement within Sarasota County for both local and regional traffic, including commercial traffic. The corridor also serves as an evacuation route designated by the Florida Division of Emergency Management and Sarasota County. The proposed widening would enhance emergency response times and evacuation times for the local and regional community by enhancing mobility and access to this major expressway. The improvement to operational capacity and the addition of multi-modal facilities is also expected to reduce the number of crashes and provide safer facilities.

3.2 Economic

Economic

The improvements associated with the Preferred Alternative will enhance the economic conditions in the adjacent community by improving operational capacity, enhancing safety conditions and accommodating bicycle and pedestrian activities. The proposed widening is expected to enhance economic conditions of the area by addressing deficient operational capacity of the roadway in the future condition in order to serve the mobility demands of the area, thereby accommodating increased growth and freight traffic spurred as a result of area growth.

Temporary impacts to access during construction should be limited to off-peak hours and mitigated with properly signed diversions or detours. The economic effects during construction will be temporary and not significant.

Business Access

Widening SR 72 (Clark Road) is a critical component of the growth of economic opportunity with the surrounding communities. Improving operational capacity will accommodate future travel demand projected as a result of the area-wide population and employment growth.

Access to and visibility of proximate businesses/properties may temporarily be affected and/or modified as a result of the project given the presence of private driveway connections along the project corridor.

Additionally, the potential provision of bicycle and pedestrian facilities could improve multimodal access to the corridor businesses.

3.3 Land Use Changes

The Preferred Alternative will not affect the existing character or use of the surrounding area. The study area is almost entirely developed with residential being most predominant and some commercial and institutional (see **Figure 2**). The study area is largely built-out and therefore, the proposed project would not likely induce secondary development or change existing land use patterns. Additional ROW will be required for the proposed roadway, stormwater ponds and roundabouts but will result in few changes to the existing or future land use from the preferred alternative due to the developed nature of the corridor.



Figure 2. Existing Land Use Map

According to the Sarasota County Future Land Use Map (**Figure 3**), the area surrounding the project corridor will support increased residential densities and intensities and accommodate the existing and proposed development within the area. There are no land use changes as a result of the proposed improvements.

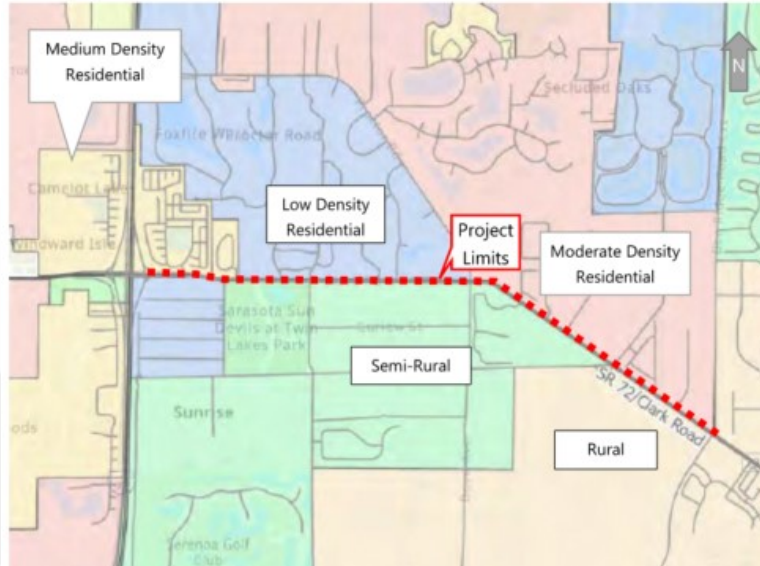


Figure 3. Future Land Use Map

3.4 Mobility

SR 72 is an important east-west facility in Sarasota County for both local and regional traffic. Within the region, SR 72 provides connections to US 41 and I-75 to the west and SR 70 to the east within the City of Arcadia. The project is expected to maintain and enhance a critical link for both regional and local traffic. The proposed project improvements are expected to enhance mobility in the community as well as provide enhanced access to destinations along the corridor by implementing improvements such as shared-use paths on both sides of the roadway to enhance bicycle and pedestrian

mobility.

Accommodating bicycle and pedestrian activity within the corridor is particularly important given that this activity is expected to increase with the growing number of residential developments within the area. In addition, SR 72 has been identified as a "Multi Modal Emphasis Corridor (MMEC)" by the Sarasota/Manatee Metropolitan Planning Organization (MPO) indicating a continued desire to accommodate for multiple modes.

Connectivity

The proposed project improvements are expected to enhance connectivity within the community as well as provide enhanced access to destinations along the corridor by implementing improvements such as shared-use paths and roundabouts. Connectivity between residential and/or nonresidential areas could temporarily be impacted during project construction, but overall access to proximate residences and destinations should be limited.

Traffic Circulation

The proposed project improvements will be located within an existing corridor so no major changes to traffic patterns/circulation are anticipated. However, pending the design for proposed intersection improvements, traffic may need to be shifted in some areas.

Public Parking

The only major public parking lot within the project corridor area serves Twin Lakes Park and does not abut the project limits. Business parking will not be impacted by the proposed improvements.

3.5 Aesthetic Effects

The topography of the project study area is flat, consisting of single- and multi-family residential use, along with single-story commercial buildings. Views within the area are restricted by the existing buildings and trees. The viewshed will not change based on the proposed improvements as the proposed improvements are to remain at-grade. The roundabouts will have landscaping in the central island per Florida Design Manual (FDM) 213.9. The project is compatible and in character with the community's aesthetic values.

3.6 Relocation Potential

Access to proximate businesses and residences may be temporarily affected as a result of the project given the number of private driveway connections along the project corridor. An additional 28 acres of right-of-way (ROW), 13 acres for roads and 15 acres for ponds, is needed but no relocations are anticipated. Some aesthetic features along the subdivisions may be impacted.

There are no parcels involving institutional or community facility uses located within the proposed ROW. In order to minimize the unavoidable effects of ROW acquisition and displacement of people, the FDOT will carry out a ROW and Relocation Assistance Program in accordance with Florida Statute 421.55.

In order to minimize the unavoidable effects of Right of Way acquisition and displacement of people, a Right of Way and Relocation Assistance Program will be carried out in accordance with Section 421.55, Florida Statutes, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

3.7 Farmland Resources

It was determined that at the 100-foot buffer width, there are 6.01 acres of Farmland of Unique Importance, 12.60 acres of Farmland of Unique Importance at the 200-foot buffer width, and 39.72 acres of Farmland of Unique Importance at the 500-foot buffer width. However, most of these farmlands have already been converted to either the existing SR 72 and grassed shoulder or the adjacent residential developments. The proposed project consists of the widening of an existing roadway, therefore, impacts to surrounding land uses, including farmlands, have been minimized to the greatest extent practicable.

A *Farmland Conversion Impact Rating Form* was prepared and provided to US Department of Agriculture - Natural Resources Conservation Service for concurrence and is attached under separate cover.

4. Cultural Resources

The project will not have significant impacts to cultural resources. Below is a summary of the evaluation performed.

4.1 Section 106 of the National Historic Preservation Act

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that these resources do not meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) concurred with this determination on 03/17/2025. Therefore, FDOT, in consultation with SHPO has determined that the proposed project will result in No Historic Properties Affected.

A full description of the archaeological and historic resources within the APE is provided in the CRAS report under separate cover and is located in the project file.

Archaeological background research, including a review of the Florida Master Site File (FMSF) and the Sarasota County Register of Historic Places (SCRHP) indicated that no previously recorded sites are within the APE. A field survey was completed which included surface reconnaissance and the excavation of 118 shovel tests plus 19 from previous surveys and no archaeological sites were discovered.

Historic background research, including a review of the FMSF database, SCRHP, and the NRHP, indicated that nine historic resources were previously recorded within the APE (8SO03214, 8SO03216, 8SO03217, 8SO03218, 8SO03219, 8SO03220, 8SO03221, 8SO07074, 8SO14345). The previously recorded historic resources were determined ineligible for listing in the NRHP by the SHPO. The historic/architectural field survey resulted in the identification of 14 extant historic resources within the APE. These include 12 buildings (8SO03218, 8SO03219, 8SO07074, 8SO14345, 8SO14358, and 8SO14881 - 8SO14887) constructed between circa (ca.) 1934 and 1974, as well as one linear resource (8SO03214) and the Hawkins Property Resource Group (8SO03221). In addition, the linear resource (8SO03214) is a common example of drainage ditches found throughout Florida and is not a significant embodiment of a type, period, or method of construction/engineering. In addition to the 14 historic resources identified within the APE, the Sarasota County property appraiser identified two historic resources that could not be evaluated or recorded during the field survey. A ca. 1971 building located at 7024 Clark Road was found demolished during the field survey and a ca. 1977 building located at 7228 Clark Road was inaccessible and/or the view was obstructed from the ROW. The building is located down a private driveway surrounded by vegetation and the property is lined with a tall, wooden privacy fence which blocks the view of the building from the public ROW. Based on available information, the resource is probably a typical example of vernacular style building; however, because the resource is not visible or accessible from the ROW, the status and condition of the resource is unknown. Per the design plans provided in March 2024, adjacent work is limited to the construction of a shared-use path within the existing ROW and the road widening from an undivided two-lane roadway to a divided four-lane roadway will occur on the north side of the roadway. The building is approximately 220 ft from the proposed improvements.

As a result of the historic/architectural field survey, 14 historic resources were identified within the APE and none appear eligible for listing in the NRHP, either individually or as a part of a historic district, and the resources are not listed or appear eligible for listing in the SCRHP. As such, no archaeological sites or historic resources that are listed, eligible for

listing, or that appear potentially eligible for listing in the NRHP or SCHRP were located within the APE.

4.2 Section 4(f) of the USDOT Act of 1966, as amended

The following evaluation was conducted pursuant to Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, and 23 CFR Part 774.

The widening of SR 72 (Clark Road) will require regrading of slopes and ditches along the frontage of Twin Lakes Park. Additionally, FDOT is proposing to utilize the existing pond within Twin Lakes Park as a joint-use stormwater management facility. This stormwater approach was coordinated with Sarasota County Parks and Recreation Department on July 17, 2024. FDOT is not anticipating that access to the park facilities will be impacted during construction.

Due to the minor nature of these impacts to Twin Lakes Park, FDOT has determined that the proposed project would have a de minimis effect to the park activities, features, or attributes. If Sarasota County, as the official with jurisdiction, concurs with this finding then FDOT may determine the impacts to be de minimis as per 23 CFR 774. The public will have an opportunity to comment on this finding at the upcoming public hearing. Additionally, the Section 4(f) report is attached.

4.3 Section 6(f) of the Land and Water Conservation Fund Act of 1965

There are no properties in the project area that are protected pursuant to Section 6(f) of the Land and Water Conservation Fund of 1965.

4.4 Recreational Areas and Protected Lands

There are no other protected public lands in the project area

5. Natural Resources

The project will not have significant impacts to natural resources. Below is a summary of the evaluation performed:

5.1 Protected Species and Habitat

The following evaluation was conducted pursuant to Section 7 of the Endangered Species Act of 1973 as amended as well as other applicable federal and state laws protecting wildlife and habitat.

A *Natural Resources Evaluation (NRE)* was conducted pursuant to Section 7 of the Endangered Species Act of 1973 as amended as well as other applicable federal and state laws protecting wildlife and habitat and is located in the project file. The evaluation included referencing the Florida Natural Areas Inventory (FNAI), a literature review, database searches, and field assessments of the project study area to identify the potential occurrence of protected species and/or presence of federal designated critical habitat. Field evaluations of the study area and adjacent habitats and general wildlife surveys were conducted by project biologists on September 19, 2022 and from January to April of 2023.

Nine (9) federally listed species and 15 state listed species have been reviewed for the potential to occur within the project study area. An effect determination was made for each of these federal and state listed species based on an analysis of the potential impacts of the proposed project on each species. Of the federally listed species, there will be no effect on six (6) species and a may affect, but is not likely to adversely affect on three (3) species (**Table 2**). The project will have no effect or no adverse effect on all 15 state-listed species (**Table 3**).

The project is located within the US Fish and Wildlife Service (USFWS) Consultation Areas (CAs) of three (3) federally protected species, including the Florida grasshopper sparrow (*Ammodramus savannarum floridanus*), Florida scrub-jay (*Aphelocoma coerulescens*), and Florida bonneted bat (*Eumops floridanus*). The project is not within any USFWS designated critical habitat.

The proposed project is not located within or near any coastal resources and will not involve Essential Fish Habitat as none exists within the project study area. Coordination with USFWS will continue through design and permitting regarding concurrence with the findings in the tables below.

Project Impact Determination	Federal Listed Species	Status*
"No effect"	Aboriginal prickly-apple (<i>Harrisia aboriginum</i>)	FE
	Audubon's crested caracara (<i>Caracara plancus audubonii</i>)	FT
	Florida bonneted bat (<i>Eumops floridanus</i>)	FE
	Florida grasshopper sparrow (<i>Ammodramus savannarum floridanus</i>)	FE
	Florida scrub-jay (<i>Aphelocoma coerulescens</i>)	FT
	Pygmy fringe tree (<i>Chionanthus pygmaeus</i>)	FE
"May affect, but is not likely to adversely affect"	Tricolored bat (<i>Perimyotis subflavus</i>)	PE
	Eastern indigo snake (<i>Drymarchon couperi</i>)	FT
	Wood stork (<i>Mycteria americana</i>)	FT
*FE: Federally Endangered; FT: Federally Threatened; PE: Proposed Endangered		

Table 2. Federal Protected Species Effect Determinations

Project Impact Determination	State Listed Species	Status*
"No effect anticipated"	Florida burrowing owl (<i>Athene cunicularia floridana</i>)	ST
	Florida beargrass (<i>Nolina atopocarpa</i>)	ST
	Large-plumed beaksedge (<i>Rhynchospora megaplumosa</i>)	SE
	Many-flowered grass-pink (<i>Calopogon multiflorus</i>)	ST
	Nodding pinweed (<i>Lechea cernua</i>)	ST
"No adverse effect anticipated"	Florida sandhill crane (<i>Antigone canadensis pratensis</i>)	ST
	Little blue heron (<i>Egretta caerulea</i>)	ST
	Roseate spoonbill (<i>Platalea ajaja</i>)	ST
	Southeastern American kestrel (<i>Falco sparverius paulus</i>)	ST
	Tricolored heron (<i>Egretta tricolor</i>)	ST
	Celestial lily (<i>Nemastylis floridana</i>)	SE
	Florida spiny-pod (<i>Matelea floridana</i>)	SE
	Lowland loosestrife (<i>Lythrum flagellare</i>)	SE
	Sand butterfly pea (<i>Centrosema arenicola</i>)	SE
	Gopher tortoise (<i>Gopherus polyphemus</i>)	ST
*SE: State endangered; ST: State threatened		

Table 3. State Protected Species Effect Determinations

5.2 Wetlands and Other Surface Waters

The following evaluation was conducted pursuant to Presidential Executive Order 11990 of 1977 as amended, Protection of Wetlands and the USDOT Order 5660.1A, Preservation of the Nation's Wetlands.

A full description of the wetlands and surface waters within the study boundary is provided in the *NRE* report under separate cover and included in the project file. The FDOT has undertaken all actions to minimize the destruction loss or degradation of wetlands, and to preserve and enhance the natural and beneficial values of wetlands in carrying out the agency's responsibilities. Nonetheless, FDOT has determined that there is no practicable alternative to construction impacts occurring in wetlands.

Direct impacts resulting from the Preferred Alternative include 3.00 acres of wetlands, 3.76 acres of surface waters, and 4.27 acres of other surface waters (**Table 4**). Secondary impacts resulting from the Preferred Alternative include 0.96 acres of wetlands and 0.18 acres of surface waters (**Table 5**). The wetlands to be impacted by the proposed project include previously disturbed wetlands adjacent to existing roadways.

Name	FLUCFCS Classification	FLUCFCS Description	USFWS Classification	Impact Acreage
Wetlands				
WL-1, WL-2, and WL-5	630	Wetland Forested Mixed	PFO1/3	0.46
WL-3 and WL-4	641	Freshwater Marshes	PEM1F	0.79
WL-6	641	Freshwater Marshes	PEM1F	1.75
Total Direct Wetland Impacts				3.00
Surface Waters				
SW-1, SW-3 to 11, SW-13 to 15, and SW-17 to 24	510	Streams and Waterways	R4SBC	2.41
SW-25	510	Streams and Waterways	R4SBC	0.03
SW-2, SW-12, and SW-16	530	Reservoirs	PUBHx	1.32
Total Direct Surface Water Impacts				3.76
Other Surface Waters				
OSW-1 to 25 and OSW-29 to 41	510	Streams and Waterways	R4SBC	4.26
OSW-26 and OSW-27	530	Reservoirs	PUBHx	0.01
Total Direct Other Surface Water Impacts				4.27
Total Direct Impacts				11.03

Table 4. Proposed Wetland, Surface Water, and Other Surface Water Direct Impacts

WL: wetland; SW: surface water; OSW: other surface water; PFO1/3: Palustrine, Forested, Broad-leaved Deciduous, Broad-leaved Evergreen; PEM1F: Palustrine, Emergent, Persistent, Semi-permanently Flooded; R4SBC: Riverine, Intermittent, Streambed, Seasonally Flooded; PUBHx: Palustrine, Unconsolidated Bottom, Permanently Flooded, excavated

Name	FLUCFCS Classification	FLUCFCS Description	USFWS Classification	Impact Acreage
Wetlands				
WL-1, WL-2, WL-5, WL-7, and WL-8	630	Wetland Forested Mixed	PFO1/3	0.51
WL-3 and WL-4	641	Freshwater Marshes	PEM1F	0.45
Total Secondary Wetland Impacts				0.96
Surface Waters				
SW-1, SW-7, SW-13, SW-23, and SW-26	510	Streams and Waterways	R4SBC	0.09
SW-25	510	Streams and Waterways	R4SBC	0.02
SW-16	530	Reservoirs	PUBHx	0.07
Total Secondary Surface Water Impacts				0.18
Total Secondary Impacts				1.14

Table 5. Proposed Wetland, Surface Water, and Other Surface Water Secondary Impacts

The Uniform Mitigation Assessment Methodology (UMAM) analysis was performed on representative wetland direct impact areas. Construction of the Preferred Alternative results in an estimated loss of 3.643 functional units. Of the total 3.643 functional unit loss, 3.567 result from direct impacts and 0.076 result from secondary impacts.

Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. 1344. Compensatory mitigation for direct and secondary wetland impacts will be completed through the use of a private mitigation bank and/or any other mitigation options that satisfy state and federal requirements.

The project study area is currently located within the South Coastal Drainage Basin. At this time, there are no mitigation credits available for purchase within this drainage basin. A Cumulative Impacts Analysis (CIA) can be conducted to show no cumulative loss of wetlands will happen and provide the opportunity to purchase mitigation credits outside of the project's drainage basin if credits are not available at an approved mitigation within the project drainage basin. Alternatively, other compensatory mitigation options will be considered during the permitting phase(s) of this project.

Pursuant to Executive Order (EO) 11990, all federally-funded highway projects must protect wetlands to the fullest extent possible. In accordance with this policy, and based on the design of the Preferred Alternative, there is no practicable alternative to construction in wetlands. Therefore, measures have been taken to minimize harm to wetlands. As avoidance and minimization measures will be considered throughout project development and mitigation will be completed to offset unavoidable project wetland impacts, the proposed project will have no significant short-term or long-term adverse impacts to wetlands.

5.3 Essential Fish Habitat (EFH)

There is no Essential Fish Habitat (EFH) in the project area.

5.4 Floodplains

Floodplain impacts resulting from the project were evaluated pursuant to Executive Order 11988 of 1977, Floodplain Management.

This section summarizes the *Location Hydraulic Report (LHR)*, and is located in the project file. The analysis of the six (6) existing cross drains within project limits showed that all cross drains were operating as designed in the existing condition. The proposed modifications to the existing structures include lengthening the cross drains due to the roadway widening and upsizing the cross drains as determined by the modeled proposed conditions. The improvements will be hydraulically equivalent to or greater than the existing conditions. Backwater surface elevations are not expected to increase, and these changes will cause minimal increases in flood heights and flood limits.

Floodplain encroachments will occur due to the proposed roadway widening and structure modifications. This project will not result in any new or increased adverse environmental impacts. There will be no significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that these encroachments are not significant.

5.5 Sole Source Aquifer

There is no Sole Source Aquifer associated with this project.

5.6 Water Resources

This section summarizes the existing and proposed stormwater management facilities found in the *Pond Siting Report (PSR)* under separate cover and is located within the project file.

To reduce the ROW needs for off-site ponds and to address the treatment and attenuation for this project, an Environmental Look-Around (ELA) meeting was conducted. The purpose of this ELA meeting was to coordinate with all stakeholders and determine a regional approach that addresses water quality for not only the SR 72 PD&E Study, but also the surrounding area.

The project traverses two Waterbody IDs (WBIDs), the Phillippi Creek Tributary (WBID 1966) and Cow Pen Slough (WBID 1924). Both of these are located in the Sarasota Bay Watershed and are impaired for nutrients. The project limits can be divided into four (4) basins with two to three potential pond options in each. The pond options were sited and evaluated based on hydrologic and hydraulic factors such as existing ground elevation, soil types, estimated seasonal high water (ESHW), stormwater conveyance feasibility, allowable hydraulic grade line (HGL), environmental resource impacts, floodplain impacts, estimated right-of-way acquisition, impacts to cultural resources, and hazardous materials contamination.

Based on preliminary stormwater management needs, the ponds were sized using a combination of Southwest Florida Water Management District (SWFWMD) presumptive criteria, nutrient loading criteria for Impaired Water Bodies, FDOT stormwater management standards, and practical design criteria. The proposed stormwater management facilities were designed to treat one inch (1") of runoff from the contributing basin area and to ensure that post development discharge rates are less than pre-development rates for the 25-year/24-hour design storm event. The recommended pond sites are shown in **Table 6**.

Basin	Recommended Pond	Pond Acreage Required	Remarks
Basin 1	Pond 1A	8.64	Joint-use opportunity, avoids impacting eagle nest
Basin 2	Pond 2B	3.96	Smaller ROW impact
Basin 3	Pond 3B	2.49	Avoids septic drain field
Basin 4	Pond 4C	3.71	Avoids impacting eagle nest, smaller ROW impact

Table 6. Recommended Pond Sites

A Water Quality Impact Evaluation (WQIE) Checklist was prepared on May 29, 2024 under separate cover for the project and is located in the project file.

5.7 Aquatic Preserves

There are no aquatic preserves in the project area.

5.8 Outstanding Florida Waters

There are no Outstanding Florida Waters (OFW) in the project area.

5.9 Wild and Scenic Rivers

There are no designated Wild and Scenic Rivers or other protected rivers in the project area.

5.10 Coastal Barrier Resources

It has been determined that this project is neither in the vicinity of, nor leads directly to a designated coastal barrier resource unit pursuant to the Coastal Barrier Resources Act of 1982 (CBRA) and the Coastal Barrier Improvement Act of 1990 (CBIA).

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6. Physical Resources

The project will not have significant impacts to physical resources. Below is a summary of the evaluation performed for these resources.

6.1 Highway Traffic Noise

The following evaluation was conducted pursuant to 23 CFR 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise, and Section 335.17, F.S., State highway construction; means of noise abatement.

A *Noise Study Report* (NSR) was prepared for the project and is available under separate cover and is located in the project file.

The Federal Highway Administration (FHWA) approved Traffic Noise Model (TNM) Version 2.5 was used to predict traffic noise levels at 227 noise sensitive sites located adjacent to SR 72 for the existing (2019 & 2022) and future year (2045 & 2050) conditions with and without the proposed improvements. One of the 227 noise sensitive sites is predicted to experience future noise levels that approach, meet, or exceed FHWA's Noise Abatement Criteria (NAC) for its respective Activity Category with the proposed improvements to SR 72. None of the 227 evaluated sites are predicted to experience a substantial increase of traffic noise as a result of the proposed improvements.

The one receptor that approaches, meets, or exceeds the NAC for its respective Activity Category is referred to as an "impacted" receptor. The impacted receptor represents the clubhouse pool in the Sandhill Lake subdivision (Activity Category C). The impacted receptor is a non-residential special land use site; therefore, the Methodology to Evaluate Highway Traffic Noise at Special Land Uses (December 2023) was used.

The special land use site was impacted but failed to pass the preliminary screening analysis in order to determine feasibility. Noise barriers are not a viable noise abatement measure for this impacted receptor. The NSR identified land uses on the FDOT listing of noise- and vibration-sensitive sites (residences, parks, and churches). The application of the FDOT Standard Specifications for Road and Bridge Construction will minimize or eliminate most of the potential construction noise and vibration impacts; therefore, it was determined that construction of the proposed roadway improvements will not have a significant noise or vibration effect.

Final recommendations on the construction of abatement measures are determined during the project's final design. Because of the elapsed time between when the noise study was performed and when this environmental document is approved (known as the Date of Public Knowledge), the potential exists for additional building permits for noise sensitive sites to be approved prior to the Date of Public Knowledge (DPK). The date of the PD&E land use and building permit review was June 17, 2024. Any noise sensitive site that is identified during the design phase as permitted prior to the DPK will be analyzed between the PD&E land use and building permit review and the Date of Public Knowledge will be analyzed for traffic noise impacts and, if impacts are predicted, abatement will be considered during the design phase of the project.

Based on the results of the traffic noise analysis, the Preferred Alternative is expected to have no significant impact on noise sensitive sites located along SR 72.

6.2 Air Quality

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to **improve** the Level of Service (LOS) and **reduce** delay and congestion on all facilities within the study area.

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction.

6.3 Contamination

The *Level 1 Contamination Screening Evaluation Report* (CSER) is included in the project file and was performed to identify contamination concerns within the project study area along the mainline. The purpose of this evaluation was to assess the risk of encountering petroleum or another hazardous substance contaminating soils, groundwater, surface water, or sediment that could adversely affect this project.

The study area includes a search buffer of 500 feet, 1,000 feet, and 2,640 feet (0.5 mile) from the project limits. The proposed project improvements for the mainline and ponds will occur within and outside the existing ROW.

Table 7 shows the risk ratings assigned to the eight (8) contamination sites identified within the project study area.

High	Medium	Low	No
0	2	6	0

Table 7. Risk Ratings for the Roadway

Table 8 presents a summary of the risk ratings assigned for each pond:

High	Medium	Low	No
0	0	2	2

Table 8. Risk Rating for Pond Sites

For the Medium-rated sites (Trent Culleney Landscaping, Inc and Sugarbowl/Proctor Road Landfill), Level II testing, if deemed appropriate by the District Contamination Impact Coordinator (DCIC), is recommended. For the locations rated No or Low for contamination, no further action is required at this time. These sites have no or low potential to impact the project based on the evaluation of select variables. Changes such as the compliance status to environmental regulations or new discharges to the soil or groundwater could change the risk rating. If such changes occur, assessment of these

sites will be conducted during subsequent project phases. These locations have been determined not to have any contamination risk to the project limits at this time.

6.4 Utilities and Railroads

Utility Agencies/Owners (UAO) were obtained through Sunshine State 811 of the Florida Design Ticket System and shown in the **Table 9**.

Utility	Facility
Comcast	Unknown
Florida Power & Light	Overhead electric transmission, Overhead distribution
Frontier Communications	Unknown
Verizon (MCI, Inc.)	Overhead cable
TECO Peoples Gas	Gas main
Sarasota County Traffic	Unknown
Sarasota County Utilities	Water main, reclaimed, force main

Table 9. Utility Agencies/Owners in Project

For this project, utilities were located by utility records (quality level D) and were not field verified. Conflicts with Florida Power and Light's large diameter transmission poles will be avoided. However, there are potential conflicts with distribution poles throughout the corridor. Due to the extent of water lines along the roadway, relocation of fire hydrants and water mains is anticipated. Avoidance of the sewer and gas lines along the roadway will be investigated more in the design phase.

6.5 Construction

Temporary impacts during construction will be minimized to the greatest extent possible pursuant to *FDOT Standard Specifications for Road and Bridge Construction*. Noise, dust, erosion, and exhaust from construction activities will occur in addition to temporary traffic control activities. The contractor will be required to develop, implement, inspect, and maintain a stormwater runoff control concept throughout construction. A National Pollutant Discharge Elimination System (NPDES) permit is needed for this project along with the development of the a Stormwater Runoff Control Concept (SRCC) during the design phase

Nearby vacant lots are conducive to the storing of construction equipment and/or stockpiling of materials. Sarasota County has a small maintenance yard at the northeast corner of Hummingbird Avenue and Hawkins Road, that could potentially be negotiated for use by the contractor. Potential stockpiling and/or reuse of traffic signal equipment from the Ibis Street signal removal will be coordinated with Sarasota County.

7. Engineering Analysis Support

The engineering analysis supporting this environmental document is contained within the Preliminary Engineering Report (PER) .

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8. Permits

The following environmental permits are anticipated for this project:

Federal Permit(s)

USACE Section 10 or Section 404 Permit

Status

To be acquired

State Permit(s)

DEP or WMD Environmental Resource Permit (ERP)

DEP National Pollutant Discharge Elimination System Permit

Status

To be acquired

To be acquired

Permits Comments

Environmental Resource Permit

The project limits are located within the SWFWMD boundary. SWFWMD requires an ERP when construction of any project results in the creation of a new or modification of an existing surface water management system or results in impacts to waters of the state, including wetlands. The complexity associated with the ERP permitting process will depend on the size of the project and/or the extent of wetland impacts. Under current state rules, the SWFWMD will likely require an individual permit for this project.

Section 404 Dredge and Fill Permit

A Standard Section 404 Dredge and Fill permit will be required from the USACE. The permit will require compliance with the 404(b)(1) guidelines, including verification that all wetland impacts have first been avoided to the greatest extent possible, that unavoidable impacts have been minimized to the greatest extent possible, and lastly that unavoidable impacts have been mitigated in the form of wetlands creation, restoration, and/or enhancement. Pre-application meetings will be held with the USACE during the design phase of the proposed project.

NPDES

40 CFR Part 122 prohibits point source discharges of stormwater to waters of the U.S. without a NPDES permit. Under the State of Florida's delegated authority to administer the NPDES program, construction sites that will result in greater than one (1) acre of disturbance must file for and obtain either coverage under an appropriate generic permit contained in Chapter 62-621, F.A.C., or an individual permit issued pursuant to Chapter 62-620, F.A.C. A major component of the NPDES permit is the development of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP identifies potential sources of pollution that may reasonably be expected to affect the quality of stormwater discharges from the site and discusses good engineering practices (i.e., best management practices) that will be used to reduce the pollutants.

9. Public Involvement

The following is a summary of public involvement activities conducted for this project:

Summary of Activities Other than the Public Hearing

A public kickoff newsletter was distributed on July 18, 2022. The newsletter provided preliminary project information, including project location, the nature of the study, and project timeline.

An Alternatives Public Information Meeting (PIM) was held on Wednesday, October 4, 2023 and at UF/IFAS Extension Sarasota County, Twin Lakes Park, Green Building, from 5:00 p.m. to 7:00 p.m. Twenty-eight (28) attendees signed in at the meeting. Six (6) comment forms were collected at the in-person meeting, and 12 during the comment period following the meeting and were about noise, traffic, speed, location of widening, need for project and the sidewalk. A summary of the Alternatives Public Information Meeting is included in the project file.

A virtual Alternatives PIM was conducted via an online webinar on Thursday, October 12, 2023 from 6:00 p.m. to 7:00 p.m. The webinar provided the same information and workshop materials as the previous October 4, 2023 in-person meeting. A total of 15 attendees joined the virtual public meeting.

Date of Public Hearing:

Summary of Public Hearing

To be included after public hearing is held.

10. Commitments Summary

1. FDOT will further coordinate with Sarasota County during the design phase regarding the use and expansion of the northwest pond within Twin Lakes Park, demonstration opportunities in pond design, the proposed shell path around the pond, the proposed multiuse trail connection along the main entrance road into the park, and the accommodation of future park master plan stormwater needs. Sarasota County Parks, Recreation and Natural Resources Department and its Director will be the main point of contact for this coordination and will facilitate all other department and stakeholder input.
2. FDOT will provide mitigation for impacts to wood stork suitable foraging habitat within the Service Area of a Service-approved wetland mitigation bank or wood stork conservation bank.
3. For the proposed endangered tricolored bat, FDOT will adhere to the applicable commitment:
 1. Upon listing of the tricolored bat, if the project contains suitable habitat and requires tree trimming and/or clearing, FDOT will not conduct tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) and when bats may be in torpor (when temperatures are below 45 degrees Fahrenheit).
 2. Upon listing of the tricolored bat, if the project contains suitable habitat and FDOT needs to trim or clear trees or perform work on bridges/culverts during the maternity season and/or when the temperature is below 45 degrees Fahrenheit, then FDOT will survey the project area for evidence of the tricolored bat. The Indiana Bat and Northern Long-eared Bat Survey Guidance (USFWS), Appendix J acoustic survey protocol in the year-round range (mist netting is not being conducted in Florida at this time), will be used for areas with tree trimming/clearing. For bridges and culverts, the Indiana Bat and Northern Long-eared Bat Survey Guidance, Appendix K, Assessing Bridges and Culverts for Bats, will be used.
 - a. If the surveys result in no tricolored bats detected, then FDOT can proceed with the project activities. Negative results from bridge/culvert surveys are valid for 2 years. Negative results for acoustic surveys are valid for 5 years. However, negative results for either survey may be invalidated if additional tricolored bat survey data is submitted to USFWS showing presence of the species within the vicinity of the project area. Additional survey work by FDOT, or application of the avoidance and minimization measures noted in #4, may be required if updated detections are reported, and may result in reinitiation of consultation with FWS.
 - b. If the surveys result in positive detections of the tricolored bat, FDOT will implement conservation measures such as: not conducting tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) when pups are not volant and not able to escape disturbance; similarly avoid tree trimming/clearing activities when the temperatures are below 45 degrees Fahrenheit when bats may be in torpor and unresponsive to disturbance.
4. If the monarch butterfly is listed by USFWS as Threatened or Endangered and the project may affect the species, FDOT commits to re-initiating consultation with USFWS to determine appropriate avoidance and minimization measures for protection of the newly listed species.
5. The most recent version of the USFWS Standard Protection Measures for the Eastern Indigo Snake will be adhered to during construction of the proposed project.

11. Technical Materials

The following technical materials have been prepared to support this Environmental Document and are included in the Project File.

Sociocultural Data Report
Cultural Resources Assessment Survey (CRAS)
Location Hydraulics Report (LHR)
Pond Siting Report (PSR)
Water Quality Impact Evaluation (WQIE)
Natural Resources Evaluation (NRE)
Contamination Screening Evaluation Report (CSER)
Noise Study Report (NSR)
Preliminary Engineering Report (PER)
Public Involvement Plan
Alternatives Public Information Meeting Summary

Attachments

Planning Consistency

Project Plan Consistency Documentation

Social and Economic

Farmland Conversion Impact Rating Form AD 1006

Farmland Conversion Impact Rating Form NRCS-CPA-106

Cultural Resources

SHPO Concurrence Letter

Section 4(f) Report

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Planning Consistency Appendix

Contents:

Project Plan Consistency Documentation

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From: [Figueroa, Sergio](#)
To: [Ingle, Kevin](#); [Vilce, Jimmy](#); [Mills, Nicole](#)
Cc: [Bowne, Gregory](#); [Andrews, Steven](#); [Toole, Lavenia](#); [McKinney, Jennifer](#); [Clayton, Benjamin](#)
Subject: RE: 444634-1 SR 72 from I-75 to Lorraine Rd
Date: Monday, March 10, 2025 2:58:12 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.jpg](#)

I concur.


Sergio Figueroa, PE
 **District One**
District Roadway Design Engineer
Office: 863-519-2839
Cell: 863-378-9546

From: Ingle, Kevin <Kevin.Ingle@dot.state.fl.us>
Sent: Monday, March 10, 2025 2:47 PM
To: Vilce, Jimmy <Jimmy.Vilce@dot.state.fl.us>; Mills, Nicole <Nicole.Mills@dot.state.fl.us>;
Figueroa, Sergio <Sergio.Figueroa2@dot.state.fl.us>
Cc: Bowne, Gregory <Gregory.Bowne@dot.state.fl.us>; Andrews, Steven
<Steven.Andrews@dot.state.fl.us>; Toole, Lavenia <Lavenia.Toole@dot.state.fl.us>; McKinney,
Jennifer <Jennifer.McKinney@dot.state.fl.us>; Clayton, Benjamin
<Benjamin.Clayton@dot.state.fl.us>
Subject: RE: 444634-1 SR 72 from I-75 to Lorraine Rd

I concur with this.

Thanks,

Kevin S. Ingle, P.E.
District Design Engineer
FDOT, District One
801 North Broadway Avenue
Bartow, FL 33830
(863) 519-2740
(863) 272-4366 Cell



From: Vilce, Jimmy <Jimmy.Vilce@dot.state.fl.us>
Sent: Monday, March 10, 2025 2:41 PM
To: Mills, Nicole <Nicole.Mills@dot.state.fl.us>; Figueroa, Sergio <Sergio.Figueroa2@dot.state.fl.us>; Ingle, Kevin <Kevin.Ingle@dot.state.fl.us>
Cc: Bowne, Gregory <Gregory.Bowne@dot.state.fl.us>; Andrews, Steven <Steven.Andrews@dot.state.fl.us>; Toole, Lavenia <Lavenia.Toole@dot.state.fl.us>; McKinney, Jennifer <Jennifer.McKinney@dot.state.fl.us>; Clayton, Benjamin <Benjamin.Clayton@dot.state.fl.us>
Subject: 444634-1 SR 72 from I-75 to Lorraine Rd

Hi Nicole,

As suggested at the last production meeting and as mentioned at our meeting last week, the subject PD&E project will enter the Design phase as follows:

1. Segment 1 – 444634-2-32-01 SR 72 FROM EAST OF I-75 TO EAST OF PROCTOR is currently funded for \$2.3M ACSU funds in FY 26. This segment will be designed by a consultant through the normal procurement process.
2. Segment 2 – 444634-3-32-01 SR 72 FROM EAST OF PROCTOR TO LORRAINE RD is currently not funded for Design. However, it was agreed that the in-house design group would design that segment.

If the decision from the above item No.2 remains valid, we are well posed to achieve planning consistency. Absent an objection from [@Ingle, Kevin](#) and/or [@Figueroa, Sergio](#), I will consider item No.2 to be confirmed.

Thank you,

Jimmy P. Vilcé (Veel-Say), P.E., CPM
Project Development Manager
District ONE – PD&E
801 N. Broadway Ave
Bartow, FL 33830
D: (863)519-2293
C: (863)308-2262

Modified July 19, 2024

*Not Eligible for MPO Discretionary (SU) Funding in 2045 LRTP

Social and Economic Appendix

Contents:

Farmland Conversion Impact Rating Form AD 1006

Farmland Conversion Impact Rating Form NRCS-CPA-106

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FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request			
Name of Project		Federal Agency Involved			
Proposed Land Use		County and State			
PART II (To be completed by NRCS)		Date Request Received By NRCS		Person Completing Form:	
Does the site contain Prime, Unique, Statewide or Local Important Farmland? (If no, the FPPA does not apply - do not complete additional parts of this form)		YES <input type="checkbox"/>	NO <input type="checkbox"/>	Acres Irrigated	Average Farm Size
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres: %	Amount of Farmland As Defined in FPPA Acres: %			
Name of Land Evaluation System Used	Name of State or Local Site Assessment System	Date Land Evaluation Returned by NRCS			
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly					
B. Total Acres To Be Converted Indirectly					
C. Total Acres In Site					
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland					
B. Total Acres Statewide Important or Local Important Farmland					
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted					
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value					
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)					
PART VI (To be completed by Federal Agency) Site Assessment Criteria (Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)		Maximum Points	Site A	Site B	Site C
1. Area In Non-urban Use		(15)			
2. Perimeter In Non-urban Use		(10)			
3. Percent Of Site Being Farmed		(20)			
4. Protection Provided By State and Local Government		(20)			
5. Distance From Urban Built-up Area		(15)			
6. Distance To Urban Support Services		(15)			
7. Size Of Present Farm Unit Compared To Average		(10)			
8. Creation Of Non-farmable Farmland		(10)			
9. Availability Of Farm Support Services		(5)			
10. On-Farm Investments		(20)			
11. Effects Of Conversion On Farm Support Services		(10)			
12. Compatibility With Existing Agricultural Use		(10)			
TOTAL SITE ASSESSMENT POINTS		160			
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100			
Total Site Assessment (From Part VI above or local site assessment)		160			
TOTAL POINTS (Total of above 2 lines)		260			
Site Selected:	Date Of Selection	Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>			
Reason For Selection:					
Name of Federal agency representative completing this form:					Date:

(See Instructions on reverse side)

Form AD-1006 (03-02)

- Step 1 - Federal agencies (or Federally funded projects) involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form. For Corridor type projects, the Federal agency shall use form NRCS-CPA-106 in place of form AD-1006. The Land Evaluation and Site Assessment (LESA) process may also be accessed by visiting the FPPA website, <http://fppa.nrcs.usda.gov/lesa/>.
- Step 2 - Originator (Federal Agency) will send one original copy of the form together with appropriate scaled maps indicating location(s) of project site(s), to the Natural Resources Conservation Service (NRCS) local Field Office or USDA Service Center and retain a copy for their files. (NRCS has offices in most counties in the U.S. The USDA Office Information Locator may be found at http://offices.usda.gov/scripts/ndISAPI.dll/oip_public/USA_map, or the offices can usually be found in the Phone Book under U.S. Government, Department of Agriculture. A list of field offices is available from the NRCS State Conservationist and State Office in each State.)
- Step 3 - NRCS will, within 10 working days after receipt of the completed form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland. (When a site visit or land evaluation system design is needed, NRCS will respond within 30 working days.
- Step 4 - For sites where farmland covered by the FPPA will be converted by the proposed project, NRCS will complete Parts II, IV and V of the form.
- Step 5 - NRCS will return the original copy of the form to the Federal agency involved in the project, and retain a file copy for NRCS records.
- Step 6 - The Federal agency involved in the proposed project will complete Parts VI and VII of the form and return the form with the final selected site to the servicing NRCS office.
- Step 7 - The Federal agency providing financial or technical assistance to the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA.

INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM

(For Federal Agency)

Part I: When completing the "County and State" questions, list all the local governments that are responsible for local land use controls where site(s) are to be evaluated.

Part III: When completing item B (Total Acres To Be Converted Indirectly), include the following:

1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them or other major change in the ability to use the land for agriculture.
2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities planned build out capacity) that will cause a direct conversion.

Part VI: Do not complete Part VI using the standard format if a State or Local site assessment is used. With local and NRCS assistance, use the local Land Evaluation and Site Assessment (LESA).

1. Assign the maximum points for each site assessment criterion as shown in § 658.5(b) of CFR. In cases of corridor-type project such as transportation, power line and flood control, criteria #5 and #6 will not apply and will, be weighted zero, however, criterion #8 will be weighed a maximum of 25 points and criterion #11 a maximum of 25 points.
2. Federal agencies may assign relative weights among the 12 site assessment criteria other than those shown on the FPPA rule after submitting individual agency FPPA policy for review and comment to NRCS. In all cases where other weights are assigned, relative adjustments must be made to maintain the maximum total points at 160. For project sites where the total points equal or exceed 160, consider alternative actions, as appropriate, that could reduce adverse impacts (e.g. Alternative Sites, Modifications or Mitigation).

Part VII: In computing the "Total Site Assessment Points" where a State or local site assessment is used and the total maximum number of points is other than 160, convert the site assessment points to a base of 160.

Example: if the Site Assessment maximum is 200 points, and the alternative Site "A" is rated 180 points:

$\frac{\text{Total points assigned Site A}}{\text{Maximum points possible}} = \frac{180}{200} \times 160 = 144 \text{ points for Site A}$

For assistance in completing this form or FPPA process, contact the local NRCS Field Office or USDA Service Center.

NRCS employees, consult the FPPA Manual and/or policy for additional instructions to complete the AD-1006 form.

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106

(Rev. 1-91)

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request	4. Sheet 1 of _____	
1. Name of Project		5. Federal Agency Involved		
2. Type of Project		6. County and State		
PART II (To be completed by NRCS)		1. Date Request Received by NRCS	2. Person Completing Form	
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated Average Farm Size		
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: _____ % _____		7. Amount of Farmland As Defined in FPPA Acres: _____ % _____	
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System		10. Date Land Evaluation Returned by NRCS	
PART III (To be completed by Federal Agency)		Alternative Corridor For Segment		
		Corridor A	Corridor B	Corridor C
A. Total Acres To Be Converted Directly				
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor				
PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				
PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)				
PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))		Maximum Points		
1. Area in Nonurban Use		15		
2. Perimeter in Nonurban Use		10		
3. Percent Of Corridor Being Farmed		20		
4. Protection Provided By State And Local Government		20		
5. Size of Present Farm Unit Compared To Average		10		
6. Creation Of Nonfarmable Farmland		25		
7. Availability Of Farm Support Services		5		
8. On-Farm Investments		20		
9. Effects Of Conversion On Farm Support Services		25		
10. Compatibility With Existing Agricultural Use		10		
TOTAL CORRIDOR ASSESSMENT POINTS		160		
PART VII (To be completed by Federal Agency)				
Relative Value Of Farmland (From Part V)		100		
Total Corridor Assessment (From Part VI above or a local site assessment)		160		
TOTAL POINTS (Total of above 2 lines)		260		
1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>	
5. Reason For Selection:				

Signature of Person Completing this Part:

DATE

NOTE: Complete a form for each segment with more than one Alternate Corridor

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

- (1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points
 90 to 20 percent - 14 to 1 point(s)
 Less than 20 percent - 0 points

- (2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points
 90 to 20 percent - 9 to 1 point(s)
 Less than 20 percent - 0 points

- (3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points
 90 to 20 percent - 19 to 1 point(s)
 Less than 20 percent - 0 points

- (4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points
 Site is not protected - 0 points

- (5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)
 As large or larger - 10 points
 Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

- (6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
 Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
 Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

- (7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points
 Some required services are available - 4 to 1 point(s)
 No required services are available - 0 points

- (8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment - 20 points
 Moderate amount of on-farm investment - 19 to 1 point(s)
 No on-farm investment - 0 points

- (9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted - 25 points
 Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
 No significant reduction in demand for support services if the site is converted - 0 points

- (10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
 Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
 Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

Cultural Resources Appendix

Contents:

SHPO Concurrence Letter

Section 4(f) Report

DRAFT



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

March 13, 2025

Alissa S. Lotane
Director and State Historic Preservation Officer
Florida Division of Historical Resources
Florida Department of State
R. A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399-0250

RE: Section 106 Stipulation VII Submission
SR 72 FROM EAST OF I-75 TO LORRAINE ROAD
Sarasota County
FM # 444634-1-22-01
DHR CRAT Number: 2024-6717

Dear Ms. Lotane,

Dear Ms. Lotane:

Enclosed please find one copy of the report titled *Cultural Resource Assessment Survey Project Development and Environment (PD&E) Study SR 72 (Clark Road) from East of I-75 to Lorraine Road, Sarasota County, Florida*. The Florida Department of Transportation (FDOT), District One, is conducting a PD&E Study along SR 72 (Clark Road) in Sarasota County to evaluate roadway capacity and safety improvements. The PD&E study limits extend approximately 3 miles from east of I-75 to Lorraine Road within unincorporated Sarasota County. The purpose of this project is to improve the operational capacity of SR 72 from east of I-75 to Lorraine Road within Sarasota County in order to accommodate future travel demand projected as a result of area-wide population and employment growth. The project proposes to widen SR 72 from a two-lane undivided roadway to up to four-lane divided roadway with a shared-use path on both sides. In addition, four stormwater management facility (SMF) ponds (herein referred to as ponds or pond sites) are within the project limits. Additional right-of-way (ROW) is anticipated to accommodate the proposed improvements. This is a federally funded project.

Based on the scale and nature of the activities, the project has a potential for direct (physical, visual, or audible), indirect, and cumulative effects outside the immediate footprint of construction. Therefore, because of the project type and location of the proposed work, the archaeological APE is limited to the footprint of construction within the corridor and proposed pond sites. The historic APE is defined as the footprint of construction and immediately adjacent parcels as contained within 300 feet (ft) from the edge of the existing ROW, as well as resources within 100 ft of the proposed pond sites.

This CRAS was conducted in accordance with the requirements set forth in the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as the provisions contained in the revised Chapter 267, *Florida Statutes*. The

investigations were carried out in accordance with Part 2, Chapter 8 (Archaeological and Historical Resources) of the FDOT's PD&E Manual, FDOT's Cultural Resources Manual, and the standards contained in the Florida Division of Historical Resources (FDHR) Cultural Resource Management Standards and Operations Manual. In addition, this survey meets the specifications set forth in Chapter 1A-46, Florida Administrative Code.

Archaeological background research, including a review of the Florida Master Site File (FMSF) and the Sarasota County Register of Historic Places (SCRHP) indicated that no previously recorded sites are within the APE and seven sites have been recorded within one mile. These sites consist of three campsites (8SO03222; 8SO03223; 8SO05279), two land-terrestrial sites (8SO03215; 8SO03980), one lithic scatter/quarry (8SO00391), and one artifact scatter (8SO02291). Three of these sites (8SO03215; 8SO03980; 8SO05279) were determined ineligible for listing in the NRHP by the State Historic Preservation Officer (SHPO) and four (8SO00391; 8SO02291; 8SO03222; 8SO03223) have not been evaluated. A review of relevant site locational information for environmentally similar areas within Sarasota County and the surrounding region indicated a low to moderate probability for pre-Contact and historic archaeological sites within the APE. Background research also indicated that sites, if present, would most likely be small lithic/artifact scatters, or possibly sites associated with the naval stores or timber industries during the early 20th century. As a result of ACI's field survey, no archaeological sites were discovered.

Historic background research, including a review of the FMSF, the SCRHP, and the NRHP databases, indicated that 10 historic resources were previously recorded within the APE (8SO03214, 8SO03216, 8SO03217, 8SO03218, 8SO03219, 8SO03220, 8SO03221, 8SO07074, 8SO14345, 8SO14358). All but one of the previously recorded historic resources were determined ineligible for listing in the NRHP by the SHPO except 8SO14358 which has not been evaluated by the SHPO.

Historical/architectural field survey resulted in the identification and evaluation of 14 extant historic resources within the APE. These include 12 buildings (8SO03218, 8SO03219, 8SO07074, 8SO14345, 8SO14358, and 8SO14881-8SO14887) constructed between circa (ca.) 1934 and 1974, as well as one linear resource (8SO03214) and the Hawkins Property Resource Group (8SO03221). Of these, eight were newly identified, recorded, and evaluated (8SO14358, 8SO14881-8SO14887), four extant previously recorded historic resources (8SO03214, 8SO03218, 8SO03219, 8SO03221) were identified and re-evaluated, and two previously recorded resources (8SO07074 and 8SO14345) were not updated since no changes were observed since the resources were determined ineligible for listing in the NRHP by the SHPO. In addition, three previously recorded resources (8SO03216, 8SO03217, 8SO03220) were found to be demolished since last recordation. The buildings are common examples of their respective architectural style that have been altered and lack significant historical associations with persons or events. In addition, the linear resource (8SO03214) is a common example of drainage ditches found throughout Florida and is not a significant embodiment of a type, period, or method of construction/engineering. Despite the association between the building complex resource group (ie, the Hawkins Property Resource Group, 8SO03221) and the Hawkins family, research did not indicate that the family or associated individuals were demonstrably important within the local historic context. The Hawkins family was successful within the livestock industry but did not make any major historic contributions to the industry or local area. The property has been significantly altered over the years to include a large church campus, as well as a senior living facility, and no longer retains integrity as an agricultural homestead. As such, the resources do not

appear eligible for listing in the NRHP, either individually or as a part of a historic district, and the resources are not listed or appear eligible for listing in the SCRHP.

In addition, the Sarasota County property appraiser identified two historic resources that could not be evaluated or recorded during the field survey. A ca. 1971 building located at 7024 Clark Road was found demolished during the field survey and a ca. 1977 building located at 7228 Clark Road was inaccessible and/or the view was obstructed from the ROW. The building is located down a private driveway surrounded by vegetation and the property is lined with a tall, wooden privacy fence which blocks the view of the building from the public ROW. Based on available information, the resource is probably a typical example of vernacular style building; however, because the resource is not visible or accessible from the ROW, the status and condition of the resource is unknown. Per the design plans provided in March 2024, adjacent work is limited to the construction of a shared-use path within the existing ROW and the road widening from an undivided two-lane roadway to a divided four-lane roadway will occur on the north side of the roadway. The building is approximately 220 ft from the proposed improvements.

Based on the results of this study, it is the opinion of the District that the proposed undertaking will result in *no historic properties affected*.

I respectfully request your concurrence with the findings of the enclosed report.

The CRAS is provided for your review and comment. If you have any questions, please do not hesitate to call me at (863) 519-2625 or email at: Jeffrey.James@dot.state.fl.us

Sincerely,
Jeffrey W. James
Environmental Manager
Florida Department of Transportation, District One

Based on the review summarized above, FDOT has determined that this project 444634-1-22-01 will result in **No Historic Properties Affected**. In accordance with Stipulation III.B. of the Section 106 Programmatic Agreement (PA), this review was conducted by or under the supervision of a person(s) meeting the *Secretary of the Interior's Professional Qualifications Standards (36 C.F.R. Part 61, Appendix A and 48 FR 44716)* in the fields of History, Archaeology, and Architectural History. 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 the FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the FHWA and FDOT.

Sincerely,

Electronically signed by Emily Barnett **FOR** Jeffrey James on March 13, 2025

The Florida State Historic Preservation Officer (SHPO) reviewed the submission referenced above and finds the document contains sufficient information and concurs with the information provided for the above referenced project.

In accordance with the *Programmatic Agreement Among the FHWA, the FDOT, the ACHP, and the SHPO Regarding Implementation of the Federal-Aid Highway Program in Florida* (2023 PA), and appended materials, if providing concurrence with a finding of **No Historic Properties Affected** for a whole project, or to **No Adverse Effect** on a specific historic property, SHPO shall presume that FDOT may pursue a *de minimis* use of the affected historic property in accordance with Section 4(f) as set forth within 23 *CFR*. 774 and its implementing authorities, as amended, and that their concurrence as the official with jurisdiction (OWJ) over the historic property is granted.

SHPO/FDHR Comments



March 17, 2025

Signed

Date

Alissa S. Lotane, Director

Florida Division of Historical Resources

cc: Lindsay Rothrock, Cultural & Historical Resource Specialist
FDOT Office of Environmental Management

Submitted Documents

- [44463412201-CE2-D1-444634-1_SR72_CRAS_Draft2V2-2024-1119.pdf](#) (Cultural Resources Assessment Survey (CRAS))
444634-1_SR72_CRAS_Draft2V2

Section 4(f) Resources

Florida Department of Transportation

SR 72 FROM EAST OF I-75 TO LORRAINE ROAD

District: FDOT District 1

County: Sarasota County

ETDM Number: 14441

Financial Management Number: 444634-1-22-01

Federal-Aid Project Number: N/A

Project Manager: Steven Anthony Andrews

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. Submitted pursuant 49 U.S.C. § 303.

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Summary and Approval

Resource Name	Facility Type	Property Classification	Owner/Official with Jurisdiction	Recommended Outcome	OEM SME Action
Twin Lakes Park	Recreational sports complex with soccer and baseball fields along with a multiuse trail.	Park/Rec Area	Sarasota County	<i>de minimis</i>	Concurrence Pending

Director of the Office of Environmental Management
Florida Department of Transportation

Twin Lakes Park

Facility Type: Recreational sports complex with soccer and baseball fields along with a multiuse trail.

Property Classification: Park/Rec Area

Address and Coordinates:

Address: 6700 Clark Rd, Sarasota, FL, 34241, USA

Latitude: 27.26618 Longitude: -82.43892

Description of Property:

The Twin Lakes Park is owned by Sarasota County and overseen by Sarasota County Parks, Recreation and Natural Resources (SCPRNR). It is located just east of I-75, on the south side of SR 72 (Clark Road) and west of Ibis Street in Sarasota County. This 123-acres park serves as a training base for minor and major league baseball. Professional baseball games are open to the public at no charge from February to October. A large picnic pavilion and open space are available for rental and many species events are held on the grounds including: family reunions, weddings, corporate picnics, dog shows, and musical events. Park amenities include baseball/softball, football, and soccer fields, basketball facilities, bird watching playground community garden, grills, racquetball and tennis courts, fishing opportunities, dog walking areas, picnicking, bicycling and both paved and unpaved trails.

Owner/Official with Jurisdiction: Sarasota County

Recommended Outcome: *de minimis*

Yes No

- | | | |
|-------------------------------------|--------------------------|--|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Was there coordination with the Official(s) with Jurisdiction to identify an opportunity for a <i>de minimis</i> finding? |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Was the OWJ informed by the District of FDOT s intent to pursue a <i>de minimis</i> approval option? |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Was the OWJ informed in writing that their concurrence with a no adverse effect finding to the activities, features or attributes which qualify the property for protection may result in FDOT making a <i>de minimis</i> approval under Section 4(f)? |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Did the OWJ concur that the proposed project, including any enhancement, mitigation and minimization of harm measures, will result in no adverse effects to the activities features or attributes of the property? |

Basis on Which the Determination was Made

FDOT is proposing to utilize the existing pond within Twin Lakes Park as a joint-use stormwater management facility. This stormwater approach was coordinated with Sarasota County, University of Florida Institute of Food and Agricultural Sciences (UF IFAS), Twin Lakes Park, and Florida Power and Light at the Environmental Look Around (ELA) meeting held on March 1, 2023. While the proposed shared use paths will improve multimodal connectivity to Twin Lakes Park, Sarasota County has requested FDOT construct a shell path around the joint use pond consistent with the park's Master Plan. No permanent impacts to park access are anticipated due to Clark Road (SR 72) construction. Sarasota County is supportive of the joint use pond concept, as long as the pond will accommodate the drainage needs of the ultimate Twin Lakes Park, which will include a new administration building to the west of the site. The public will have an opportunity to comment on this matter at the upcoming public hearing.

Public Involvement Activities:

A meeting with Sarasota County was held on July 16, 2024 to discuss the SR 72 PD&E Study proposed improvements and potential impacts to the Twin Lakes Park facility. Notification letter was sent to Sarasota County Parks, Recreation and Natural Resources Department on February 12, 2025 regarding the anticipated Section 4(f) impacts to the Twin Lakes Park and feedback was requested. This letter is provided as a supporting document. The anticipated impacts were displayed at the alternatives public information meeting and no comments or feedback were received. A coordination meeting with Sarasota County Parks , Recreation and Natural Resources Department was held on May 7, 2025.

OEM SME Concurrence Date: Pending

Project-Level Attachments

None

DRAFT

Resource Attachments

Twin Lakes Park

Twin Lakes Park Map

SR 72 (Clark Rd) PD&E Meeting Summary 2024-7-16

Twin Lakes Park-Notification Letter

DRAFT

Twin Lakes Park

Contents:

Twin Lakes Park Map

SR 72 (Clark Rd) PD&E Meeting Summary 2024-7-16

Twin Lakes Park-Notification Letter

DRAFT

TWIN LAKES PARK



★ Address: 6700 Clark Road, Sarasota
Baseball field # 1 - 5 - Orioles fields
5 adult fields 90'/60' Must contact Orioles for reservations and/or questions.

LL (Little League) Field dimensions: Base - 60', 65', 70', Pitch - 46', 50'
Center field distance: 200'
4 youth baseball fields plus 2 tball fields
Soccer fields: 1 & 2 full size, #3 U10 size
1 full size football field
1 full size multipurpose field

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Meeting Summary

Clark Rd (SR 72) PD&E Study

Twin Lakes Park Coordination

SUBJECT: Clark Road (SR 72) PD&E Study, from east of I-75 to Lorraine Road
FPID No. 444634-1-22-01; Contract No. CAI05; ETDM 14441; Sarasota County

MEETING DATE: Tuesday 7/16/2024

MEETING TIME: 1:00 PM – 2:00 PM

LOCATION: Room 572, 1660 Ringling Blvd.; Sarasota, FL 34236/TEAMS meeting

- 1) Introductions
See attached Sign-in sheet.
- 2) Project Status
 - a) Project limits; East of I-75 to Lorraine Road
 - b) PD&E Study began in 2022, data collection and traffic analysis
 - c) Alternatives Public Meeting completed, Wednesday, October 4, 2023
 - d) Public Hearing tentatively planned for late 2024
 - e) End of Study phase in early 2025, next phases not currently funded
- 3) Existing Conditions
 - a) SR 72 (Clark Road) is a two-lane undivided roadway, 45/55 MPH posted speed
 - b) Few sidewalks or multimodal accommodations
 - c) New traffic signal installed at Ibis Street in 2023
 - d) On-going developments (Skye Ranch, HiHat Ranch) are driving traffic growth
 - e) Open drainage ditches, no flooding reported from Hurricane Ian (Sept. 2022)
- 4) Proposed improvements
 - a) SR 72 (Clark Road) is a proposed four-lane divided road, 35/45MPH posted speed
 - b) Shared use paths on both sides of the road for multimodal accommodation (no bicycle lanes).
County supports the 12-foot shared use paths because they are eligible for the SunTrail network. Sarasota County requests shared-use path to extend into park (see Section 4(f) board for illustration).
 - c) Curb and gutter for speed management and drainage collection
 - d) New/multilane roundabouts at Ibis Street, Proctor Road, Hawkins Road, and Lorraine Road will be similar to the Bee Ridge Road corridor

5) Minimizing impacts to Twin Lakes Park

- a) Twin Lakes Park master plan shows a future path around the western lake and new UF/IFAS buildings. **County is planning a new administration building to the west of site #25, not shown on the Twin Lakes Park Master Plan (funding has not yet been secured). The Multi-Use Recreational Trail (MURT) along Ibis Street has recently been constructed and a shell path connected to the #3 existing loop path.**
- b) Grading and ditch slopes needed along SR 72 (Clark Road)
- c) Potential Joint-Use pond
 - i) Utilizes excess stormwater capacity in the pond to minimize footprint
 - ii) Incorporates a meandering shoreline for better aesthetics
 - iii) Berm for future path
Sarasota County requests that FDOT construct the #4 planned shell path around the joint-use pond consistent with the Master Plan, to mitigate the impact to the park and provide community benefit. Additionally, a shared use path should be installed in the disturbed area along the park entrance road, to a logical terminus (see markup of Section 4(f) board).
 - iv) Potential to incorporate ultimate park run-off
Sarasota County is supportive of the joint use pond concept, as long as it accommodates drainage needs of the ultimate Twin Lakes Park.
 - v) Presented at Alternatives public meeting, received no comments

- 6) Originally in **Section 4(f)** of the Department of Transportation Act of 1966, 23 U.S.C. § 138 and 49 U.S.C. § 303 require FDOT to make specific findings when transportation projects require the use of land from a Section 4(f) protected property (publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge).
This process has been done with Sarasota County before, Nicole Selly confirms Nicole Rissler has signed final de minimis approval on previous project.

7) Section 4(f) *de minimis* Process

- a) Due to the nature of the impact, the proposed project would not adversely affect the activities, features, or attributes of the park
- b) The Official With Jurisdiction (OWJ) must be notified of the intent to pursue a *de minimis* and that there will be an opportunity for public comment
- c) The public hearing will present the Section 4(f) *de minimis* finding to the public for comment.
Sarasota County requests that park staff get the notifications as well. Cris Schooley/KHA will add them to the distribution list.
- d) After being informed of the public's comments, the OWJ must concur in writing that the project will not adversely affect the activities features or attributes of the park (we can provide a letter with a sign-off box)
- e) The concurrence letter is attached to the Environmental Document, which gets approved by the Director of FDOT Office of Environmental Management (OEM)

8) New Action Items

Action Item	Person Responsible	Due Date	Notes	Status
<i>Notify Sarasota County staff of public hearing prior to public notification</i>	<i>Cris Schooley/KHA</i>			

Sign-in

Clark Rd (SR 72) PD&E Study

Twin Lakes Park Coordination

SUBJECT: Clark Road (SR 72) PD&E Study, from east of I-75 to Lorraine Road
 FPID No. 444634-1-22-01; Contract No. CAI05; ETDM 14441; Sarasota County

MEETING DATE: Tuesday 7/16/2024

MEETING TIME: 1:00 PM – 2:00 PM

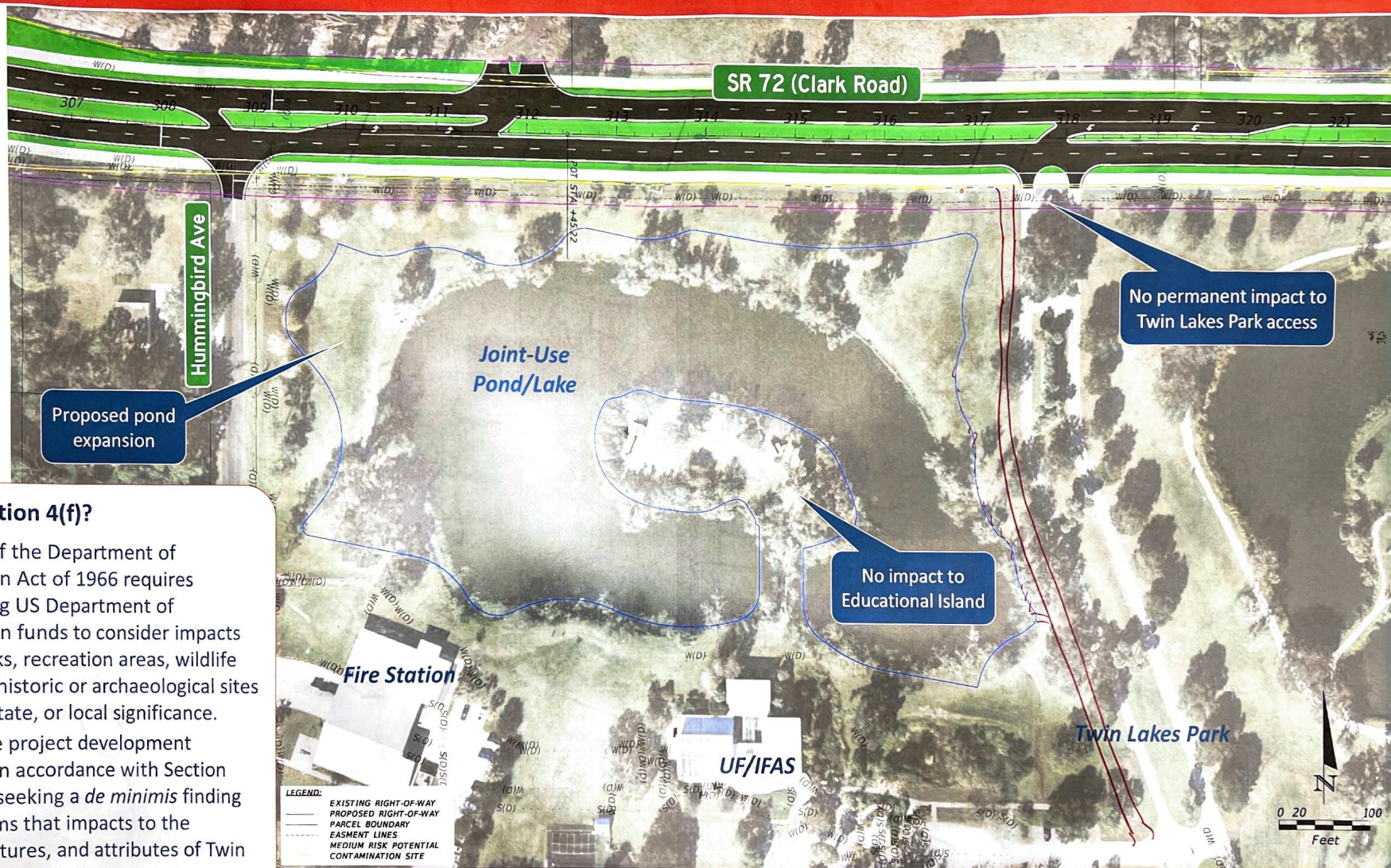
LOCATION: Room 572, 1660 Ringling Blvd.; Sarasota, FL 34236/TEAMS meeting

Name	Initial	Organization	E-mail
Nicole Rissler	NR	Sarasota	nrissler@scgov.net
Kimberly Heuberger	KH	Sarasota	kheuberg@scgov.net
Kimber Bereiter	KB	Sarasota	kbereiter@scgov.net
Edward Exner	EE	Sarasota	eexner@scgov.net
Hannah Benga		Sarasota	hbenga@scgov.net
Steven Andrews	SA	FDOT	Steven.Andrews@dot.state.fl.us
Nicole Selly	✓	KCA/FDOT	nselly@kcaeng.com
Cris Schooley	✓	Kimley-Horn	Cris.Schooley@kimley-horn.com
Sabrina Viteri	SV	Kimley-Horn	Sabrina.Viteri@kimley-horn.com
Kate O'Brien	✓	Kimley-Horn	Kathryn.Obrien@kimley-horn.com
Victor Gallo		Kimley-Horn	Victor.Gallo@kimley-horn.com



SR 72 (Clark Road) PD&E Study From East of I-75 to Lorraine Road

SECTION 4(f)



What is Section 4(f)?

Section 4(f) of the Department of Transportation Act of 1966 requires agencies using US Department of Transportation funds to consider impacts to public parks, recreation areas, wildlife refuges, and historic or archaeological sites of national, state, or local significance. As part of the project development process and in accordance with Section 4(f), FDOT is seeking a *de minimis* finding which confirms that impacts to the activities, features, and attributes of Twin Lakes Park are minimal. This hearing provides the opportunity for public comment on this proposed finding.



**Twin Lakes Park
Coordination**

FPID: 444634-1
SR 72 (Clark Road) PD&E Study
Sarasota County

July 16, 2024



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Agenda



1. Introductions
2. Project Status
3. Existing Conditions
4. Proposed Improvements
5. Twin Lakes Park
6. What is Section 4(f)?

7/16/2024



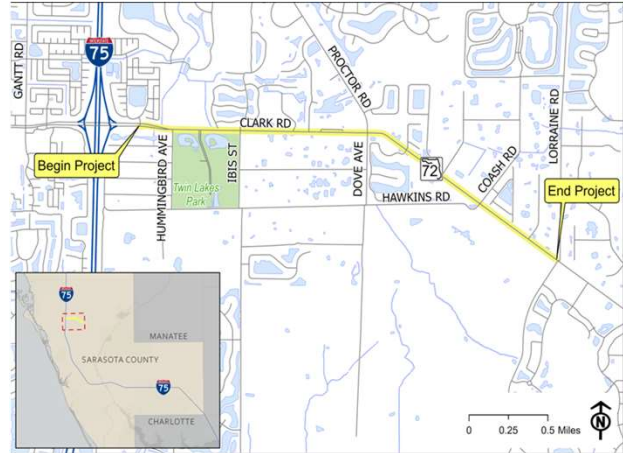
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Project Status

Project limits are east of I-75 to Lorraine Road

- PD&E Study began (2022)
- Alternatives Public Meeting complete (October 2023)
- Public Hearing planned (late 2024)
- End of Study phase (early 2025)
- Next phases not funded



7/16/2024

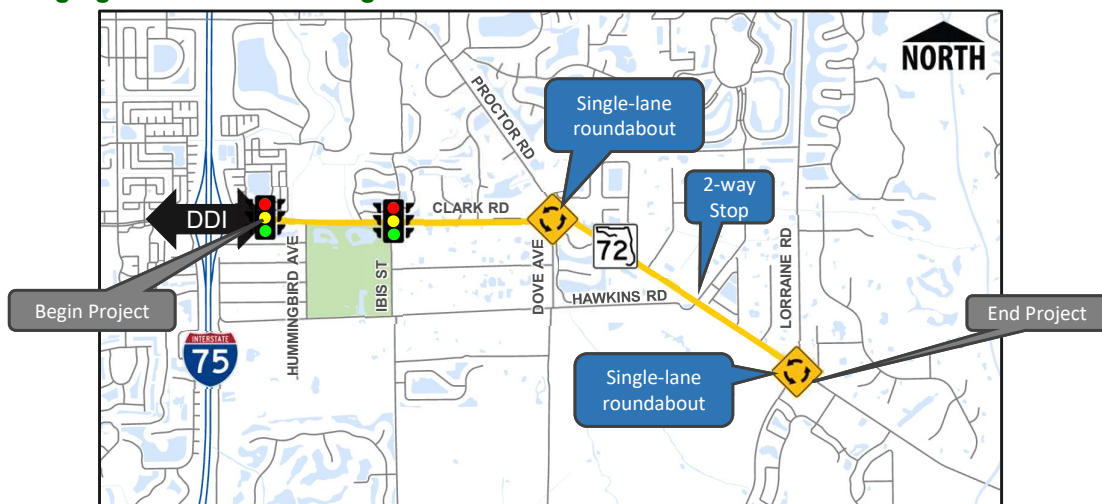
FDOT

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Existing Conditions

New Diverging Diamond Interchange and two roundabout intersections



7/16/2024

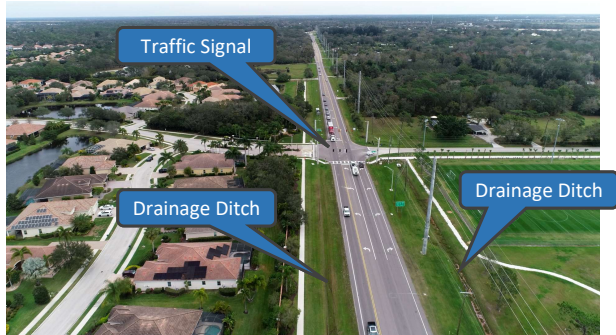
FDOT

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Existing Conditions

Aerial Site Photos (January 2024)



SR 72 (Clark Road) at
Talon Boulevard / Ibis Street
(looking east)



SR 72 (Clark Road) at
Proctor Road / Dove Avenue
(looking east)

7/16/2024



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Existing Conditions

FEMA floodplain within Twin Lakes Park



Source: FEMA



SR 72 (looking east) – Dec. 8, 2021

7/16/2024

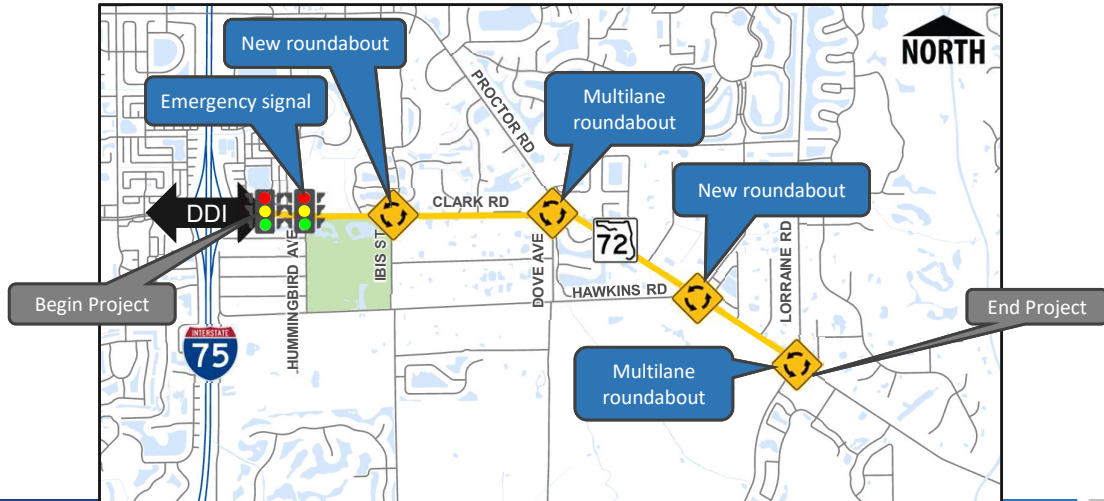


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Proposed Improvements

Recommended Alternative includes roundabout intersections



7/16/2024

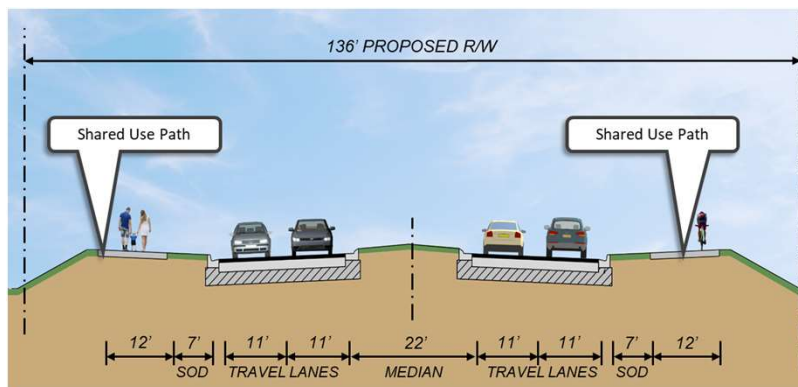
FDOT

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Proposed Improvements

4-lane divided roadway with shared use paths



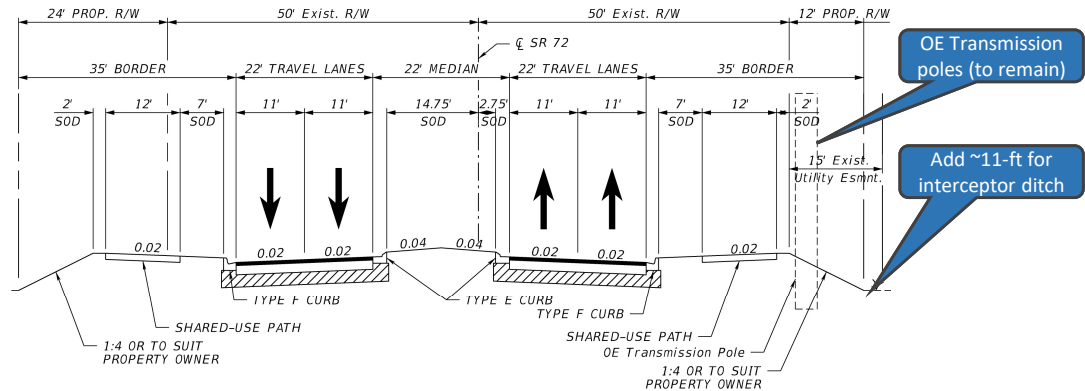
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Proposed Improvements

Typical Sections



Proposed Typical Section for Segment 1, 2, and 4

7/16/2024

FDOT

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Twin Lakes Park Master Plan

1. Enhanced Park Entrance
3. Existing Pedestrian Path
4. Proposed Pedestrian Path
8. Proposed Parking
11. Improved Existing Parking

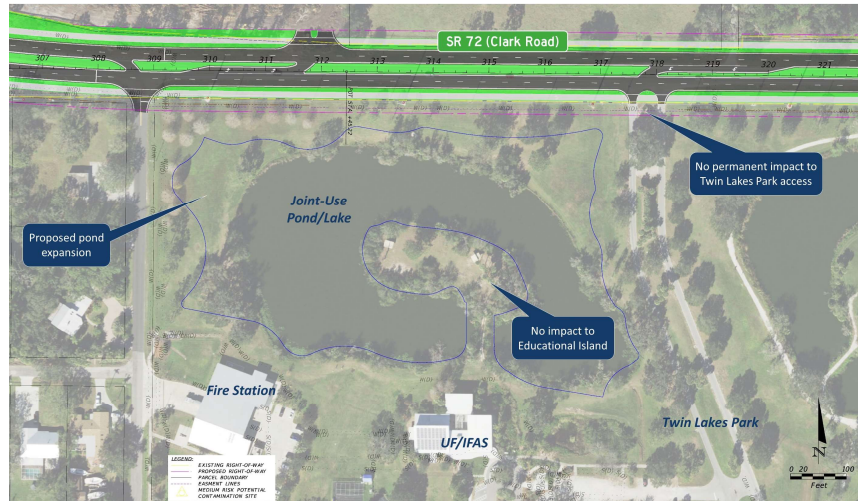
"Site development will most likely require a new ERP permit as the existing two lakes at the northern portion of the property will need to be modified."



10

Potential Joint-Use Pond

1. Utilizes excess pond capacity to minimize footprint
2. Incorporates aesthetics
3. Berm for future path
4. Potential to incorporate ultimate park run-off
5. Presented to public,
No comments



7/16/2024

FDOT

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Section 4(f) Process

Required when a federal transportation project impacts a public park



De minimis

Due to the minimal nature of the impact, the proposed project would not adversely affect the activities, features, or attributes of the park

Notify the OWJ

- Potential impacts
- Coordination to minimize harm
- Opportunity for public comments



Public Hearing

- Impacts presented to public
- Request for comment

OWJ Concurrence

- Written request
- Can be a letter with a sign-off box
- Attached to the Environmental Document



7/16/2024

FDOT

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Florida Department of Transportation

RON DESANTIS
GOVERNOR

801 N. Broadway Avenue
Bartow, FL 33830

JARED PERDUE, P.E.
SECRETARY

February 12, 2025

Nicole Rissler, Director
Sarasota County Parks, Recreation and Natural Resources Department
6700 Clark Road
Sarasota, FL 34241

Re: Twin Lakes Park, 6700 Clark Road, Sarasota, FL 34241
Intent to pursue *de minimis* determination for Twin Lakes Park
Clark Road (SR72) PD&E Study, from Queensbury Avenue to Lorraine Road
Financial Project ID No. 444634-1
Efficient Transportation Decision Making (ETDM) No. 14441

Ms. Rissler,

The Florida Department of Transportation (FDOT), District One is conducting a Project Development and Environment (PD&E) Study for SR 72 (Clark Road) in Sarasota County to determine alternative roadway improvements along the corridor. Clark Road is a two-lane undivided minor arterial roadway with paved shoulders and intermittent sidewalks. The area adjacent to the roadway is a mix of mostly residential, with some commercial and institutional land uses. The proposed improvements will enhance the multimodal mobility along the roadway with the addition of two shared use paths on both sides of Clark Road (SR 72). Additionally, the roadway will be constructed with curb and gutter for speed management and improved drainage conditions.

FDOT is proposing to utilize the existing pond within Twin Lakes Park as a joint-use stormwater management facility. This stormwater approach was coordinated with Sarasota County, IFAS, Twin Lakes Park, and FPL at the Environmental Look Around (ELA) meeting held on March 1, 2023. The potential effects to Twin Lakes Park were discussed with the Sarasota County Parks, Recreation and Natural Resources Department during a meeting on July 16, 2024.

While the proposed shared use paths will improve multimodal connectivity to Twin Lakes Park, Sarasota County has requested FDOT construct a shell path around the joint use pond consistent with the park's Master Plan. No permanent impacts to park access are anticipated due to Clark Road (SR 72) construction. Sarasota County is supportive of the joint use pond concept, as long as the pond will accommodate the drainage needs of the ultimate Twin Lakes Park, which will include a new administration building to the west of the site. The public will have an opportunity to comment on this matter at the upcoming public hearing.

Nicole Rissler, Director

February 12, 2025

Page 2 of 3

In response to feedback received from Sarasota County staff, the following commitment is included in the PD&E documents and will be carried throughout the project:

FDOT commits to constructing a shell path around the joint use pond at Twin Lakes Park.

FDOT believes that the proposed project would have **no adverse effect** to the park activities, features, or attributes. If Sarasota County, as the official with jurisdiction, concurs with this finding, please sign and date the concurrence box at the bottom of this letter and return to my attention at the email address below.

This letter is the first step to document coordination with the County regarding this resource. The next step will be to get comments from the public at the public hearing early next year. After the public has had the opportunity to comment, FDOT will provide those comments to the County and ask for concurrence on the “no adverse effect” finding in writing. The FDOT Office of Environmental Management will finalize the approval of the *de minimis* determination when it provides its approval of the project.

If you have any questions regarding this project please contact me at (863) 519-2805 or Emily.Barnett@dot.state.fl.us.

Sincerely,

Emily Barnett
Environmental Project Manager
Florida Department of Transportation District One
801 North Broadway Avenue
Bartow, Florida 33830
Main – (863) 519-2805
Emily.Barnett@dot.state.fl.us

Attachments:

ProjectLocationMap.pdf
TwinLakesParkMasterPlan.pdf
SR72_Section4(f)_Exhibit.pdf

Nicole Rissler, Director

February 12, 2025

Page 3 of 3

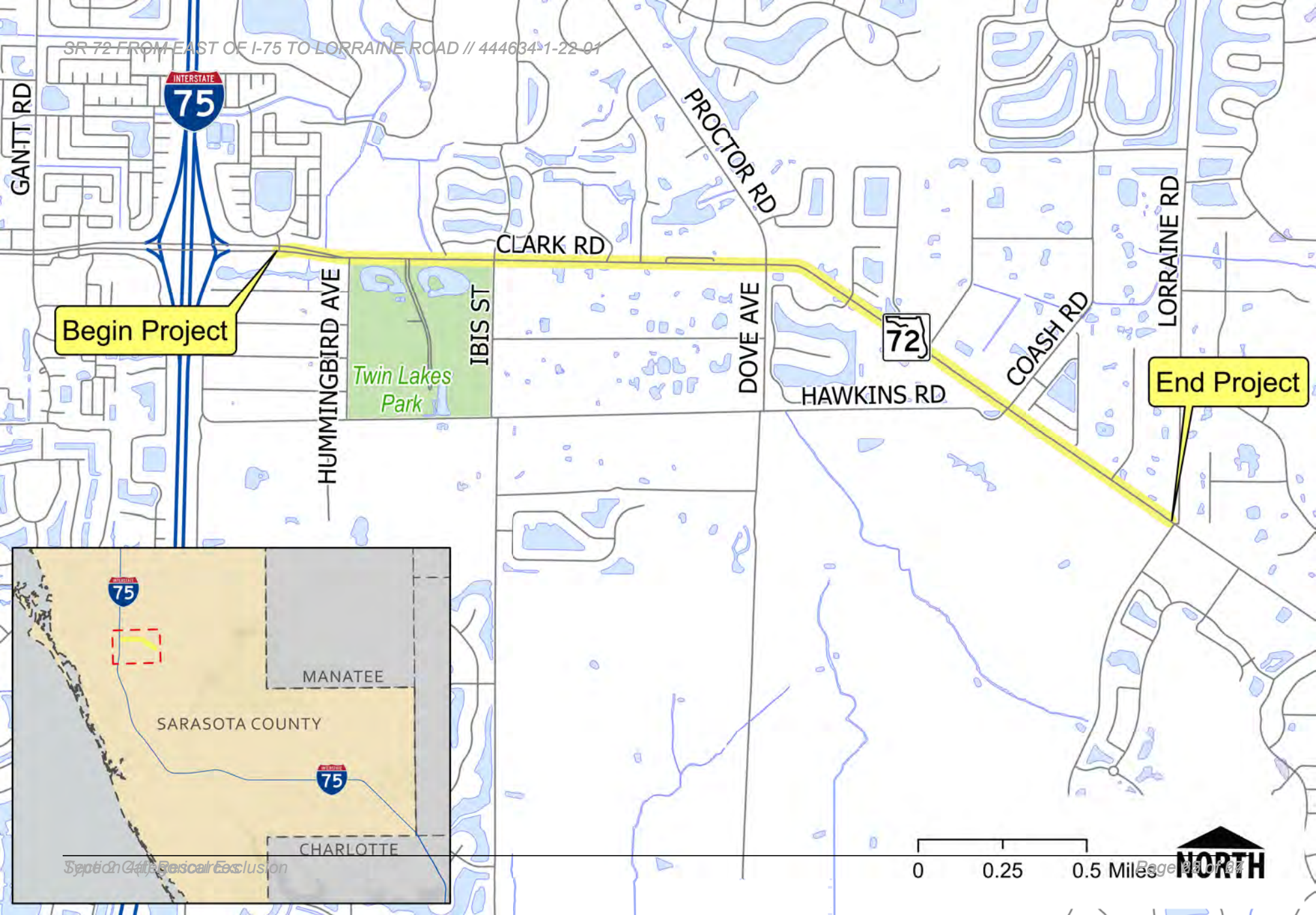
I concur with the Section 4(f) de minimis impact determination for Twin Lakes Park (including all measures to mitigate and minimize harm). The project will not adversely affect the activities, features, or attributes of Twin Lakes Park.

(Signature)

Sarasota County Representative (or designee)

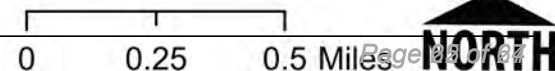
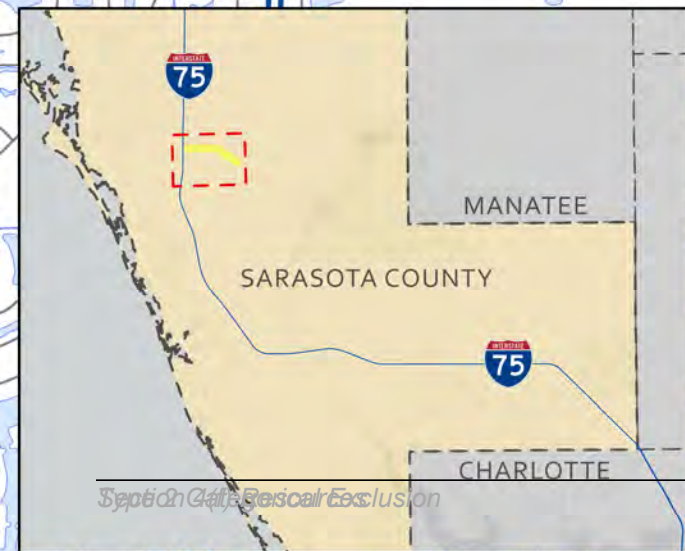
(Date)

SR 72 FROM EAST OF I-75 TO LORRAINE ROAD // 444634-1-22-01




Begin Project

End Project



Twin Lakes Park Master Plan

- 
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 3. Existing Pedestrian Path
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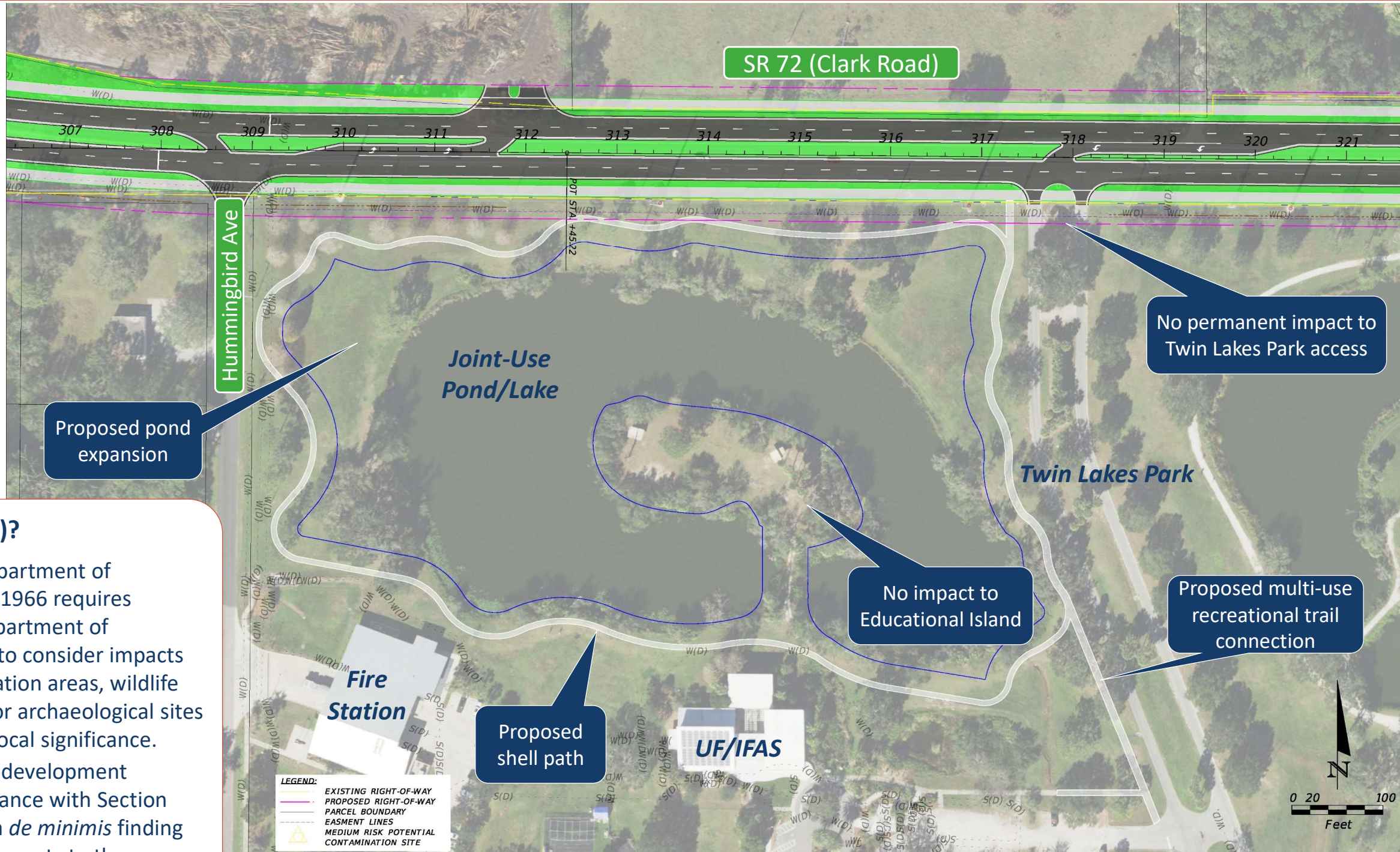


Twin Lakes Park Master Plan approved April 20, 2021



SR 72 (Clark Road) PD&E Study
From East of I-75 to Lorraine Road

SECTION 4(f)



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