

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 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:

A handwritten signature in blue ink, appearing to be "K. Stal", is written over a horizontal line.

May 19, 2026

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 widening of 3.4 miles of two-lane undivided State Road (SR) 72 (Clark Road) up to four lanes from east of I-75 to Lorraine Road (Rd) within unincorporated Sarasota County (**Figure 1**). 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.

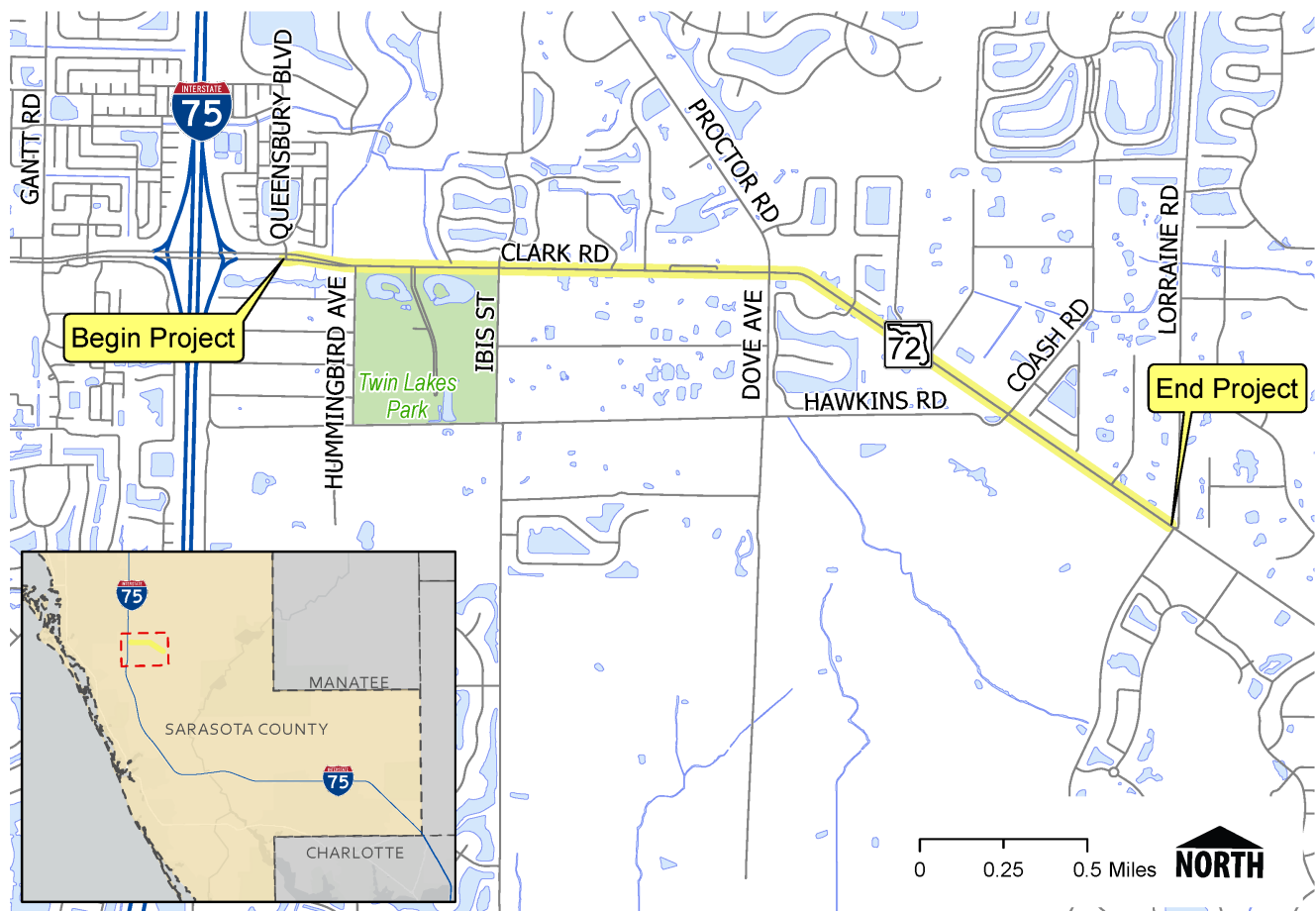


Figure 1. Project Location Map

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 (Figure 2). 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 (Figure 2). Additional right-of-way (ROW) is anticipated to accommodate the proposed improvements.

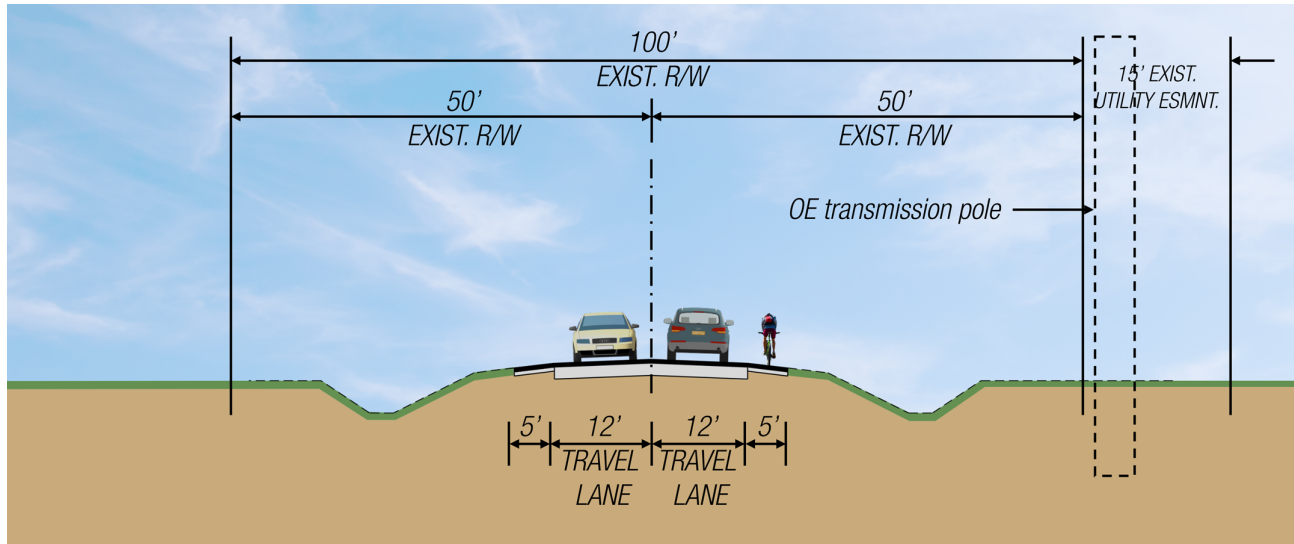


Figure 2. Existing Typical Section

The Preferred Alternative typical section (Figure 3) includes a raised median, two lanes in each direction, curb and gutter, and a shared use path on both sides. The proposed drainage will be conveyed in the gutter to drainage inlets and underground pipes to stormwater ponds. The roadway profile will be reconstructed to accommodate the new drainage system. The proposed alignment will avoid the electric transmission poles along the south side of the corridor. The proposed target/design speed will be 35 miles per hour from the beginning of the project until east of Proctor Road, then 45 miles per hour until the end of the project at Lorraine Road.

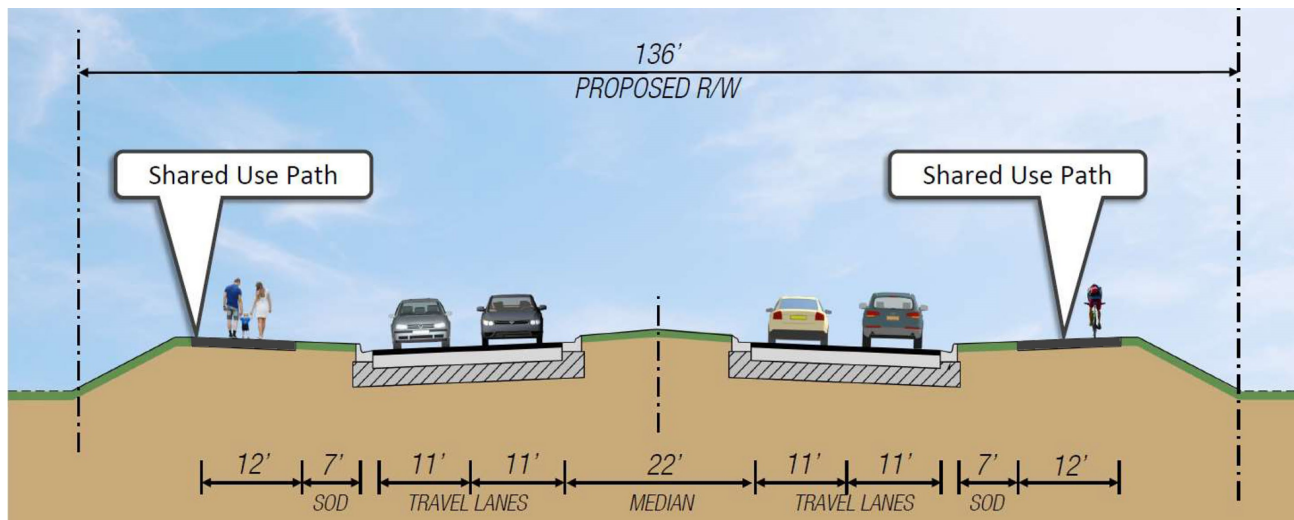


Figure 3. Preferred Typical Section

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:

Capacity/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.

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 2019 to 2023, 150 crashes occurred along the corridor with two fatalities and 37 injuries. This data indicates that the five-year average crash rate for the SR 72 project corridor is 2.15. This is above the statewide average crash rate for similar facilities [Urban, 1 Lane per direction, 2-Way Undivided] which is 0.83.

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.

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]. 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. While the 2050 LRTP does continue the MMEC Program, the funding programs established in the Cost Feasible Plan align with MPO planning studies whose project recommendations closely overlap with the historic Multi Modal Emphasis Corridors.

1.3 Planning Consistency

Planning consistency documentation is attached.

Currently Adopted LRTP-CFP	COMMENTS			
Yes	The 2045 LRTP lists the anticipated ROW cost to be \$17,700,000 and anticipated construction cost to be \$52,200,000. The recently adopted 2050 LRTP includes the design phase as cost feasible.			
	Currently Approved	\$	FY	COMMENTS
PE (Final Design)				
TIP	Y	\$2,301,000	2026	
STIP	Y	\$2,301,000	2026	
R/W				
TIP	N			
STIP	N			
Construction				
TIP	N			
STIP	N			

2. Environmental Analysis Summary

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

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. Community Effects

The project will not have significant community 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 (2019-2023) data for census block groups that overlap the study area. The Environmental Screening Tool (EST) Sociocultural Data Report (SDR) with a buffer of 500 feet, found in the project file, was executed on January 7, 2026, 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*
Minority Population	12.73%	19.39%	-6.66%
Median Household Income	\$69,483	\$80,633	-\$11,150
Households Below Poverty Level	6.97%	8.19%	-1.22%
Population with Less Than a High School Education	0.39%	5.63%	-5.24%
Limited English Proficiency (LEP) Population	2.40%	9.21%	-6.81%
Population Age 65+	41.52%	37.31%	4.21%
*Comparison represents the difference between the Project Area and Sarasota County.			

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

As this project will 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 any distinct 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 multimodal connectivity which will provide greater connectivity to the surrounding communities.

Safety

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 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 multimodal 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 improve operational capacity, enhance safety conditions and accommodate bicycle and pedestrian activities, therefore no impact to economic conditions is anticipated. The proposed widening is expected to address 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 will 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 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 will 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. According to the Sarasota County Comprehensive Plan, the study area is either developed or planned for development with residential being the most predominant land use with some commercial and institutional areas (Figure 2). 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.

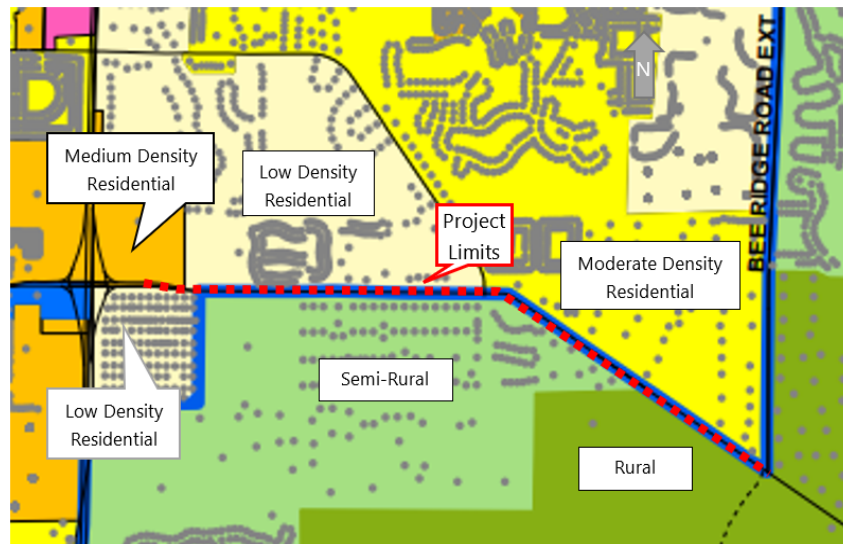


Figure 4. Existing Land Use Map

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.



Figure 5. 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 will 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 FDOT Design Manual (FDM) 213.9. Some aesthetic features, such as landscaping and signage, at the entrance to subdivisions may be impacted. 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 ROW, 13 acres for roads and 15 acres for ponds, is needed but no relocations are anticipated. There are no relocations involving institutional or community facility uses.

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. No impacts to farmlands are proposed in the Preferred Alternative.

The project had a total score of 70.9 and based on this score the corridor needs no further consideration with NRCS for farmland resources. The attached *Farmland Conversion Impact Rating Form* was prepared and provided to US Department of Agriculture - Natural Resources Conservation Service for review and was signed on January 20, 2025.

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 located in the project file. Coordination with SHPO began on November 19, 2024 and concurrence was issued on March 17, 2025. The SHPO concurrence letter is attached.

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. The archaeological APE is limited to the footprint of construction within the corridor and proposed pond sites. Archaeological field methodology consisted of surface reconnaissance combined with subsurface shovel testing. All soil was screened via mesh hardware cloth and the location of all tests were recorded using ArcGIS Field Maps. A field survey was completed in April 2024 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 ten historic resources were previously recorded within the APE (8SO03214, 8SO03216, 8SO03217, 8SO03218, 8SO03219, 8SO03220, 8SO03221, 8SO07074, 8SO14345, and 8SO14348). All but one of the previously recorded historic resources (8SO14358 which has not been evaluated by the SHPO) were determined ineligible for listing in the NRHP by the SHPO. Historic/architectural field methodology consisted of a field survey of the APE to determine and verify the location of all buildings and other historic resources that were constructed in or prior to 1977 and to establish if any such resources could be determined eligible for listing in the NRHP. Each historic resource was reviewed to assess style, historic context, condition, and potential NRHP eligibility and photographs were taken. The historic/architectural field survey resulted in the identification of 14 extant historic resources within the APE. The historic APE is defined as the footprint of construction and immediately adjacent parcels as contained within 300 feet from the edge of the existing ROW, as well as resources within 100 feet of the proposed pond sites. 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). 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. 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 circa 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. The FDOT determined that all 14 sites are ineligible for the NRHP and no further work is needed.

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 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 and May 7, 2025. The Section 4(f) information was noticed at the Alternatives Public Information Meeting and the Public Hearing. 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 determined that the project would have a de minimis effect to the park activities, features, or attributes. Sarasota County, as the official with jurisdiction, concurred with this finding in writing on August 18, 2025. Therefore, FDOT determined the impacts to be de minimis as per 23 CFR 774. OEM SME concurred with the Section 4(f) documentation on December 16, 2025, additional information is available in the attached Section 4(f) Report. Approval of the de minimis is received concurrently with Director approval of the NEPA document.

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 completed on May 20, 2025 pursuant to Section 7 of the Endangered Species Act (ESA) 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), US Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC), 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.

Eight (8) 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 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 two (2) species (**Table 2**). The project will have no effect anticipated on four (4) species and no adverse effect anticipated on 11 state-listed species (**Table 3**). Florida Fish and Wildlife Conservation Commission (FWC) agreed with the effect determinations on June 17, 2025 in the attached letter.

The project is located within the 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. USFWS provided concurrence on January 13, 2026 and is attached.

The USFWS has removed the Southeast US distinct population segment of the wood stork (*Mycteria americana*) from the Federal List of Endangered and Threatened Wildlife, effective March 12, 2026. Federal agencies (including FDOT under NEPA assignment) are no longer required to consult with the Service under Section 7 of the ESA for the wood stork. The wood stork is now a state-listed threatened species, occurring on Florida's Endangered and Threatened Species List with state protections through the FWC who regulate and manage these species under Rule 68A-27, Florida Administrative Code.

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
*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 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"	Celestial lily (<i>Nemastylis floridana</i>)	SE
	Florida sandhill crane (<i>Antigone canadensis pratensis</i>)	ST
	Florida spiny-pod (<i>Matelea floridana</i>)	SE
	Florida burrowing owl (<i>Athene cunicularia floridana</i>)	ST
	Gopher tortoise (<i>Gopherus polyphemus</i>)	ST
	Little blue heron (<i>Egretta caerulea</i>)	ST
	Lowland loosestrife (<i>Lythrum flagellare</i>)	SE
	Roseate spoonbill (<i>Platalea ajaja</i>)	ST
	Sand butterfly pea (<i>Centrosema arenicola</i>)	SE
	Southeastern American kestrel (<i>Falco sparverius paulus</i>)	ST
	Tricolored heron (<i>Egretta tricolor</i>)	ST
	Wood stork (<i>Mycteria americana</i>)	ST
*SE: State endangered; ST: State threatened		

Table 3.

Federal Species

Aboriginal Prickly-Apple (*Harrisia aboriginum*)

The USFWS IPaC data indicates that project study area is within the habitat range of the Aboriginal prickly-apple. However, no individuals or suitable habitat for this species were observed during field reviews. Additionally, according to FNAI data, the Aboriginal prickly-apple has not been documented within one (1) mile of the project study area. Based on this information, it has been determined that the project will have **"no effect"** on the Aboriginal prickly-apple.

Pygmy Fringe Tree (*Chionanthus pygmaeus*)

The USFWS IPaC data indicates that project study area is within the habitat range of the pygmy fringe tree. However, no individuals or suitable habitat for this species were observed during field reviews. Additionally, according to FNAI data, the pygmy fringe tree has not been documented within one (1) mile of the project study area. Based on this information, it has been determined that the project will have **"no effect"** on the pygmy fringe tree.

Eastern Indigo Snake (*Drymarchon couperi*)

According to FNAI data, this species has the potential to occur within the project study area. While there is suitable habitat for this species throughout the undeveloped areas of the project study area, the eastern indigo snake was not observed during field reviews and has not been documented within one (1) mile of the project study area. However, it is reasonable to expect that this species could utilize suitable habitat within the project study area. The most recent version of the USFWS Standard Protection Measures for the Eastern Indigo Snake (revised 2023) will be utilized during construction. With the implementation of these measures, it has been determined that the project **"may affect, not likely to adversely affect"** the eastern indigo snake. The path to this determination followed the Eastern Indigo Snake Programmatic Effect Determination Key (South Florida Ecological Service Office), steps A-B-C-D-E-MANLAA.

Florida Bonneted Bat (*Eumops floridanus*)

Potential foraging and roosting habitat for this species exists within the study area, and the study area lies within the CA for the Florida bonneted bat. However, no individuals were recorded during acoustic surveys, and no observations have been documented within the one (1) mile of the study area. A report summarizing the results of the 2023 acoustic survey and the consultation key is included in Appendix G of the NRE. The results from the surveys conducted in 2023 were acceptable by the USFWS and the coordination with USFWS for this species is provided in the project file. Therefore, using the USFWS bonneted bat consultation key (1a-2a-3b-6b), this project is anticipated to have **"no effect"** on the Florida bonneted bat.

Tricolored Bat (*Perimyotis subflavus*)

Suitable roosting and foraging habitat was observed within the project study area. Additionally, the tricolored bat was recorded during acoustic surveys. A report summarizing the results of the 2023 acoustic survey is included in the NRE. The anticipated effect determination is **"may affect not likely to adversely affect"**. As the timeline for construction is better defined, FDOT will adhere to the applicable commitment below:

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 avoidance and minimization measures, including not conducting tree trimming/clearing activities during the tricolored bat

pup season (May 1st to July 15th) or when bats may be in torpor (when temperatures are below 45 degrees Fahrenheit), may be required if updated detections are reported, and may result in reinitiation of consultation with USFWS.

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.

Monarch Butterfly (*Danaus plexippus*)

The monarch butterfly was proposed for listing under the ESA by the USFWS on December 12, 2024. Wildflowers were observed occasionally throughout the project study area, though there are no dedicated "do not mow" or "designated wildflower" areas along the project corridor. 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.

Audubon's Crested Caracara (*Polyborus plancus audubonii*)

According to FNAI data, the crested caracara has not been documented within one (1) mile of the study area. However, the project study area lies within the USFWS crested caracara CA, and potential habitat for this species was observed within the project study area. For these reasons, a technical guidance meeting with USFWS was held on November 8, 2022 for approval of the survey plan for the crested caracara. Crested caracara surveys were conducted during the 2023 breeding season in accordance with USFWS *Crested Caracara (Polyborus plancus audubonii) Draft Survey Protocol - Additional Guidance (2016-2017 Breeding Season)* issued December 2016. No crested caracaras were observed during these surveys. The results from the surveys conducted in 2023 were acceptable by the USFWS and the coordination with USFWS for this species is provided in the NRE. Based on the presence of suitable nesting habitat but no observations, it has been determined that the project will have "**no effect**" on the crested caracara.

Florida Grasshopper Sparrow (*Ammodramus savannarum floridanus*)

The project study area lies within the USFWS Florida grasshopper sparrow CA. However, no suitable habitat for this species was observed within the project study area, and no individuals were observed during the field reviews. Additionally, according to FNAI data, the Florida grasshopper sparrow has not been documented within one (1) mile of the project study area. Based on this information, it has been determined that the project will have "**no effect**" on the Florida grasshopper sparrow.

Florida Scrub-Jay (*Aphelocoma coerulescens*)

The project study area lies within the USFWS Florida scrub-jay CA; however, no individuals or suitable habitat for this species was observed during field reviews. Additionally, according to FNAI data, the Florida scrub-jay has not been documented within one (1) mile of the project study area. Based on this information, it has been determined that the project will have "**no effect**" on the Florida scrub-jay.

State Species

Celestial Lily (*Nemastylis floridana*)

According to FNAI data, the celestial lily has the potential to occur within the project study area; however, it has not been documented within one (1) mile of the project study area. During field reviews, this species was not observed within the project study area. Based on this information, it has been determined that the project will have "**no adverse effect anticipated**" on the celestial lily.

Florida Beargrass (*Nolina atopocarpa*)

Suitable habitat for this species was not observed within the project study area. According to FNAI data, the Florida beargrass has the potential to occur within the project study area, but it has not been documented within one (1) mile of the project study area. Additionally, this species was not observed during field reviews of the project study area. Based on this information, it has been determined that the project will have **"no effect anticipated"** on the Florida beargrass.

Florida Spiny-Pod (*Matelea floridana*)

Suitable habitat for this species was observed within the project study area. According to FNAI data, the Florida spiny-pod has the potential to occur within the project study area, but it has not been documented within one (1) mile of the project study area. During field reviews, this species was not observed within the project study area. Based on this information, it has been determined that the project will have **"no adverse effect anticipated"** on the Florida spiny-pod.

Large-Plumed Beaksedge (*Rhynchospora megaplumosa*)

Suitable habitat for this species was not observed within the project study area. According to FNAI data, the large-plumed beaksedge has the potential to occur within the project study area, but it has not been documented within one (1) mile of the project study area. During field reviews, this species was not observed within the project study area. Based on this information, it has been determined that the project will have **"no effect anticipated"** on the large-plumed beaksedge.

Lowland Loosestrife (*Lythrum flagellare*)

Suitable habitat for this species was observed within the project study area. According to FNAI data, the lowland loosestrife has the potential to occur within the project study area, but it has not been documented within one (1) mile of the project study area. During field reviews, this species was not observed within the project study area. Based on this information, it has been determined that the project will have **"no adverse effect anticipated"** on the lowland loosestrife.

Many-Flowered Grass-Pink (*Calopogon multiflorus*)

Suitable habitat for this species was not observed within the project study area. According to FNAI data, the many-flowered grass-pink has the potential to occur within the project study area, but it has not been documented within one (1) mile of the project study area. During field reviews, this species was not observed within the project study area. Based on this information, it has been determined that the project will have **"no effect anticipated"** on the many-flowered grass-pink.

Nodding Pinweed (*Lechea cernua*)

Suitable habitat for this species was not observed within the project study area. According to FNAI data, the nodding pinweed has not been historically documented within one (1) mile of the project study area. Additionally, this species was not observed during the field reviews of the project study area. Based on this information, it has been determined that the project will have **"no effect anticipated"** on the nodding pinweed.

Sand Butterfly Pea (*Centrosema arenicola*)

Limited suitable habitat for this species was observed within the project study area. According to FNAI data, the sand butterfly pea has the potential to occur within the project study area, but it has not been documented within one (1) mile of the project study area. During field reviews, this species was not observed within the project study area. Based on this information, it has been determined that the project will have **"no adverse effect anticipated"** on the sand butterfly pea.

Gopher Tortoise (*Gopherus polyphemus*)

Suitable habitat for this species was observed within the project study area. According to FNAI data, individuals have not been documented within one (1) mile of the project study area. At the time of the site reviews, no gopher tortoise burrows were observed within or adjacent to the project study area. Surveys for gopher tortoise burrows, as well as commensal species, will be conducted during the design phase and permits to relocate tortoises and commensals as appropriate will be obtained from the FWC. With the implementation of these measures, it has been determined that this project will have **"no adverse effect anticipated"** on the gopher tortoise.

Florida Burrowing Owl (*Athene cunicularia floridana*)

Suitable habitat for this species was observed within the project study area. No individuals were observed during field reviews and according to FNAI data, no individuals have been documented within one (1) mile of the project study area. Based on this information, it has been determined that the project will have **"no adverse effect anticipated"** on the Florida burrowing owl.

Florida Sandhill Crane (*Antigone canadensis pratensis*)

According to FNAI data, no individuals have been documented within one (1) mile of the project study area. However, suitable habitat was observed within the project study area, and individuals were observed foraging during field reviews. Surveys for Florida sandhill crane nest sites will be conducted during the design phase. If it is determined nest areas are found and could be impacted by the project, FDOT will coordinate with FWC to determine appropriate avoidance and minimization measures to apply during construction. With the implementation of these measures, it has been determined that the project will have **"no adverse effect anticipated"** on the Florida sandhill crane.

Southeastern American Kestrel (*Falco sparverius paulus*)

According to FNAI data, no individuals have been documented within one (1) mile of the project study area. Within the project study area, suitable habitat for the southeastern American kestrel was observed but is limited, and cavity trees were not observed during field reviews. Foraging kestrels were observed during field reviews; however, these observations occurred during the time of year in which both the migratory and listed non-migratory subspecies may be present. For this reason, the observer was unable to determine which species was present. No verified southeastern American kestrel individuals or nests were observed during field reviews. Surveys for the southeastern American kestrel will be conducted during the nesting season (May through August) in the design phase. If it is determined nest areas are found and could be impacted by the project, FDOT will coordinate with FWC to determine appropriate avoidance and minimization measures to apply during construction. Based on this information, it has been determined that the project will have **"no adverse effect anticipated"** on the southeastern American kestrel.

Wading Birds - Little Blue Heron (*Egretta caerulea*), Tricolored Heron (*Egretta tricolor*), and Roseate Spoonbill (*Platalea ajaja*)

Suitable habitat for these species was observed within the project study area. According to FNAI data and the FWC Wading Bird Rookery Database, none of these species or rookeries has been documented within the project study area. However, the little blue heron, roseate spoonbill, and tricolored heron were observed foraging during field reviews. The primary concern for impacts to these species is the loss of foraging habitat (wetlands). As part of implementing the proposed project, all wetland impacts will be mitigated to prevent a net loss of wetland habitat functions and values. Since the mitigation of impacts will be undertaken, it has been determined that the proposed project will have **"no adverse effect anticipated"** on the little blue heron, tricolored heron, and roseate spoonbill.

Wood Stork (*Mycteria americana*)

Suitable habitat for this species was observed within the project study area. According to FNAI data, the wood stork has not been documented within one (1) mile of the project study area. However, suitable foraging habitat for this species was observed within the project study area, and individuals were observed flying overhead during field reviews. The primary concern for impacts to these species is the loss of foraging habitat (wetlands). As part of implementing the proposed project, all wetland impacts will be mitigated to prevent a net loss of wetland habitat functions and values. Since the mitigation of impacts will be undertaken, it has been determined that the proposed project will have **"no adverse effect anticipated"** on the wood stork.

Bald Eagle (*Haliaeetus leucocephalus*)

According to this Audubon Florida EagleWatch Public Nest database, one (1) active bald eagle nest is located within the project study area. This bald eagle nest, ID SA039, is located approximately 750 feet northwest of the intersection of SR 72 and Underhill Rd and was documented as occupied during the 2022-2023 nesting season. The project study area is also located within the primary (330 feet) buffer zone of another bald eagle nest, ID SA069. This nest was documented as inactive during the 2022-2023 nesting season. Additionally, bald eagles were repeatedly observed during field reviews foraging within the pasture located southwest of the intersection of SR 72 and Lorraine Rd. Surveys to update locations of active bald eagle nest sites will be conducted during the design phase, and permits will be acquired if there will be unavoidable impacts during construction. Coordination with USFWS and FWC will take place as necessary. With the implementation of these measures, it has been determined the project will have **no anticipated impacts** on this species.

Florida Black Bear (*Ursus americanus floridanus*)

The project study area is located within the South Central BMU. Specifically, according to FWC, black bears occasionally occur in the project study area. Suitable habitat for this species was observed within the project study area. However, based on a review of GIS databases, there are no reported bear telemetry, nuisance reports, or road kills within one (1) mile of the project study area. Additionally, no black bears or evidence of black bears were observed during field reconnaissance. It has been determined the project will have **no anticipated impacts** on this species.

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 was completed on May 20, 2025 and is included in the project file.

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 the 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 bank within the project drainage basin. Myakka Mitigation Bank currently has credits available and is located in the Myakka River Drainage Basin. Alternatively, other compensatory mitigation options will be considered during the permitting phase(s) of this project.

The proposed project has been evaluated in accordance with Executive Order 11990. In compliance with this order, efforts have been made to avoid, to the extent practicable, the long- and short-term adverse impacts associated with the destruction or modification of wetlands. FDOT has determined that the proposed project will have no significant short-term or long-term adverse impacts to wetlands and that there is no practicable alternative to construction in wetlands. All measures have been taken to minimize harm 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.

The *Location Hydraulic Report* (LHR) was completed on September 15, 2024, is summarized in this section 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. A floodplain map is attached.

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), completed on October 10, 2024 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 on March 1, 2023. 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 information is 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 and is located in the project file.

A National Pollution Discharge Elimination System (NPDES) Permit, Stormwater Pollution Prevention Plan (SWPPP), and SWFWMD Environmental Resource Permit are anticipated in project design.

Impacts to wetlands and other surface waters are unavoidable for the proposed alternative due to the presence of wetlands and other surface waters within the existing ROW. Wetland and other surface water impact avoidance and minimization measures will be developed and documented during the project design phase. These measures may include but are not limited to: consideration of the use of structural elements such as retaining walls, consideration of the placement of stormwater treatment systems, and the use of appropriate Best Management Practices (BMPs) during construction, such as silt fence and turbidity curtains.

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).

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), completed September 18, 2024, was prepared for the project and is located in the project file. This project qualifies as a Type I Noise project which is defined as a highway construction project (new location or physical alteration of existing highway) that substantially changes horizontal and vertical alignment, profile, or adds number of through lanes.

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 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 was used. The special land use site failed to pass the preliminary screening analysis in order to determine feasibility.

A noise barrier is 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 (DPK)), the potential exists for additional building permits for noise sensitive sites to be approved prior to the 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 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. A noise receptor map is attached.

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) was completed May 2024 and is included in the project file and was performed to identify contamination concerns within the project study area. A potential contamination site map is attached.

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 Section

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), further evaluation, including testing prior to construction, will occur during the design phase of this project. 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. 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.

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 and 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.

This project has no involvement with railroads.

6.5 Construction

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. Construction activities for the preferred alternative may cause minor short-term noise, water quality, traffic congestion, and visual impacts for residents and travelers within the immediate vicinity of the project.

Minor noise and vibration effects may occur from heavy equipment movement and construction activities. This will be minimized by adherence to noise control measures found in the most current edition of the FDOT's Standard Specifications for Road and Bridge Construction. Specific noise level problems that may arise during construction of the project will be addressed by the Construction Engineer in cooperation with the appropriate Environmental Specialist.

Potential water quality impacts resulting from erosion and sedimentation during construction will be controlled in accordance with the most current edition of the FDOT's Standard Specifications for Road and Bridge Construction and through the use of BMPs. The contractor will obtain the NPDES permit and prepare the Stormwater Pollution Prevention Plan (SWPPP) prior to construction. Additionally, the associated requirement to develop and implement a Stormwater Runoff Control Concept (SRCC) will be addressed during design.

Short-term construction related wetland impacts will be minimized by adherence to FDOT's Standard Specifications for Road and Bridge Construction. These specifications include measures known as BMPs, which include the use of siltation barriers, dewatering structures, and containment devices that will be implemented for controlling turbid water discharges outside of construction limits. All permit conditions will be followed during construction.

Maintenance of traffic and sequence of construction will be planned and scheduled to minimize traffic delays throughout the project. Signage will be used as appropriate to provide pertinent information to the traveling public. The preferred alternative will need to be constructed in phases so that traffic can be maintained to the adjacent homes and businesses. Two phases have been developed in order to accomplish this while maintaining the pre-construction number of lanes. Temporary traffic control phases are described in the Preliminary Engineering Report (PER). The local news media will be notified in advance of road closings and other construction related activities that would excessively inconvenience the community so that motorists, residents, and businesspersons can plan accordingly.

Applicable provisions of FDOT's Standard Specifications for Road and Bridge Construction will be followed. A sign providing the name, address, and telephone of a Sarasota County contact person will be displayed on-site to assist the public in obtaining immediate answers to questions about project activity.

Access to local properties, businesses and residences will be maintained through controlled construction scheduling and the implementation of the project's specific Traffic Control Plan(s) and implementation of FDOT's Standard Specifications for Road and Bridge Construction. For residents living along the project, some of the construction materials stored for the project may be displeasing visually; however, this will be a temporary condition and should pose no substantial problem. Therefore, the Preferred Alternative is expected to have no significant impacts resulting from construction.

7. Engineering Analysis Support

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

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. 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 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 attendees signed in at the meeting. Six 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. Comment responses were sent. A summary of the Alternatives PIM 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. Notifications and Alternatives PIM materials are located in the Comments and Coordination Report in the project file.

Date of Public Hearing: 06/26/2025

Summary of Public Hearing

FDOT conducted a hybrid public hearing to provide interested persons with information on the preferred alternative, and to allow the public the opportunity to comment. The hearing was held on June 26, 2025, at Covenant Mennonite Fellowship, 5420 Ashton Road, Sarasota, FL 34233 and the formal hearing portion was live streamed online through GoToWebinar. The location for the public hearing was selected based on the limited number of facilities in the area that could accommodate the number of persons that were anticipated to attend and that were still in the general vicinity of the project limits. Meeting materials were posted to the project webpage (swflroads.com/project/444634-1) on June 19, 2025. The project reports were available at the UF/IFAS Extension Building and Gulf Gate Public Library for public viewing from June 5 to July 9, 2025.

The Public Hearing was advertised in the following manner:

Email to Elected Officials - Distributed on May 27, 2025

Email to Appointed Officials - Distributed on May 27, 2025

Email to Interested Parties - Distributed on June 2, 2025

Email to ETAT Members - Distributed on May 29, 2025

Newsletter to Property Owners - Mailed on May 30, 2025

Florida Administrative Register - Published on June 16, 2025

FDOT Public Notice Website - Published on June 5, 2025

Legal Advertisements - Published in Sarasota Herald-Tribune on June 8, 2025, and June 19, 2025

Press Release - Distributed on June 19, 2025 and June 25, 2025

At 6 p.m. the formal portion of the hearing began for both the in-person and online attendees. A combined total of 33 attendees were present for the in-person and virtual meetings. A project presentation was played, and the public had the opportunity to provide verbal comments. Seven attendees provided verbal testimony at the in-person event and zero

attendees provided verbal comment through the online event.

In addition to the verbal comments, other comments were submitted either by email, website, or by mail. In-person hearing attendees were also able to leave written comments. Four comment forms were received at the in-person hearing and 58 were received during the 13-day comment period following the meeting, ending July 9, 2025.

The comments reflected a mix of public support or concern for the project with 81% reporting concern, 6% reporting support and 13% reporting no preference. The top concerns were related to traffic (44 related comments), safety (30 related comments), and roundabouts (30 related comments). Other topics captured in submitted comments were related to construction impacts (23), noise (9), bike/pedestrian (9), environment (7), access management (7), and drainage (4). The comments received, along with the responses, are included in the Comments and Coordination Report.

Newsletters and Public Hearing materials are located in the Comments and Coordination Report in the project file. The Public Hearing Transcript and Public Hearing Certification are attached.

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. 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.
3. 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.
4. 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)
5. 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 avoidance and minimization measures, including not conducting tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) or when bats may be in torpor (when temperatures are below 45 degrees Fahrenheit), may be required if updated detections are reported, and may result in reinitiation of consultation with USFWS.
 - 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.

11. Technical Materials

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

Supporting Documentation Specific to Social Resources

Cultural Resources Assessment Survey

Water Quality Impact Evaluation

Natural Resources Evaluation (NRE)

Location Hydraulics Report

Pond Siting Report

Contamination Screening Evaluation Report

Traffic Noise Model Data files

Noise Study Report

Project Traffic Analysis Report

Typical Section Package

Preliminary Engineering Report

Public Involvement Plan

Comments and Coordination Report

Attachments

Planning Consistency

Project Plan Consistency Documentation

Community Effects

Farmland Conversion Impact Rating Form (NRCS-CPA-106 or Form AD 1006)

Cultural Resources

SHPO Concurrence Letter

Section 4(f) Report

Natural Resources

Species and Habitat Map

Wetlands Map

Floodplains Map

FWC Species Concurrence Letter

USFWS Species Concurrence Letter

Physical Resources

Noise Map

Potential Contamination Site Map

Public Involvement

Public Hearing Certification

Public Hearing Transcript

Planning Consistency Appendix

Contents:

Project Plan Consistency Documentation

PAGE 603
AS-OF DATE: 07/01/2025

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
STIP REPORT
=====

DATE RUN: 07/07/2025
TIME RUN: 11.15.22
MBRSTIP-1

HIGHWAYS
=====

ITEM NUMBER:443345 2 PROJECT DESCRIPTION:SR 72 (CLARK RD) AT MCINTOSH RD INTERSECTION IMPROVEMENTS *NON-SIS*
DISTRICT:01 COUNTY:SARASOTA PROJECT LENGTH: .879MI TYPE OF WORK:PD&E/EMO STUDY

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS

FEDERAL PROJECT NUMBER: <N/A>							
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	125,101	0	0	0	0	0	125,101
DIH	20,462	121	0	0	0	0	20,583
DS	174,272	0	0	0	0	0	174,272
TOTAL <N/A>	319,835	121	0	0	0	0	319,956
TOTAL 443345 2	319,835	121	0	0	0	0	319,956
TOTAL Project:	319,835	121	0	0	0	0	319,956

ITEM NUMBER:444634 2 PROJECT DESCRIPTION:SR 72 FROM EAST OF I-75 TO EAST OF PROCTOR *NON-SIS*
DISTRICT:01 COUNTY:SARASOTA PROJECT LENGTH: .970MI TYPE OF WORK:ADD LANES & RECONSTRUCT

FUND CODE	LESS THAN 2026	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS

FEDERAL PROJECT NUMBER: <N/A>							
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
ACSU	0	2,301,000	0	0	0	0	2,301,000
TOTAL <N/A>	0	2,301,000	0	0	0	0	2,301,000
TOTAL 444634 2	0	2,301,000	0	0	0	0	2,301,000
TOTAL Project:	0	2,301,000	0	0	0	0	2,301,000

4446341 - SR 72 FROM EAST OF I-75 TO LORRAINE ROAD

Project Type Pd&E/Emo Study	Lead Agency Florida DOT	County Sarasota	L RTP Page # 4-1
SIS No	Route Length 3.392	Total Project Cost -	Total Cost \$1,847,366

Project Description

SR 72 FROM EAST OF I-75 TO LORRAINE ROAD

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FY2030	FUTURE	TOTAL
Project, Development & Environment Study	TOTAL OUTSIDE YEARS	\$1,847,366	\$0	\$0	\$0	\$0	\$0	\$0	\$1,847,366
Total Project, Development & Environment Study		\$1,847,366	\$0	\$0	\$0	\$0	\$0	\$0	\$1,847,366
Total Prior Costs		\$1,847,366	\$0	\$0	\$0	\$0	\$0	\$0	\$1,847,366
Total Programmed		\$1,847,366	\$0	\$0	\$0	\$0	\$0	\$0	\$1,847,366

4446342 - SR 72 FROM EAST OF I-75 TO EAST OF PROCTOR

Project Type Add Lanes & Reconstruct	Lead Agency Florida DOT	County Sarasota	L RTP Page # 4-1
SIS No	Route Length 0.97	Total Project Cost -	Total Cost \$2,301,000

Project Description

SR 72 FROM EAST OF I-75 TO EAST OF PROCTOR

PHASE	FUND SOURCE	PRIOR	FY2026	FY2027	FY2028	FY2029	FY2030	FUTURE	TOTAL
Preliminary Engineering	ADVANCE CONSTRUCTION (SU)	\$0	\$2,301,000	\$0	\$0	\$0	\$0	\$0	\$2,301,000
Total Preliminary Engineering		\$0	\$2,301,000	\$0	\$0	\$0	\$0	\$0	\$2,301,000
Total Active Years		\$0	\$2,301,000	\$0	\$0	\$0	\$0	\$0	\$2,301,000
Total Programmed		\$0	\$2,301,000	\$0	\$0	\$0	\$0	\$0	\$2,301,000

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

**Table 10. Projects Funded through Construction in 2026-2030 (in 000's YOE \$)**

ID	Facility	From	To	Improvement	Location	Source	2026-2030			
							PD&E	PE	ROW	CST
STATE HIGHWAY SYSTEM										
WP_85/ 4535391	SR 780/FRUITVILLE RD	US 301	HONORE AVE	ITS INFRASTRUCTURE	SARASOTA/ SARASOTA CO	STATE/FEDERAL				\$4,783
4508432*	FRUITVILLE RD	LORRAINE RD	BOURNESIDE RD	ADD LANES & RECONSTRUCT	SARASOTA CO	FED. EARMARK		\$4,000		
4335926	SR 45 (US 41)	53RD AVE	CORTEZ RD	SIDEWALK	SARASOTA/SARASOT A CO/MANATEE CO	STATE/FEDERAL				\$5,338
4496461	SR 45 (US 41)	53RD AVE	CORTEZ RD	SAFETY PROJECT	SARASOTA/SARASOT A CO/MANATEE CO	STATE/FEDERAL		\$100	\$740	\$4,680
4335925	SR 45 (US 41)	69TH AVE (BAY DR)	63 AVE	SIDEWALK	MANATEE CO	STATE/FEDERAL				\$3,401
4510114	SR 45 (US 41)	N OF MYRTLE ST	S OF GENERAL SPAATZ BLVD	SAFETY PROJECT	SARASOTA/ MANATEE CO	STATE/FEDERAL				\$986
4551861*	SR45(US41)	SR776	N OF CENTER RD	SAFETY PROJECT	SARASOTA CO	STATE/FEDERAL		\$510		
4449041	SR 45 (USB 41) 8TH AVE W PEDESTRIAN MIDBLOCK CROSSING			SAFETY PROJECT	BRADENTON	STATE/FEDERAL				\$2,265
4559251	SR 684 CORTEZ RD	26TH ST W	301 BLVD E ATSPM/CV UPGRADE	ATMS – ARTERIAL TRAFFIC MGMT	MANATEE CO	STATE/FEDERAL				\$3,500
4496541	SR 70 (15TH ST E)	30TH AVE E	26TH AVE E	SAFETY PROJECT	MANATEE CO	STATE/FEDERAL				\$1,327
4551881*	SR 70	15TH ST	87TH ST	SAFETY PROJECT	MANATEE CO	STATE/FEDERAL		\$10		
4145068	SR 70	BOURNESIDE BLVD	WATERBURY RD	ADD LANES & RECONSTRUCT	MANATEE CO	STATE/FEDERAL				\$1
4446342*	SR 72	E OF I-75	E OF PROCTOR	ADD LANES & RECONSTRUCT	SARASOTA CO	STATE/FEDERAL		\$3,001		
4446343*	SR 72	E OF PROCTOR RD	E OF LORRAINE RD	ADD LANES & RECONSTRUCT	SARASOTA CO	STATE/FEDERAL		\$3,590		
4478871	SR 72	SWIFT RD	SAWYER RD	MEDIAN MODIFICATION	SARASOTA CO	STATE/FEDERAL				\$3,301
4478821	SR 776	CHARLOTTE COUNTY LINE	TANGERINE WOODS BLVD	MEDIAN MODIFICATION	SARASOTA CO	STATE/FEDERAL				\$2,088
4535391	SR 780/FRUITVILLE RD	US 301	HONORE AVE ATSPM CV UPGRADE	ATMS – ARTERIAL TRAFFIC MGMT	SARASOTA	STATE/FEDERAL				\$4,783
4537301	SR 789	AT BROADWAY		ROUNDBOUT	LONGBOAT KEY	STATE/FEDERAL LOCAL				\$5,917 \$1,000
4557421*	US301	9TH ST	TALLEVAST	ATMS – ARTERIAL TRAFFIC MGMT	SARASOTA/ SARASOTA CO	STATE/FEDERAL		\$301		
4448072	US 41	10TH AVE	MANATEE AVE E	TRAFFIC OPS IMPROVEMENT	BRADENTON	STATE/FEDERAL				\$3,894
4496531	US 41	MAGELLAN DR	63RD AVE	SAFETY PROJECT	MANATEE CO	STATE/FEDERAL				\$643
4535381	US 41 (SR 45)	GULF GATE DR	GLENGARY ST	ATMS – ARTERIAL TRAFFIC MGMT	SARASOTA/ SARASOTA CO	STATE/FEDERAL				\$3,700

Community Effects Appendix

Contents:

Farmland Conversion Impact Rating Form (NRCS-CPA-106 or Form AD 1006)

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 9/16/24				
Name of Project SR 72 from E of I-75 to Lorraine Rd		Federal Agency Involved Florida Department of Transportation				
Proposed Land Use Pond Sites		County and State Sarasota County, Florida				
PART II (To be completed by NRCS)		Date Request Received By NRCS 10/13/2024		Person Completing Form: Josue Aceituno		
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 ☒	NO ☐	Acres Irrigated 3,957	Average Farm Size 251	
Major Crop(s) Forage; Vegetables	Farmable Land In Govt. Jurisdiction Acres: 15,741 % 4.30	Amount of Farmland As Defined in FPPA Acres: 2,376 % 0.01				
Name of Land Evaluation System Used none	Name of State or Local Site Assessment System Soil Potential Rating	Date Land Evaluation Returned by NRCS 10/23/24				
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		0				
B. Total Acres To Be Converted Indirectly		0				
C. Total Acres In Site		19.2				
PART IV (To be completed by NRCS) Land Evaluation Information						
A. Total Acres Prime And Unique Farmland		3.3				
B. Total Acres Statewide Important or Local Important Farmland		0				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted		0 0.2				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value		43.5				
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)		52.9				
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	Site D
1. Area In Non-urban Use	(15)	8				
2. Perimeter In Non-urban Use	(10)	5				
3. Percent Of Site Being Farmed	(20)	0				
4. Protection Provided By State and Local Government	(20)	0				
5. Distance From Urban Built-up Area	(15)	0				
6. Distance To Urban Support Services	(15)	0				
7. Size Of Present Farm Unit Compared To Average	(10)	0				
8. Creation Of Non-farmable Farmland	(10)	0				
9. Availability Of Farm Support Services	(5)	5				
10. On-Farm Investments	(20)	0				
11. Effects Of Conversion On Farm Support Services	(10)	0				
12. Compatibility With Existing Agricultural Use	(10)	0				
TOTAL SITE ASSESSMENT POINTS	160	18	0	0	0	
PART VII (To be completed by Federal Agency)						
Relative Value Of Farmland (From Part V)		100	52.9	0	0	0
Total Site Assessment (From Part VI above or local site assessment)		160	18	0	0	0
TOTAL POINTS (Total of above 2 lines)		260	70.9	0	0	0
Site Selected: A		Date Of Selection 1/8/2025		Was A Local Site Assessment Used? YES ☐ NO ☒		
Reason For Selection: Satisfaction of project purpose and need, minimization of environmental impacts, and public support.						
Name of Federal agency representative completing this form: Sarah Johnson					Date: 01/20/2025	

(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.

Cultural Resources Appendix

Contents:

SHPO Concurrence Letter

Section 4(f) Report



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 12-16-2025



May 19, 2026

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

- | | | |
|-------------------------------------|--------------------------|--|
| ☒ | ☐ | Was there coordination with the Official(s) with Jurisdiction to identify an opportunity for a <i>de minimis</i> finding? |
| ☒ | ☐ | Was the OWJ informed by the District of FDOT's intent to pursue a <i>de minimis</i> approval option? |
| ☒ | ☐ | 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)? |
| ☒ | ☐ | 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. Future coordination during the design phase will be needed for completion of a joint-use agreement. 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. No permanent impacts to park access are anticipated due to Clark Road (SR 72) construction and the proposed shared use paths on each side of Clark Road in FDOT right-of-way will improve multimodal connectivity to Twin Lakes Park.

The OWJ, 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. Additionally, Sarasota County has requested FDOT construct a shell path around the joint use pond consistent with the park's Master Plan as mitigation for the expansion of the pond footprint to accommodate FDOT use. FDOT has committed

to assure that the Master Plan drainage needs are met and to constructing the shell path in continued coordination with the OWJ. The public hearing was held on June 26, 2025 and OWJ concurrence with FDOT's intent to pursue a de minimis use determination was received on August 18, 2025. One public comment was received regarding the lake expansion, and it asked that the large trees be preserved. The Section 4(f) de minimis notification is attached.

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. A 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. Feedback from the OWJ after the notification letter included a request for revised commitment language, which was incorporated into the concurrence letter.

The Alternatives Public Information Meeting was held on October 4, 2023 in-person and October 12, 2023 live online. The anticipated impacts were displayed at the alternatives public information meeting and no comments or feedback were received. The impacts were also presented at the public hearing on June 6, 2025 and one comment was received stating "Regarding the lake expansion at Twin Lakes, I would like to see the large trees, especially oaks, preserved with any expansion of the lake. Shade of that quality is hard to find and important in our area." This comment will be addressed during further coordination with Sarasota County during the design phase. A coordination meeting with Sarasota County Parks, Recreation and Natural Resources Department was held on May 7, 2025.

OEM SME Concurrence Date: 12-16-2025

Project-Level Attachments

None

Resource Attachments

Twin Lakes Park

Twin Lakes Park Map

Project Location Map

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

Pages from SR 72 Public Hearing Presentation

Pages from SR 72 Alternative Public Information Meeting Presentation

Sarasota County concurrence email

Sarasota concurrence Twin Lakes Park

Twin Lakes Park Notification Letter

Newsletter Final

Twin Lakes Park

Contents:

Twin Lakes Park Map

Project Location Map

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

Pages from SR 72 Public Hearing Presentation

Pages from SR 72 Alternative Public Information Meeting Presentation

Sarasota County concurrence email

Sarasota concurrence Twin Lakes Park

Twin Lakes Park Notification Letter

Newsletter Final

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



FINAL**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

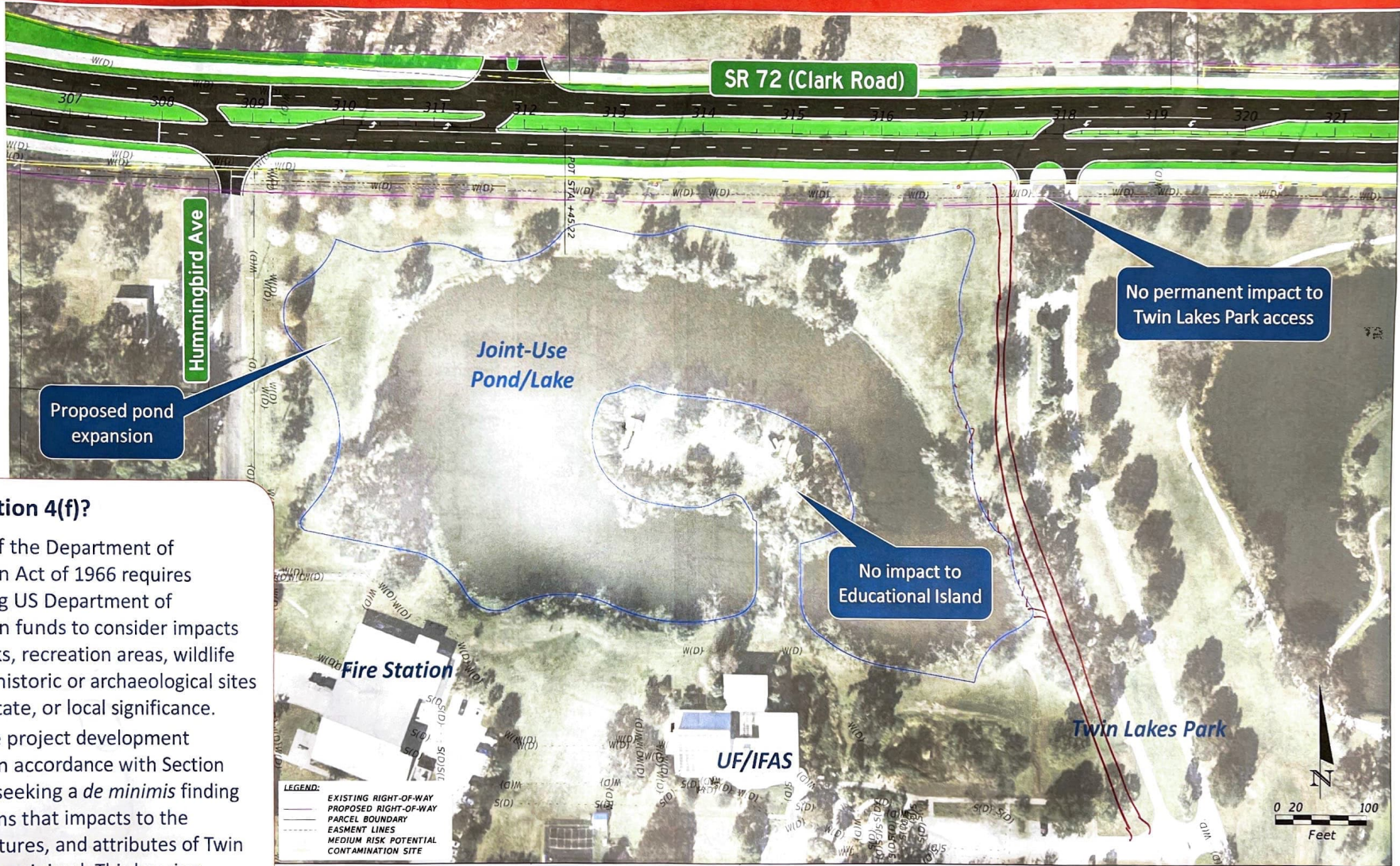
LOCATION: Room 572, 1660 Ringling Blvd.; Sarasota, FL 34236/TEAMS meeting

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



SECTION 4(f)

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



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.

DRAFT JUNE 20, 2024



**Twin Lakes Park
Coordination**

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

July 16, 2024



1

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



2

2

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

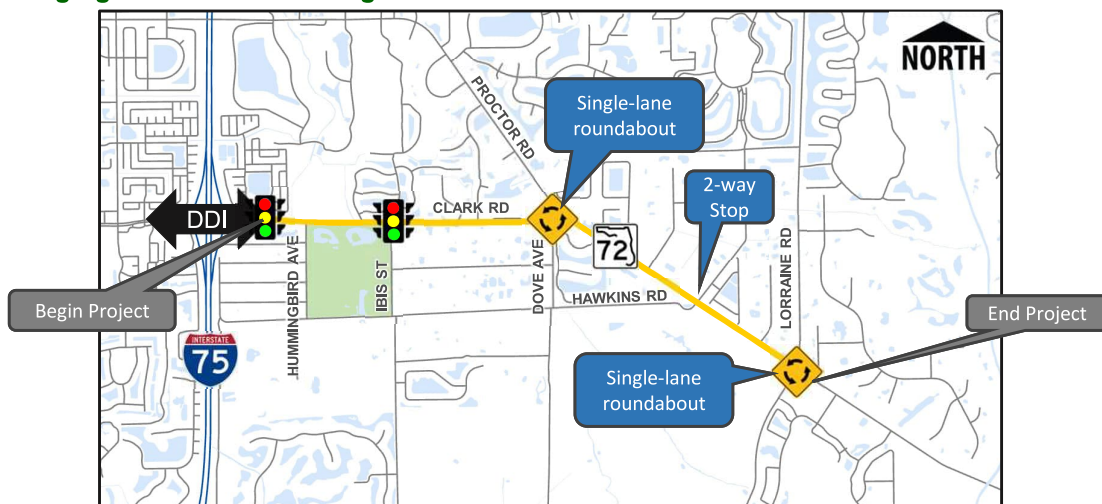
FDOT

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Existing Conditions

New Diverging Diamond Interchange and two roundabout intersections



7/16/2024

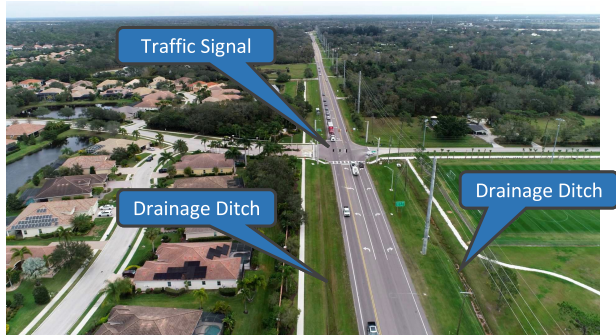
FDOT

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4

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



5

5

Existing Conditions

FEMA floodplain within Twin Lakes Park



Source: FEMA



SR 72 (looking east) – Dec. 8, 2021

7/16/2024

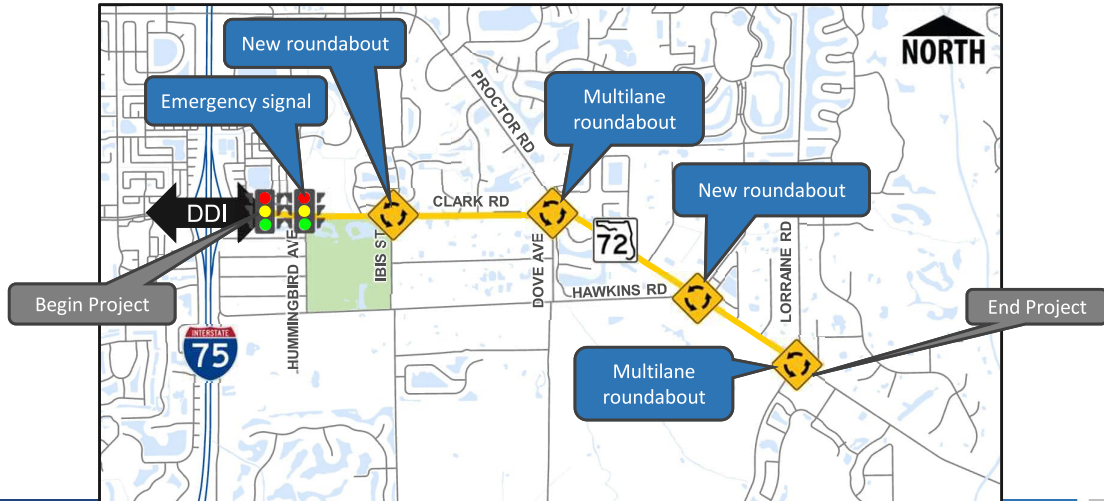


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6

Proposed Improvements

Recommended Alternative includes roundabout intersections



7/16/2024

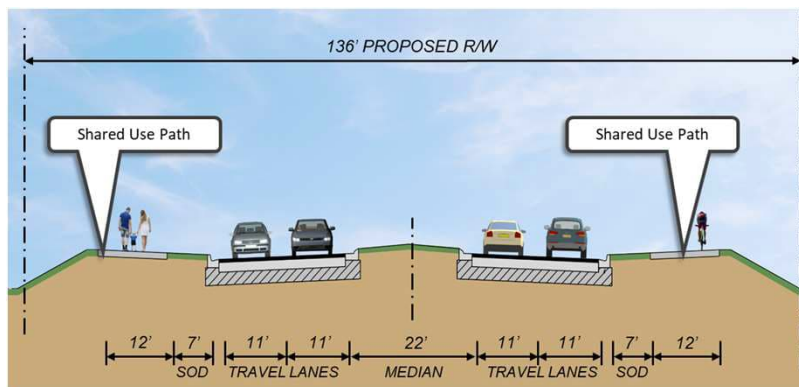
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Proposed Improvements

4-lane divided roadway with shared use paths



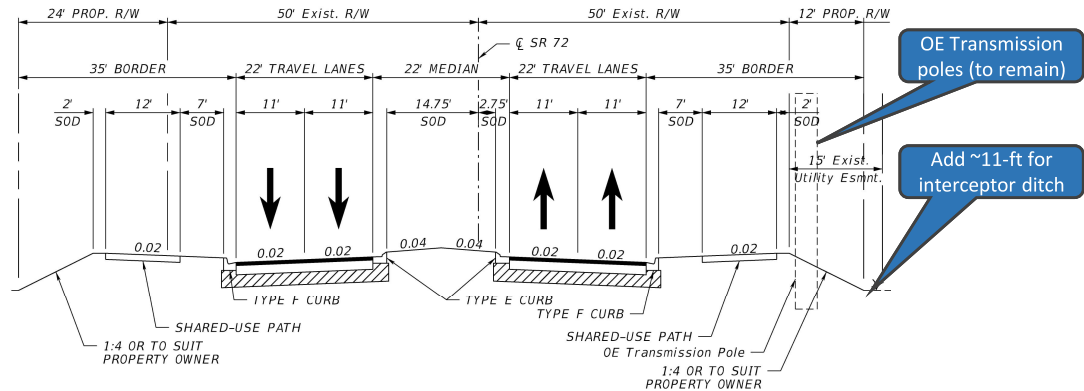
7/16/2024

FDOT

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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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9

Twin Lakes Park Master Plan

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

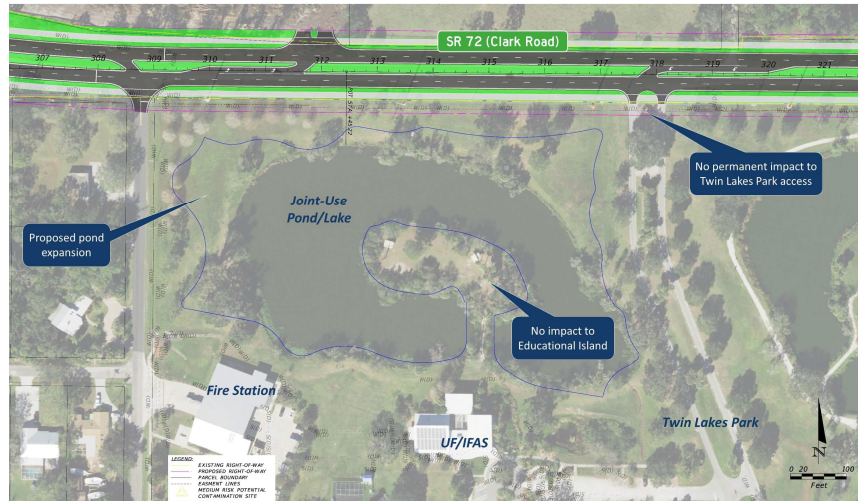
"Site development will most likely require a new ERP permit as the existing two lakes at the northern portion of the property will need to be modified."



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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11

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

12

12



The study team examined the project area for publicly owned properties that may be affected under Section 4(f) of the Department of Transportation Act of 1966. Twin Lakes Park is a Section 4(f) resource. The Preferred Alternative includes the expansion of the joint-use pond at Twin Lakes Park. FDOT will further coordinate with Sarasota County during the design phase regarding the use of the pond within Twin Lakes Park, a proposed shell path around the pond, and the accommodations of future park master plan stormwater needs.

Based upon the overall minor level of impact and implementation of proposed mitigative actions to address potential impacts, the project will not adversely affect the activities, features, and attributes of Twin Lakes Park in meeting its intended Section 4(f) purpose. As such, FDOT is pursuing a Section 4(f) de minimis finding for the potential impacts. This hearing provides the opportunity for public comment on the project's impacts to Twin Lakes Park.

Section 4(f)



OCTOBER 4, 2023

FDOT

10

[SLIDE 10]

In accordance with Section 4(f) of the Department of Transportation Act of 1966, FDOT is seeking comments concerning the effects of the project on the activities, features, and attributes of Twin Lakes Park. As part of the project, FDOT is proposing to use the existing pond within Twin Lakes Park for stormwater needs. This pond may need to be expanded.

Johnson, Sarah

From: Nicole Rissler <nrissler@scgov.net>
Sent: Monday, August 18, 2025 11:50 AM
To: Barnett, Emily
Cc: Schooley, Cris; Andrews, Steven; Kim Heuberger; Nicole Rissler
Subject: RE: 444634-1 Clark Road (SR 72) PD&E Study - Twin Lakes Park Section 4(f) Discussion
Attachments: Twin Lakes Park.pdf

Categories: External

See attached and executed Concurrence Letter. Please note that further approvals will be needed through the design process for access, easements and use of the park for construction, etc. These approvals may need to be approved through the Board of County Commissioners and property planning and timing needs to be considered.

Nicole

Nicole Rissler MBA, CPRE

Director

Sarasota County Parks, Recreation and Natural Resources

1660 Ringling Blvd, Sarasota, FL 34236

Office: 941-861-5405

Cell: 941-415-4297

Email: nrissler@scgov.net

Web: www.SarasotaCountyParks.com

Social Media: [@SRQCountyGov](https://www.instagram.com/SRQCountyGov)



All email sent to and from Sarasota County Government is subject to the public record laws of the State of Florida. To learn more about Florida's Sunshine Law click [here](#).

From: Barnett, Emily <Emily.Barnett@dot.state.fl.us>
Sent: Thursday, August 14, 2025 11:31 AM
To: Nicole Rissler <nrissler@scgov.net>
Cc: Schooley, Cris <cris.schooley@kimley-horn.com>; Andrews, Steven <Steven.Andrews@dot.state.fl.us>
Subject: RE: 444634-1 Clark Road (SR 72) PD&E Study - Twin Lakes Park Section 4(f) Discussion

Caution: This email originated from an external source. Be Suspicious of Attachments, Links and Requests for Login Information

Good morning, Nicole,

Please see attached for the letter. It has been updated to reflect the modifications you requested below. We also waited to send this to you until after the Public Hearing to incorporate any public comments, we received one which is documented in the letter. If you could please sign and check for your concurrence or reach out if you have any additional questions or concerns, that would be appreciated!

Thank you,

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



From: Nicole Rissler <nrissler@scgov.net>

Sent: Thursday, May 15, 2025 9:41 AM

To: Barnett, Emily <Emily.Barnett@dot.state.fl.us>

Cc: Schooley, Cris <cris.schooley@kimley-horn.com>; Andrews, Steven <Steven.Andrews@dot.state.fl.us>; Kimber Bereiter <kbereiter@scgov.net>; Kimberly Heuberger <kheuberg@scgov.net>; Nicole Rissler <nrissler@scgov.net>

Subject: RE: 444634-1 Clark Road (SR 72) PD&E Study - Twin Lakes Park Section 4(f) Discussion

See below.

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.

Let me know if you need anything additional. Please send any forms that may need to be executed that now references these stipulations.

Nicole

Nicole Rissler MBA, CPRE

Director

Sarasota County Parks, Recreation and Natural Resources

1660 Ringling Blvd, Sarasota, FL 34236

Office: 941-861-5405

Cell: 941-780-2510

Email: nrissler@scgov.net

Web: www.SarasotaCountyParks.com

Social Media: [@SRQCountyGov](https://www.instagram.com/SRQCountyGov)



All email sent to and from Sarasota County Government is subject to the public record laws of the State of Florida. To learn more about Florida's Sunshine Law click [here](#).

From: Barnett, Emily <Emily.Barnett@dot.state.fl.us>

Sent: Wednesday, May 14, 2025 11:35 AM

To: Nicole Rissler <nrissler@scgov.net>

Cc: Schooley, Cris <cris.schooley@kimley-horn.com>; Andrews, Steven <Steven.Andrews@dot.state.fl.us>

Subject: RE: 444634-1 Clark Road (SR 72) PD&E Study - Twin Lakes Park Section 4(f) Discussion

Caution: This email originated from an external source. Be Suspicious of Attachments, Links and Requests for Login Information

Good morning, Nicole,

I wanted to follow back up with you regarding proposed updates to the commitment language that you were hoping to see. Please feel free to forward/coordinate as needed on your end, but I am reaching out to you per our conversation in the meeting.

The current language we have is:

FDOT will further coordinate with Sarasota County, including the Parks, Recreation and Natural Resources director, during the design phase regarding the use of the pond within Twin Lakes Park, the proposed shell path around the pond, proposed multiuse trail connection along the main entrance road, and the accommodation of future park master plan stormwater needs.

Please let me know if you have suggested revisions to the language. Additionally, please feel free to reach out if any additional questions or concerns have come up on the project.

Thanks,

Emily Barnett

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



From: Schooley, Cris <Cris.Schooley@kimley-horn.com>
Sent: Wednesday, May 7, 2025 10:07 AM
To: Nicole Rissler <nrissler@scgov.net>; Kimberly Heuberger <kheuberg@scgov.net>; Kimber Bereiter <kbereiter@scgov.net>; pwiggins@scgov.net; lhbyron@ufl.edu; kerenati@scgov.net; Barnett, Emily <Emily.Barnett@dot.state.fl.us>; Andrews, Steven <Steven.Andrews@dot.state.fl.us>; Nicole Selly <nselly@kcaeng.com>; James, Jeffrey W <Jeffrey.James@dot.state.fl.us>; Setchell, Brent <Brent.Setchell@dot.state.fl.us>; Conway, Don <Don.Conway@dot.state.fl.us>; Bohde, Gregory <Gregory.Bohde@dot.state.fl.us>; Bowne, Gregory <Gregory.Bowne@dot.state.fl.us>
Cc: Johnson, Sarah <sarah.johnson@kimley-horn.com>
Subject: 444634-1 Clark Road (SR 72) PD&E Study - Twin Lakes Park Section 4(f) Discussion

EXTERNAL SENDER: Use caution with links and attachments.

Thank you for attending today's SR 72 (Clark Road) – Twin Lakes Park coordination meeting. Please review the attached Draft meeting summary and respond to me with comments by May 17, 2025. I will send out a Final version if there are revisions.

Regards,

Cris Schooley, PE, AICP
Kimley-Horn | 200 South Orange Ave., Suite 600, Orlando, FL 32801
Direct: 407 768 3227 | Mobile: 407 334 2912

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Florida Department of Transportation

RON DESANTIS
GOVERNOR

801 N. Broadway Avenue
Bartow, FL 33830

JARED PERDUE, P.E.
SECRETARY

August 14, 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
Concurrence on No Adverse Effect finding for Twin Lakes Park
Clark Road (SR72) PD&E Study, from Queensbury Avenue to Lorraine Road
Financial Project ID No. 444634-1
Florida Department of Transportation (FDOT) FPID 444634-1-22-01**

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 and May 7, 2025.

While the proposed shared use paths will improve multimodal connectivity to Twin Lakes Park, Sarasota County has requested that 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 had an opportunity to comment on this matter

www.fdot.gov

Nicole Rissler, Director
August 14, 2025
Page 2 of 3

at the public hearing on June 26, 2025. One public comment was received about the park impacts and has been copied below:

Regarding the lake expansion at twin lakes, I would like to see the large trees, especially oaks, preserved with any expansion of the lake. Shade of that quality is hard to find and important in our area.

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

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.

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. Then FDOT Office of Environmental Management may determine the impacts to be *de minimis* as per 23 CFR 774.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by the FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration (FHWA) and FDOT.

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

Nicole Rissler, Director
August 14, 2025
Page 3 of 3

The Sarasota County Parks, Recreation and Natural Resources Department has reviewed the proposed project and concurs that the undertaking (including all measures to mitigate and minimize harm) will have no adverse effects on the activities, features or attributes of Twins Lake Park.

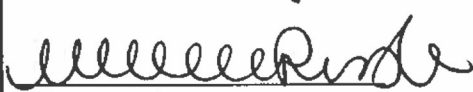


Concur



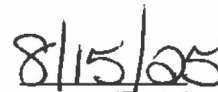
Do not concur

Comments:



(Signature)

Sarasota County Representative (or designee)



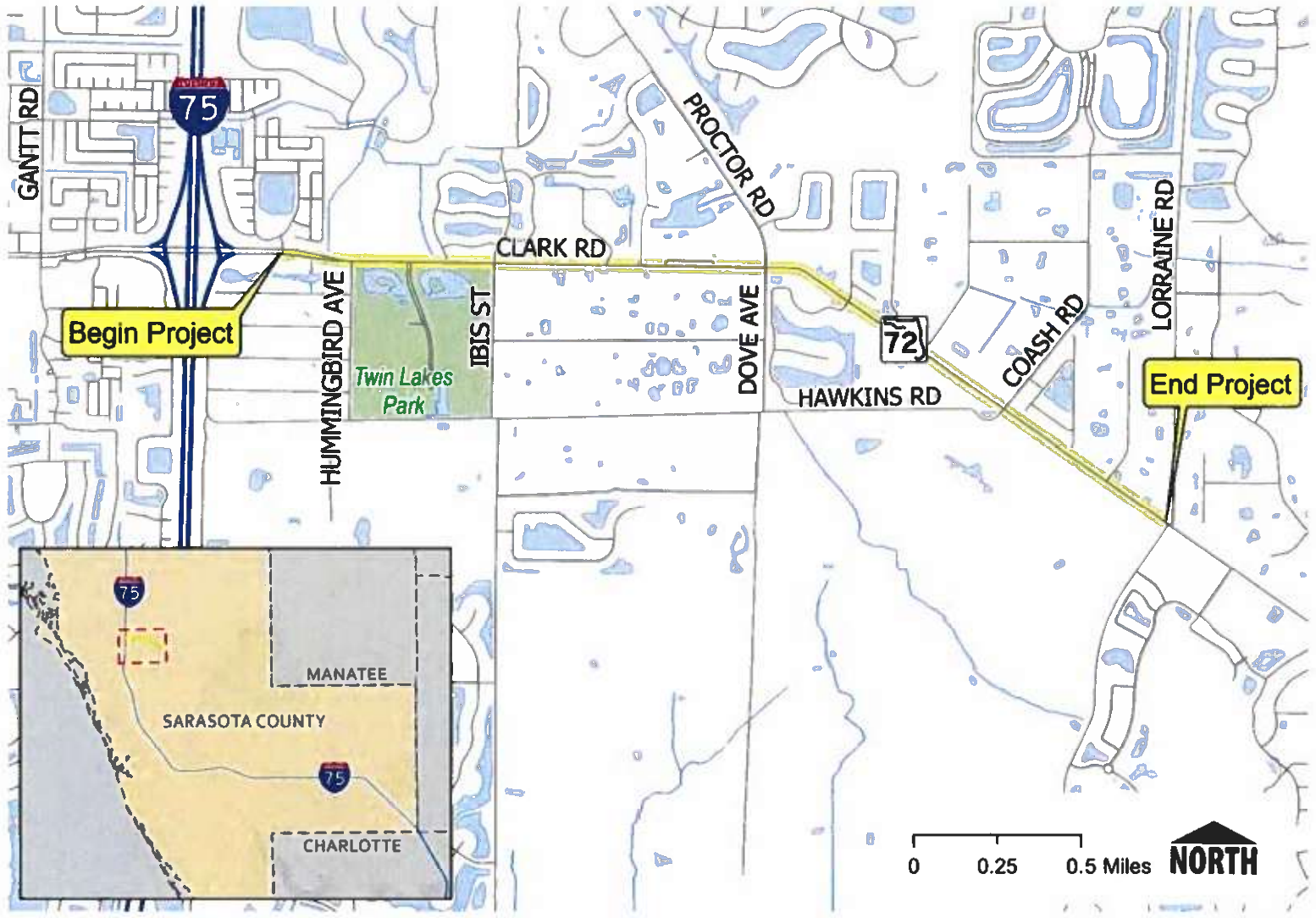
(Date)

Attachments:

ProjectLocationMap.pdf

TwinLakesParkMasterPlan.pdf

SR72-PDE_PH_Section4(f).pdf



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."



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)

Public Hearing
April 05, 2018
FPO: 444634-1



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.



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

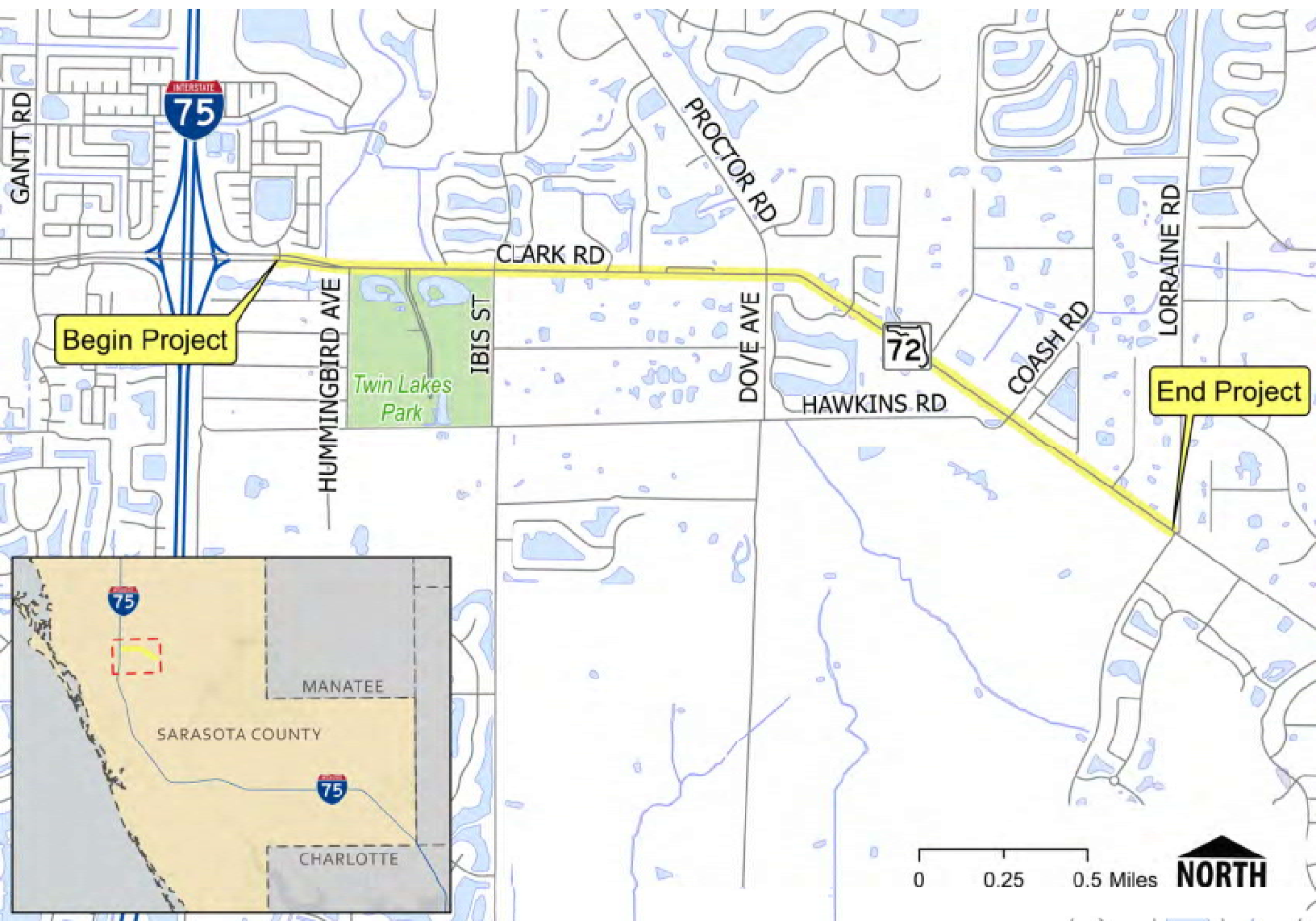
Page 3 of 3

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)



Twin Lakes Park Master Plan

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

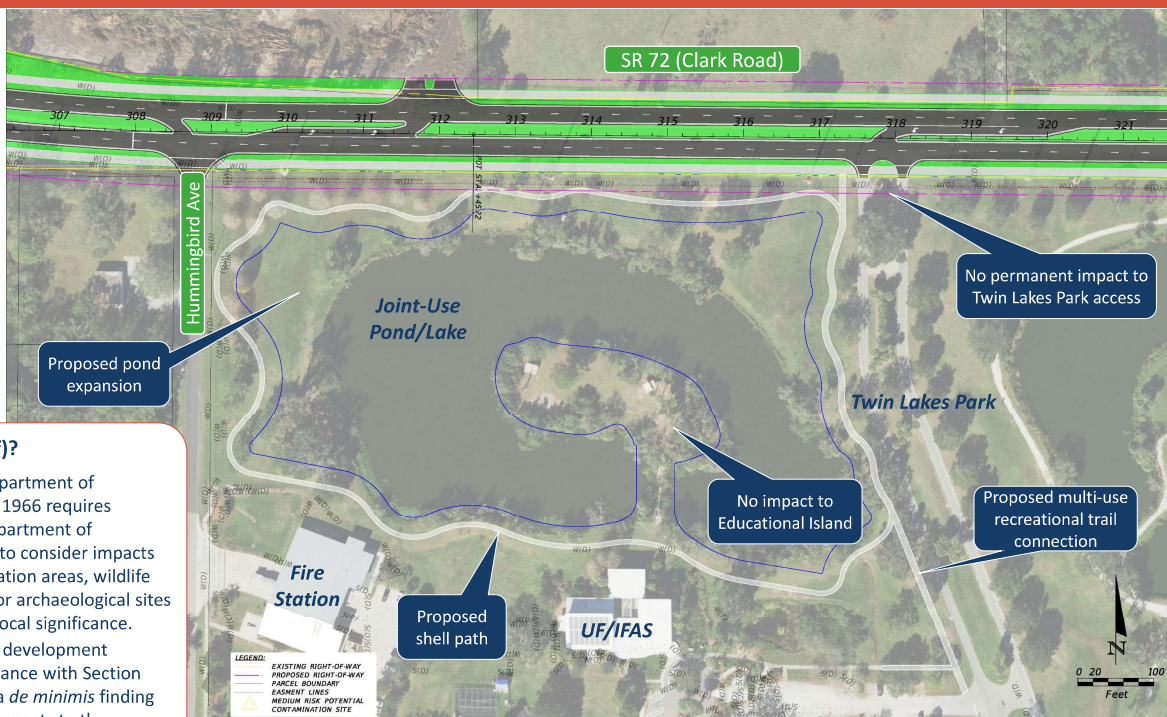
“Site development will most likely require a new ERP permit as the existing two lakes at the northern portion of the property will need to be modified.”





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.

DRAFT AUGUST 6, 2024

June 2025

Sarasota County – FPID No.: 444634-1

PUBLIC HEARING

JUNE 26, 2025

The Florida Department of Transportation (FDOT), District One, invites you to the public hearing for the State Road (SR) 72 (Clark Road) Project Development & Environment (PD&E) Study on **Thursday, June 26, 2025**.

This hearing is being conducted to present the preferred alternative and all analysis to date, as well as to give interested persons an opportunity to express their views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed improvements. You can participate live online or in-person. The information presented during either format will be the same and all attendees will have opportunity to comment.

In accordance with Section 4(f) of the Department of Transportation Act of 1966, FDOT is seeking comments concerning the effects of the project on the activities, features, and attributes of Twin Lakes Park.

IN-PERSON OPTION:

Thursday, June 26, 2025

Anytime between 5 – 6 p.m. Open house | **6 p.m.** Formal presentation and comment

Covenant Mennonite Fellowship
5420 Ashton Road, Sarasota, FL 34233

Displays will be available starting at 5 p.m. to review at your own pace and the formal presentation will begin at 6 p.m. The project team will be available for discussion.



LIVE ONLINE OPTION:

Register in advance: fdot.cc/SR72_Public_Hearing_Registration

Thursday, June 26, 2025

5:45 p.m. Overview for how to submit comment | **6 p.m.** Formal presentation and comment

This event will include a livestream of the in-person presentation and the formal comment portion. Please review the materials on project webpage before attending the virtual event (swflroads.com/project/444634-1).

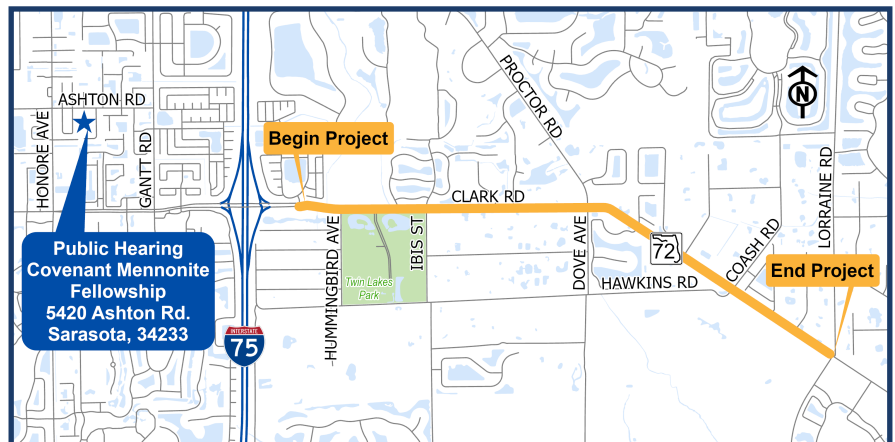
Materials will be posted by **June 19, 2025**.



Project Overview

FDOT, District One, began a PD&E study in March 2022 along SR 72 (Clark Road) from east of I-75 to Lorraine Road in Sarasota County. The purpose of the project is to identify and evaluate potential improvements to this 3.4-mile segment of SR 72. These improvements are intended to improve capacity to accommodate future travel demand projected as a result of area-wide population and employment growth. Other goals include enhancing safety conditions and accommodating bicycle and pedestrian activity.

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 commercial traffic. SR 72 from east of I-75 to Lorraine Road is currently a two-lane undivided roadway with intermittent right-turn and left-turn lanes. Improvements may include widening to a four-lane divided roadway as well as bicycle and pedestrian accommodations such as a shared-use path.





SR 72 (Clark Road) PD&E Study
From East of I-75 to Lorraine Road
 Steven A. Andrews
 Florida Department of Transportation
 Environmental Management Office
 801 N. Broadway Avenue
 Bartow, FL 33830

Contact Us

FDOT encourages the public to participate in the SR 72 (Clark Road) PD&E public hearing. If you have questions regarding the hearing, please contact the FDOT Project Manager, Steven A. Andrews at:

 Steven A. Andrews
 Florida Department of Transportation

 Environmental Management Office
 801 N. Broadway Avenue
 Bartow, FL 33830

 Phone: (863) 519-2270

 Email: steven.andrews@dot.state.fl.us

*Por favor contacte a Karina Della Sera
 para información en español:
Karina.DellaSera@dot.state.fl.us
 o 863-519-2750*

Register to Attend Virtually

Scan the QR Code shown here to register, and you will receive a confirmation email containing information about how to join the public hearing online. Please note, Internet Explorer cannot be used to register or attend this live online event.



VIEW PROJECT DOCUMENTS

Project documents will be available for public viewing from Thursday, June 5, 2025, through Monday, July 7, 2025, at the following locations:

swflroads.com/project/444634-1

In-Person Locations:

Gulf Gate Public Library
 7112 Curtiss Avenue
 Sarasota, FL 34231

Monday – Wednesday: 10 a.m. – 8 p.m.
 Thursday: 10 a.m. – 6 p.m.
 Friday – Saturday: 10 a.m. – 5 p.m.

**UF/IFAS Extension
 Sarasota County**
 6700 Clark Road
 Sarasota, FL 34241

Monday – Friday: 8 a.m. – 5 p.m.

Copies will also be displayed at the in-person hearing.

FDOT solicits public participation without regard to race, color, national origin, age, sex, religion, disability or family status. People who require special accommodations under the Americans with Disabilities Act or who require translation services (free of charge) should contact Cynthia Sykes, District One Title VI Coordinator, at (863) 519-2287, or email at Cynthia.Sykes@dot.state.fl.us at least seven days prior to the public hearing.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by 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.

Natural Resources Appendix

Contents:

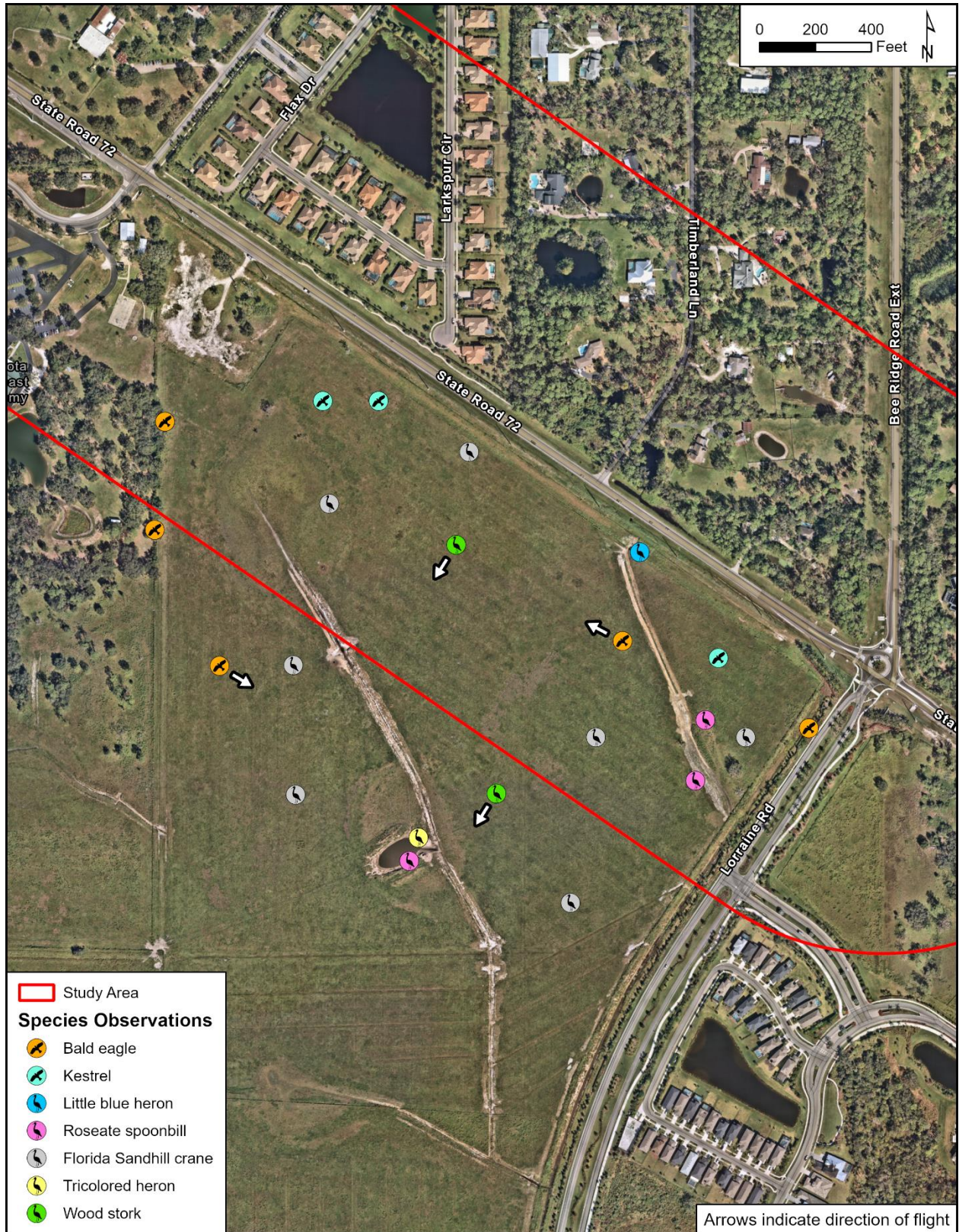
Species and Habitat Map

Wetlands Map

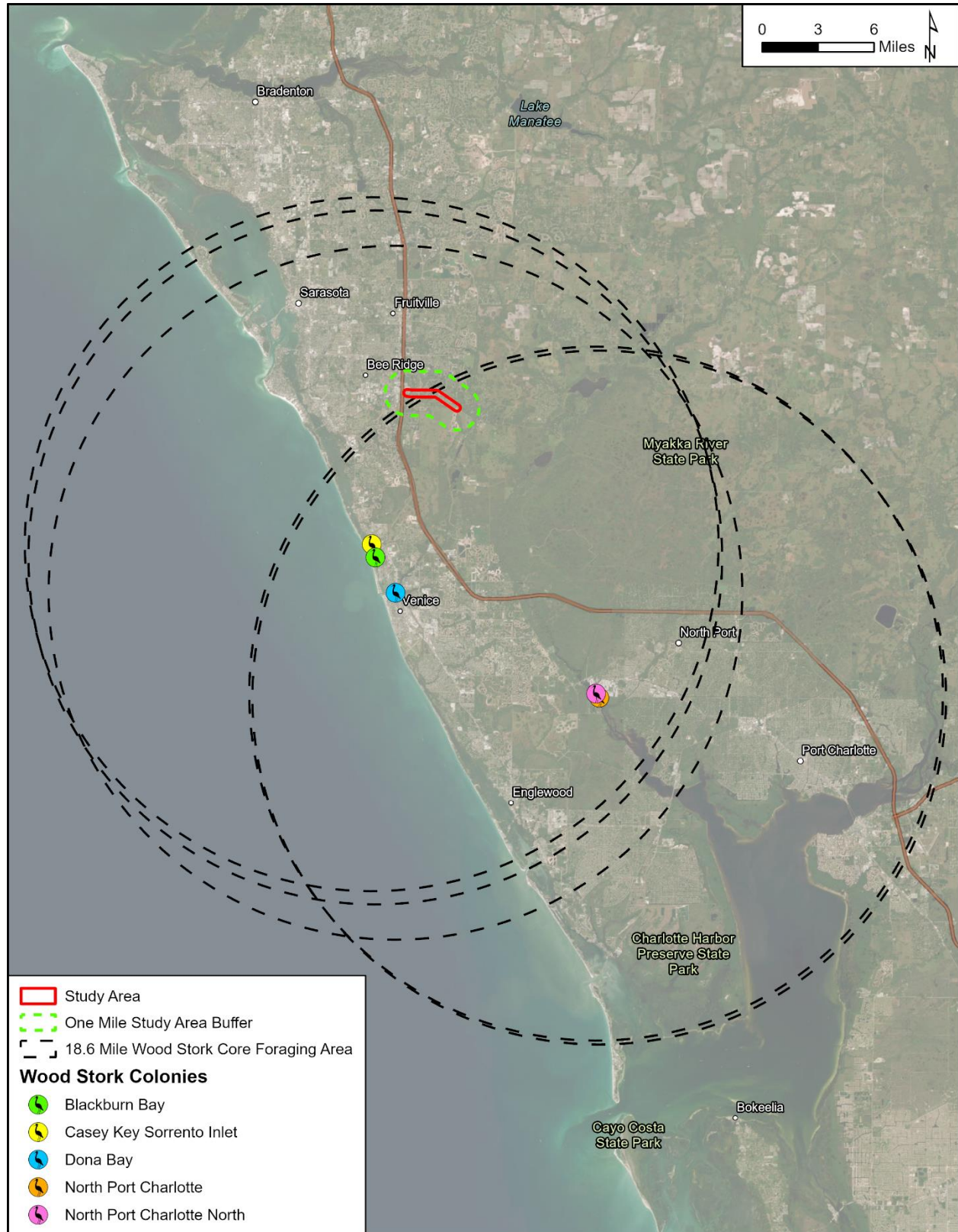
Floodplains Map

FWC Species Concurrence Letter

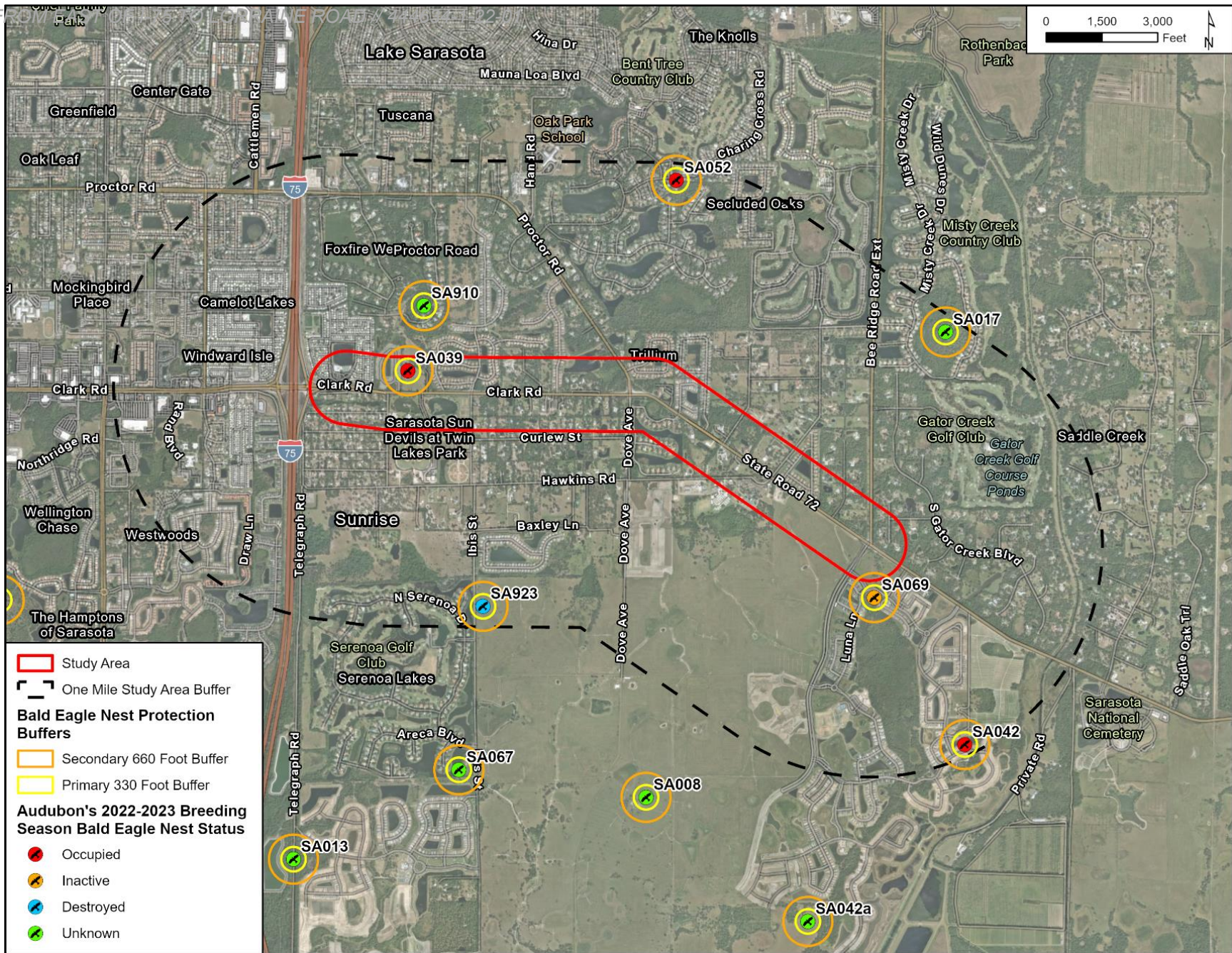
USFWS Species Concurrence Letter



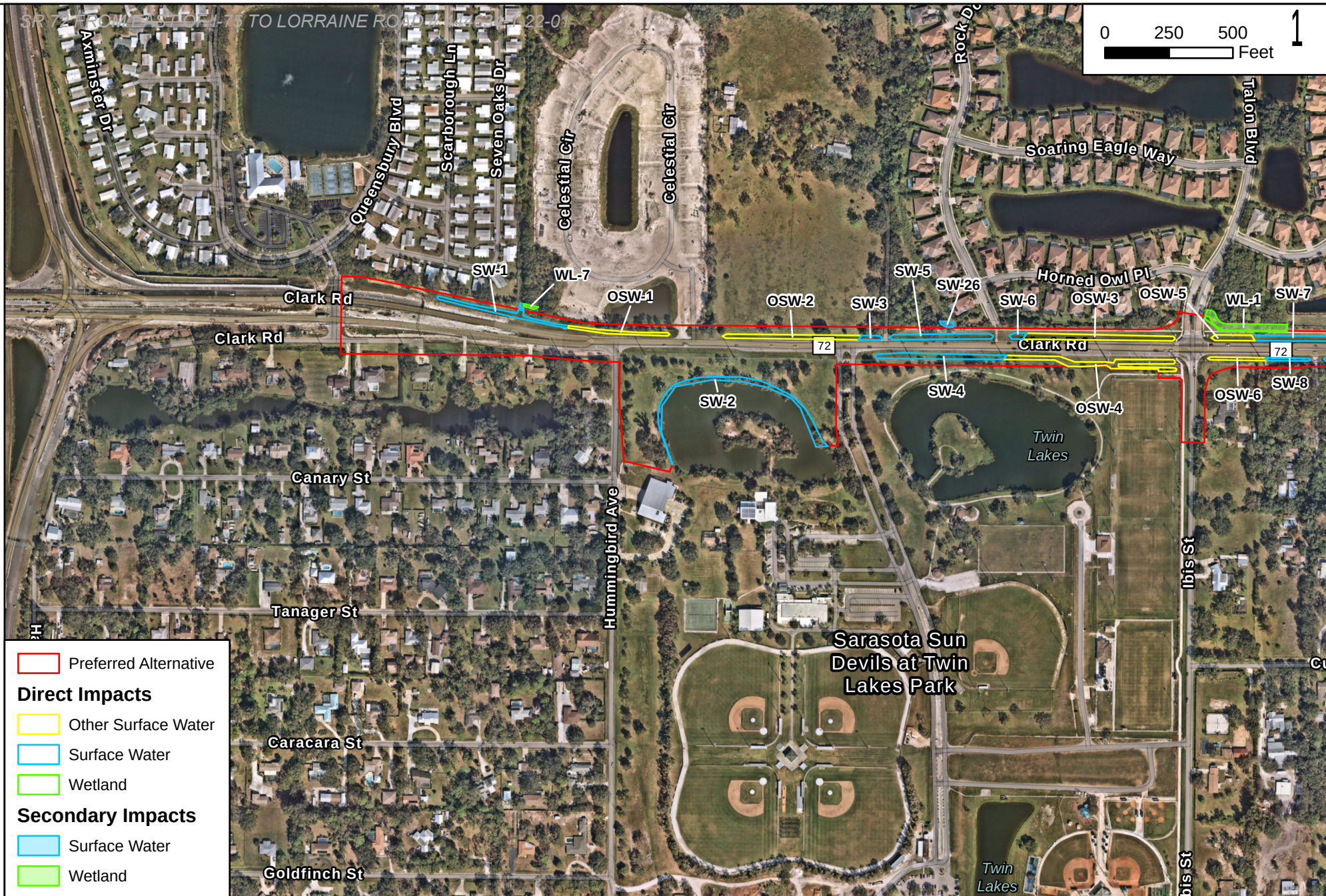
Species Observation Map



Wood Stork Core Foraging Area Map



Bald Eagle Nest Location Map



Preferred Alternative

Direct Impacts

Other Surface Water

Surface Water

Wetland

Secondary Impacts

Surface Water

Wetland

Wetlands and Surface Waters Map

State Road 72 (Clark Road)
From East of I-75 to Lorraine Road
Sarasota County, Florida



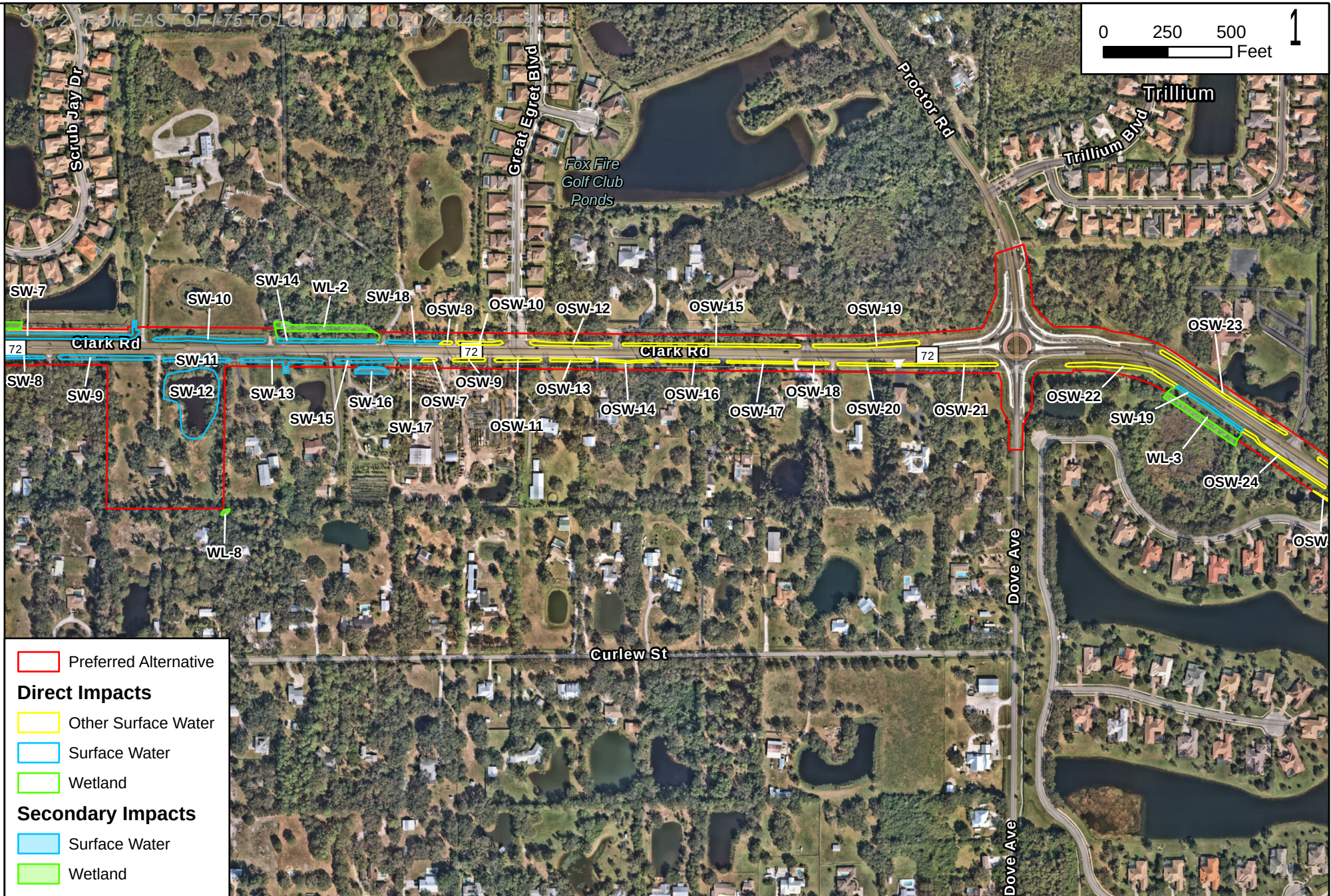
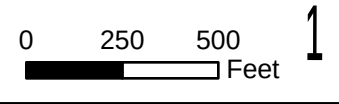
Type 2 Categorical Exclusion

1 IN = 500 FT

PROJECT NUMBER: 249161000

NOVEMBER 2023

PAGE 1 OF 34 of 144



Preferred Alternative

Direct Impacts

Other Surface Water

Surface Water

Wetland

Secondary Impacts

Surface Water

Wetland

Folder: K:\TAM_GIS\SR 72 PD&E\PROJ

Wetlands and Surface Waters Map

**State Road 72 (Clark Road)
From East of I-75 to Lorraine Road
Sarasota County, Florida**



Type 2 Categorical Exclusion

1 IN = 500 FT

PROJECT NUMBER: 249161000

NOVEMBER 2023

PAGE 2 OF 5 of 144

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

0 250 500 Feet

- Preferred Alternative
- Direct Impacts**
- Other Surface Water
- Surface Water
- Wetland
- Secondary Impacts**
- Wetland



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Type 2 Categorical Exclusion

Wetlands and Surface Waters Map

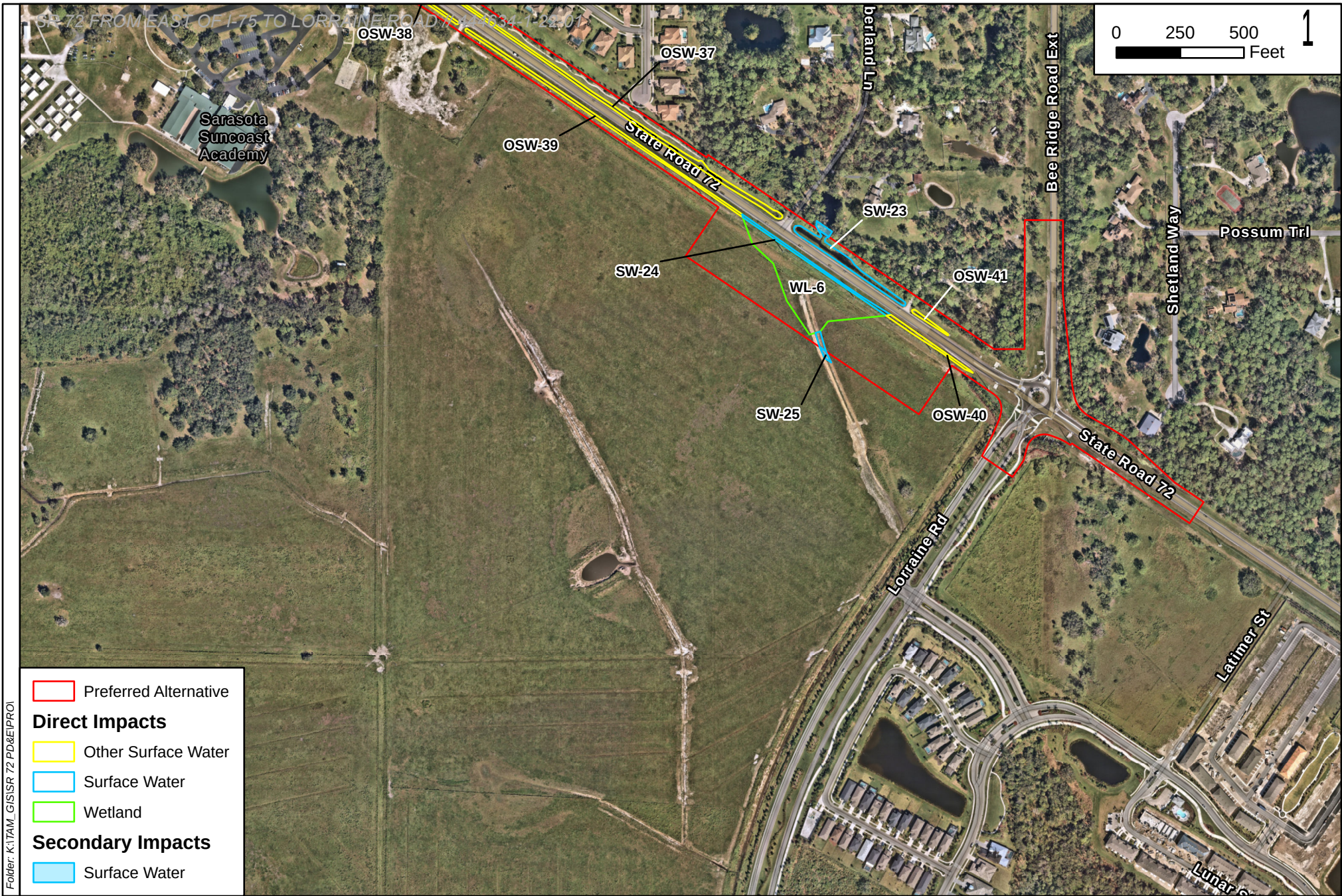
State Road 72 (Clark Road)
From East of I-75 to Lorraine Road
Sarasota County, Florida

1 IN = 500 FT

PROJECT NUMBER: 249161000

NOVEMBER 2023

PAGE 3 OF 36 of 144



Folder: K:\TAM_GIS\SA 72 PD&E\PROJ



Type 2 Categorical Exclusion

Wetlands and Surface Waters Map

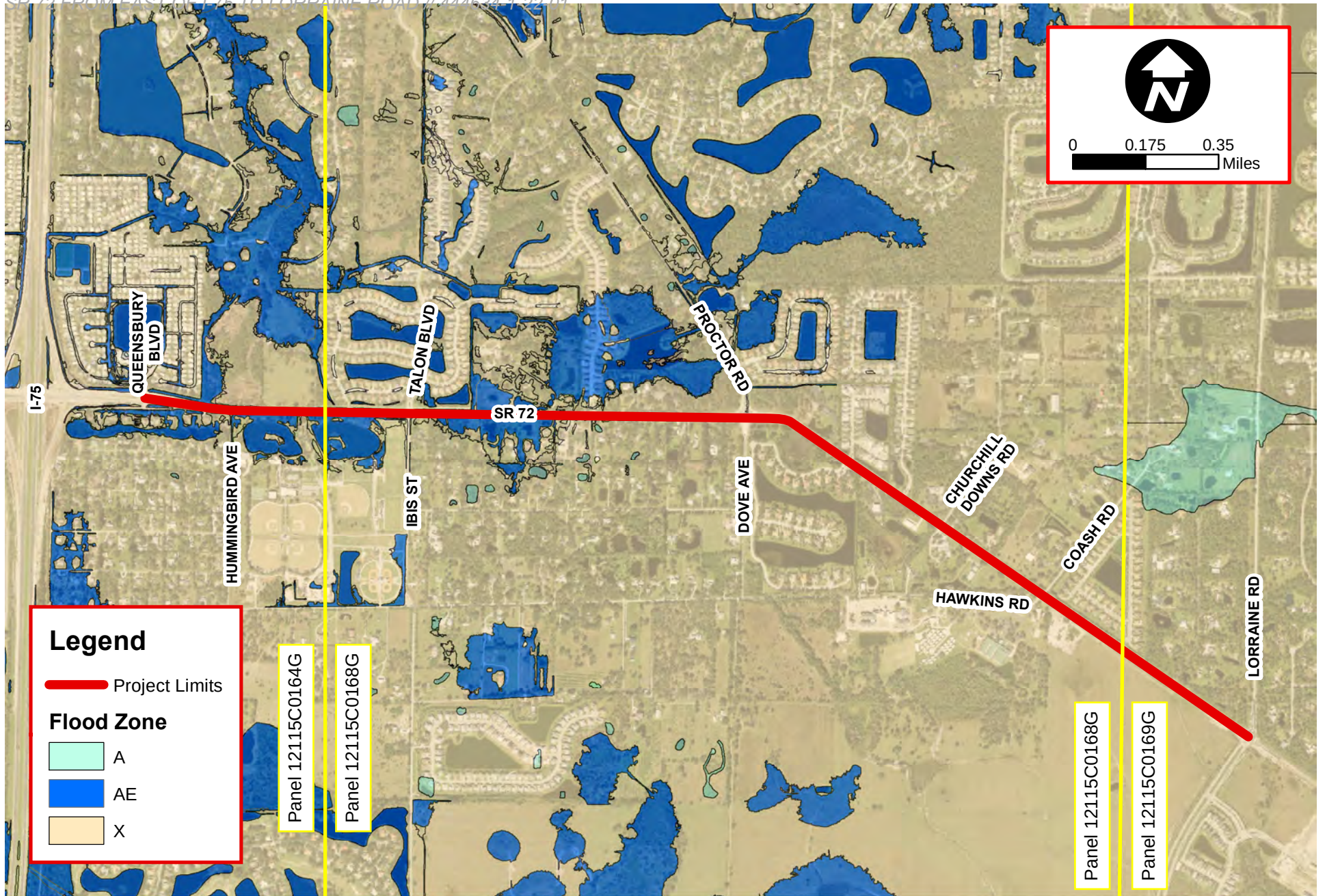
State Road 72 (Clark Road)
From East of I-75 to Lorraine Road
Sarasota County, Florida

1 IN = 500 FT

PROJECT NUMBER: 249161000

NOVEMBER 2023

PAGE 4 OF 144



Legend

— Project Limits

Flood Zone

- A
- AE
- X

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EFFECTIVE FEMA FLOODPLAIN MAP

SR 72

SARASOTA COUNTY, FLORIDA

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Florida Fish and Wildlife Conservation Commission

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800 955-8770 (V)

MyFWC.com

June 17, 2025

Nikki Gilmer
Florida Department of Transportation District 1
801 North Broadway Avenue
Bartow, Florida 33830
nikki.gilmer@dot.state.fl.us

Re: SR 72 from East of I-75 to Lorraine Road, Natural Resource Evaluation, Sarasota County

Dear Ms. Gilmer:

Florida Fish and Wildlife Conservation Commission (FWC) staff reviewed the above-referenced Natural Resources Evaluation (NRE) report in accordance with FWC's authorities under Chapter 379, Florida Statutes, and Chapter 68A-27, Florida Administrative Code.

The Florida Department of Transportation (FDOT) District 1 is conducting a Project Development and Environment (PD&E) Study (ETDM# 14441) along State Road (SR) 72 (Clark Road) from east of Interstate 75 (I-75) to Lorraine Road for approximately 3.4 miles in Sarasota County. The purpose of the PD&E Study is to evaluate roadway capacity and safety improvements, and the Preferred Alternative includes four lanes and shared use paths on both sides. The report indicates that additional right-of-way (ROW) will be required to complete this project.

The NRE report and NRE Update were prepared as part of the PD&E study to document wetlands, surface waters, protected species, critical habitat, and essential fish habitat within the project's corridor; evaluate potential impacts associated with the proposed project; provide effect determinations for protected species; identify mitigation needs, and coordinate with federal and state regulatory and resource agencies. FWC staff agrees with the effect determinations and supports the project implementation measures and commitments for protected species of this updated NRE. Further coordination could be required during future species-specific surveys and project permitting.

For specific technical questions regarding the content of this letter, please contact Kristee Booth at (850) 363-6298 or Kristee.Booth@MyFWC.com. All other inquiries may be directed to ConservationPlanningServices@MyFWC.com.

Sincerely,

A handwritten signature in blue ink that reads "Laura DiGruttolo".

Laura DiGruttolo
Land Use Planning Supervisor
Office of Conservation Planning Services

ld/kb
SR 72 from east of I-75 to Lorraine Road NRE_63100_06172025



Florida Department of Transportation

801 North Bridge Street
Tallahassee, Florida 32399

RON DESANTIS
GOVERNOR

December 16, 2025

Ms. Zakia Williams
Fish and Wildlife Biologist
US Fish and Wildlife Service
7915 Baymeadows Way, Ste. 200
Jacksonville, Florida 32256



Florida Ecological Services Field Office

Service Project Code No. **25-TA-0114420**

The U.S. Fish and Wildlife Service has reviewed the information provided and finds that the proposed action is not likely to adversely affect any federally listed species or designated critical habitat protected by the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 et. seq.). A record of this consultation is on file at the Florida Ecological Services Field Office.

This fulfills the requirements of section 7 of the Act and further action is not required. If modifications are made to the project, if additional information involving potential effects to listed species becomes available, or if a new species is listed, reinitiation of consultation may be necessary.

CAROLINE WALKER

Digitally signed by CAROLINE WALKER

Date: 2026.01.13 09:00:08 -06'00'

Supervisor

Dear Ms. Williams.

Please find enclosed the Natural Resources Evaluation (NRE) report prepared for the above-referenced project. The Florida Department of Transportation (FDOT) District One is conducting a Project Development and Environment (PD&E) to evaluate roadway improvement alternatives for State Road (SR) 72 from east of I-75 to Lorraine Road in Sarasota County, Florida. The study will evaluate the effect of widening this portion of SR 72 from a two-lane undivided roadway to a four-lane divided roadway for approximately 3.4 miles.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT under 23 U.S Code (U.S.C) 327 and a Memorandum of Understanding (MOU) dated December 14, 2016, and executed by the Federal Highway Administration and FDOT.

An NRE has been created to outline and summarize the potential effects on natural resources, such as federally and state-listed species, wetlands, and protected lands. This report also outlines the necessary measures to avoid, minimize, and mitigate these impacts. For details on the study methodologies and findings, please refer to the NRE.

Based on the review of the study area, a total of nine (9) federally-listed species and fifteen (15) state-listed species were identified as potentially occurring within the project footprint. 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.

Based on the data collection, species-specific surveys, field reviews, and coordination with agencies, FDOT has concluded the following effect determinations for federal and state-listed species:

FEDERAL SPECIES

No Effect:

- Aboriginal prickly-apple (*Harrisia aboriginum*)
- Audubon's crested caracara (*Caracara plancus audubonii*)
- Florida bonneted bat (*Eumops floridanus*)

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www.fdot.gov

- Florida grasshopper sparrow (*Ammodramus savannarum floridanus*)
- Florida scrub-jay (*Aphelocoma coerulescens*)
- Pygmy fringe tree (*Chionanthus pygmaeus*)

May Affect, Not Likely to Adversely Affect:

- Eastern indigo snake (*Drymarchon couperi*)
- Tricolored bat (*Perimyotis subflavus*)
- Wood stork (*Mycteria americana*)

STATE SPECIES

No Effect Anticipated:

- Florida beargrass (*Nolina atopocarpa*)
- Large-plumed beaksedge (*Rhynchospora megaplumosa*)
- Many-flowered grass-pink (*Calopogon multiflorus*)
- Nodding pinweed (*Lechea cernua*)

No Adverse Effect Anticipated:

- Celestial lily (*Nemastylis floridana*)
- Florida sandhill crane (*Antigone canadensis pratensis*)
- Florida spiny-pod (*Matelea floridana*)
- Florida burrowing owl (*Athene cunicularia floridana*)
- Gopher tortoise (*Gopherus polyphemus*)
- Little blue heron (*Egretta caerulea*)
- Lowland loosestrife (*Lythrum flagellare*)
- Roseate spoonbill (*Platalea ajaja*)
- Sand butterfly pea (*Centrosema arenicola*)
- Southeastern American kestrel (*Falco sparverius paulus*)
- Tricolored heron (*Egretta tricolor*)

In addition to the evaluation of federal and state-listed species, the study area was also evaluated for the presence of federally designated Critical Habitat as defined by the Endangered Species Act (ESA) of 1973. It was determined that no Critical Habitat occurs within the project study area and, therefore, no impacts to Critical Habitat are anticipated because of the proposed project.

Based on an evaluation of the study area, wetlands and other surface waters were identified within the project footprint. It was further determined that unavoidable wetland impacts would occur as a result of the Preferred Alternative. The wetlands to be impacted by the proposed project include previously disturbed wetlands adjacent to existing roadways. Wetland, surface water, and other surface water habitat types that may be directly or secondarily impacted include:

DIRECT IMPACTS

- Wetlands – 3.00 Acres
- Surface Waters – 3.76 Acres

- Other Surface Waters – 4.27 Acres

SECONDARY IMPACTS

- Wetlands – 0.96 Acres
- Surface Waters – 0.18 Acres

Wetland impacts that will result from the construction of this project will be mitigated according 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 using a private mitigation bank and/or any other mitigation options that satisfy state and federal requirements.

The final determination of jurisdictional boundaries and mitigation requirements will be coordinated between FDOT and permitting agencies during the project's final design phase. The results of the PD&E Study indicate that there are no viable alternatives to the proposed impacts, as roadway widening is necessary to alleviate traffic congestion and enhance safety. Following Presidential EO 11990, FDOT District One has taken all necessary steps to minimize the destruction, loss, or degradation of wetlands and to preserve and enhance their natural and beneficial values while fulfilling the agency's responsibilities. FDOT District One has concluded that there are no practicable alternatives to the impacts on wetlands. The proposed project is expected to have no significant short-term or long-term adverse effects on wetlands, as any unavoidable impacts will be mitigated to ensure no net loss of wetland function. Additionally, all wetland impacts have been avoided and minimized as much as possible, limited only to areas essential for meeting minimum safety requirements.

As this project is using Federal funds and in accordance with the MOU previously discussed, the FDOT requests to initiate informal consultation pursuant to Section 7 of the Endangered Species Act, as amended. The FDOT appreciates your involvement with this project and respectfully requests your review comments or written letter of concurrence with the findings presented in the NRE within 30 days. If you have any questions or require additional information, please contact me.

Sincerely,

Nikki Gilmer

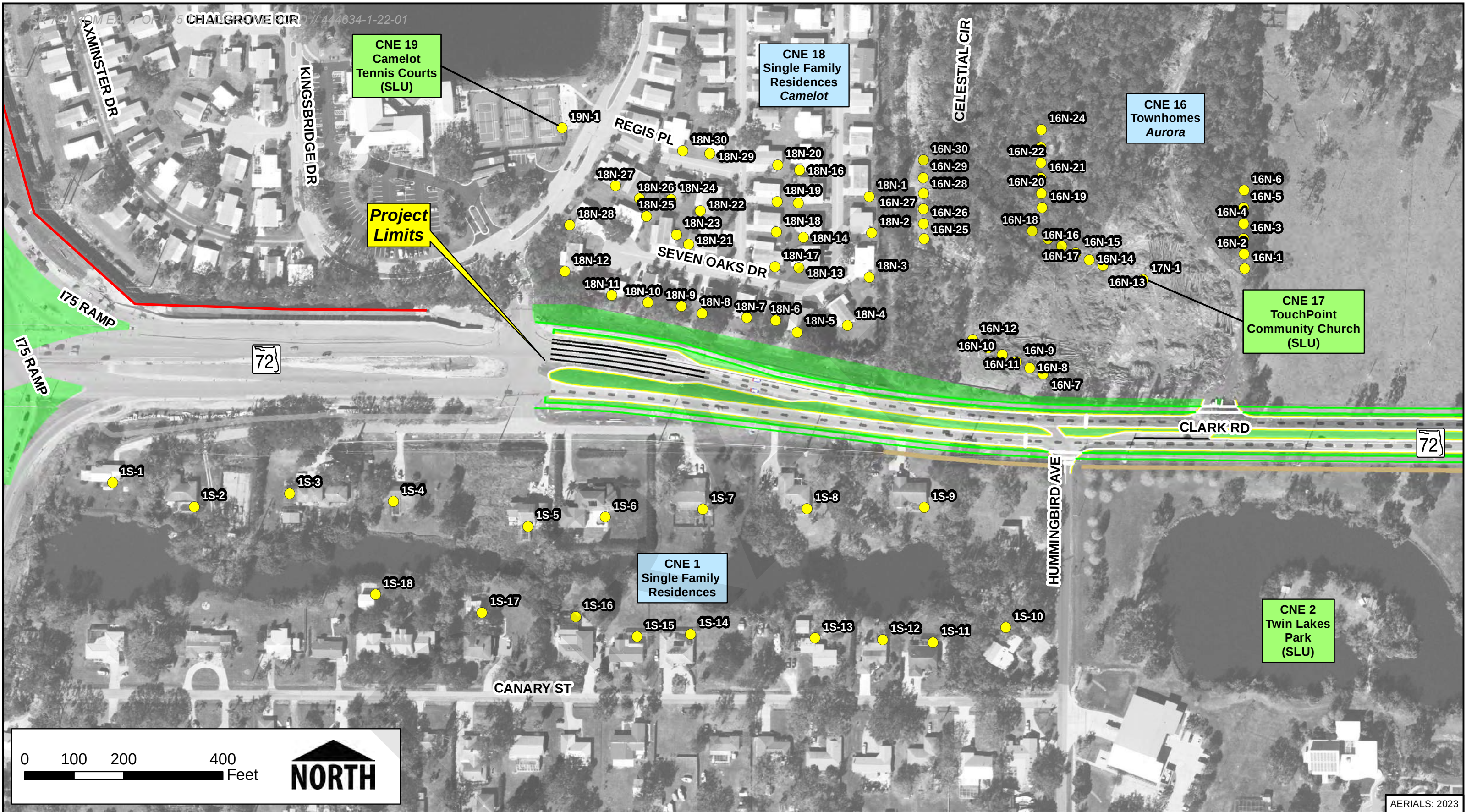
Nikki Gilmer
ETDM Coordinator & Environmental Project Manager
Florida Department of Transportation | District One
801 North Broadway Ave | Bartow, FL 33830

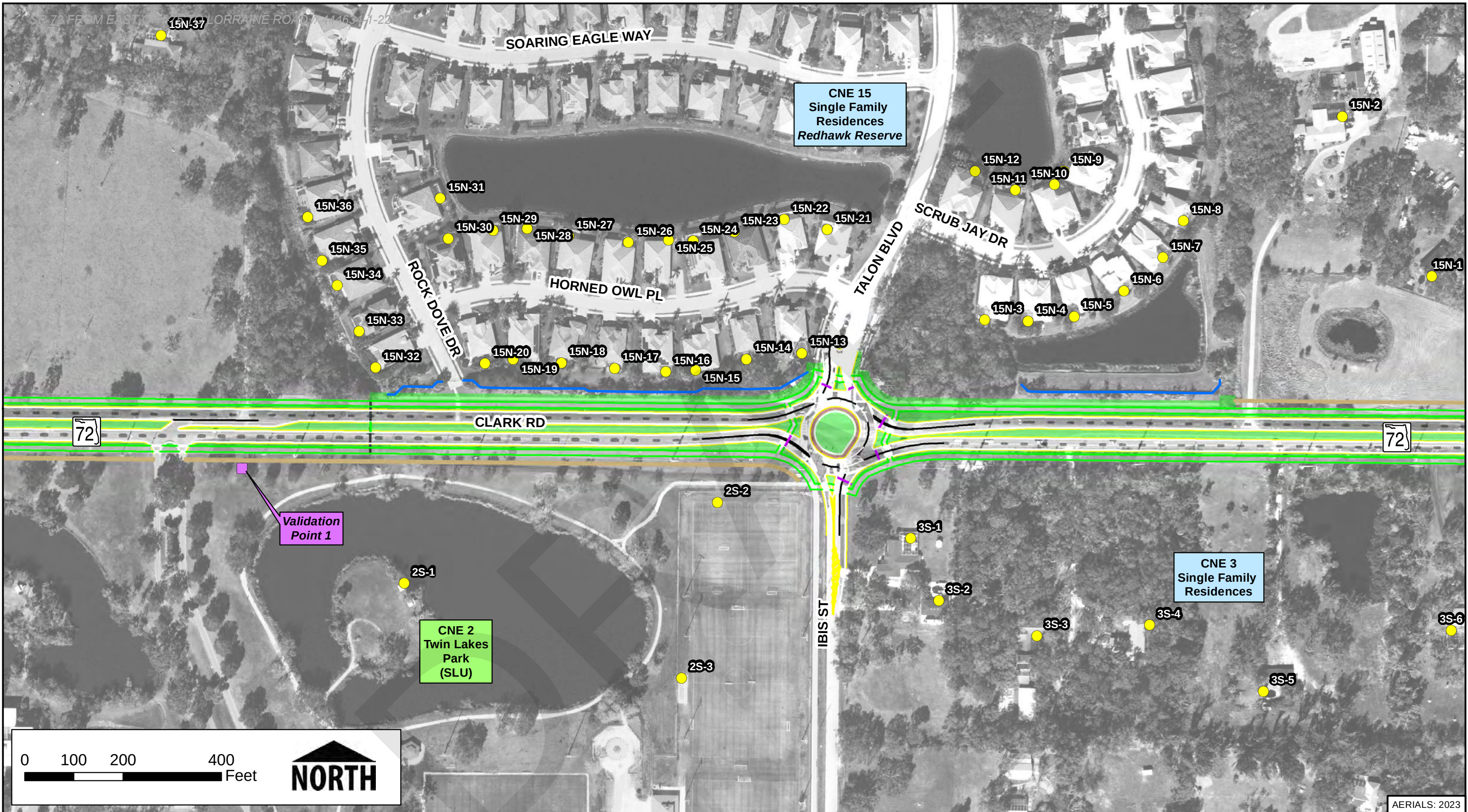
Physical Resources Appendix

Contents:

Noise Map

Potential Contamination Site Map





AERIALS: 2023



**SR 72 (Clark Road)
PD&E Study**
From East of I-75 to Lorraine Rd
FPID No.: 444634-1-22-01

**Project Aerials and
Noise Receptor Sites**

Sheet 2 of 7

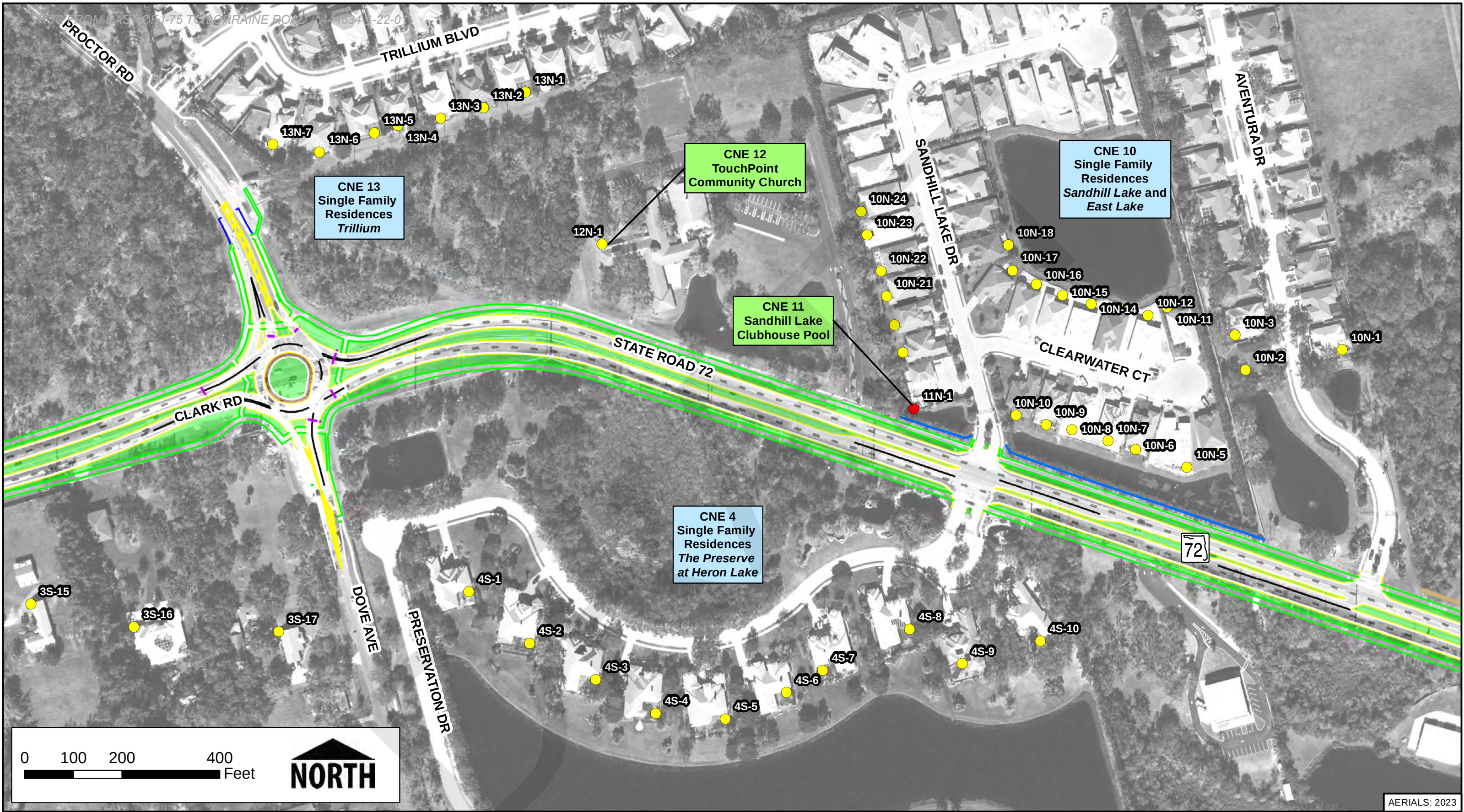
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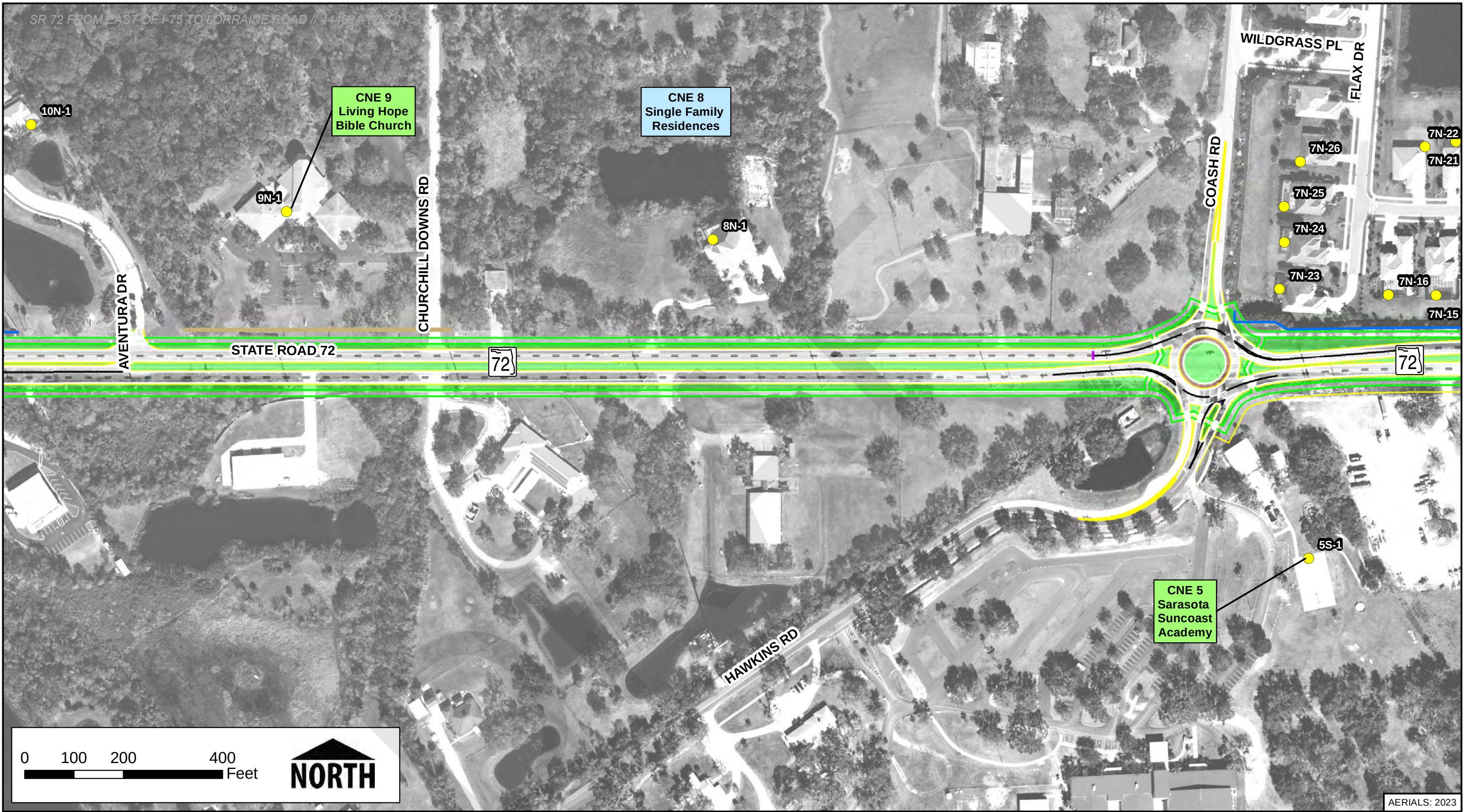
- Non-Impacted Receptor
- Impacted Receptor
- Existing Noise Barrier
- Existing Concrete Wall



Page 10 of 10







AERIALS: 2023



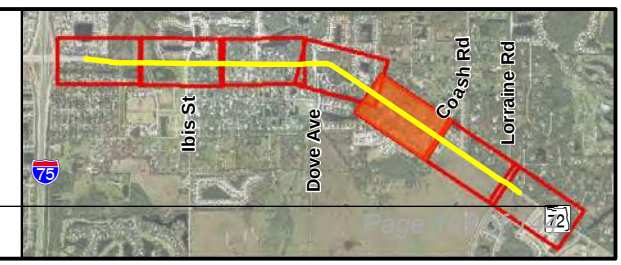
**SR 72 (Clark Road)
PD&E Study**
From East of I-75 to Lorraine Rd
FPID No.: 444634-1-22-01

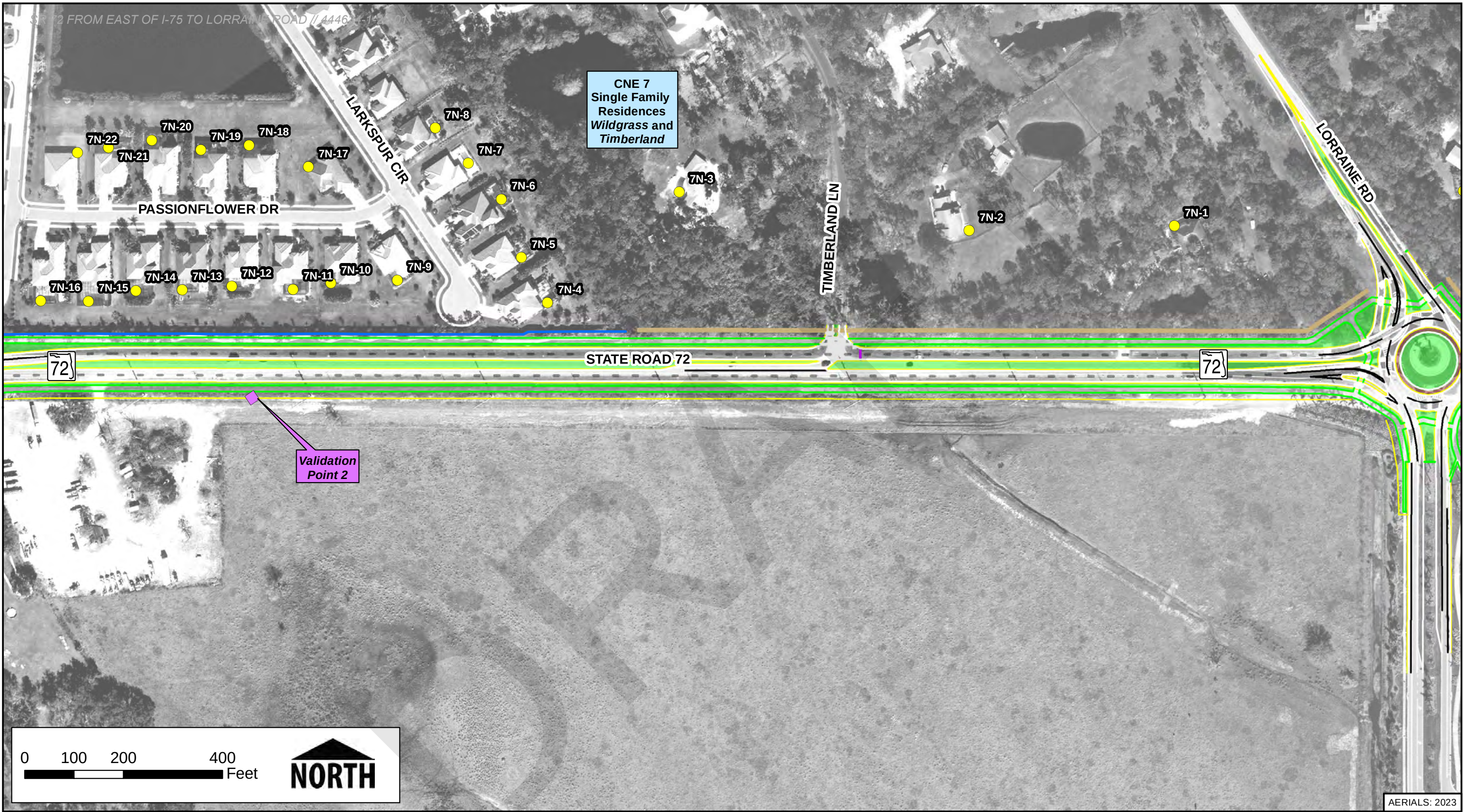
Project Aerials and Noise Receptor Sites

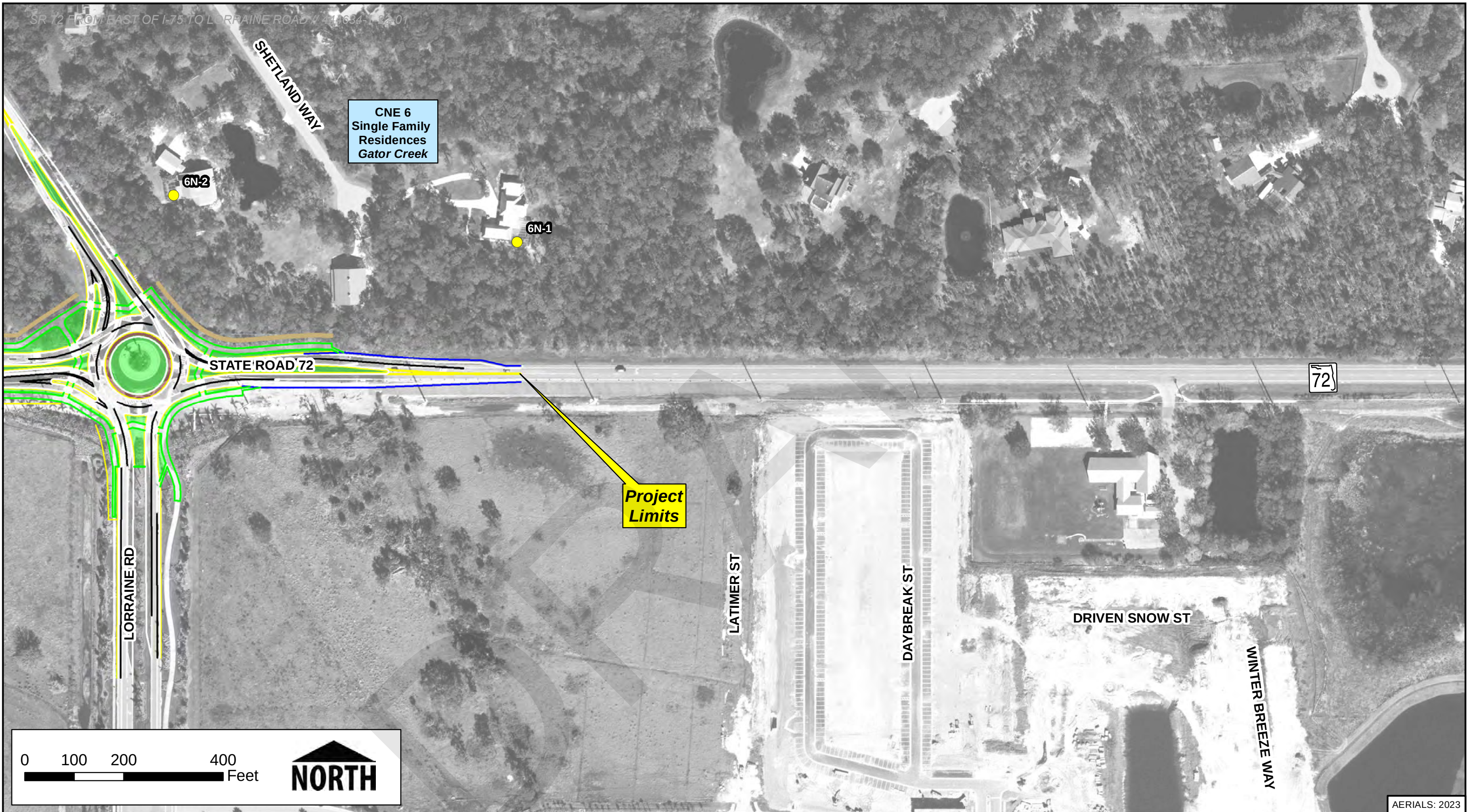
Sheet 5 of 7

Legend

- Non-Impacted Receptor
- Impacted Receptor
- Existing Noise Barrier
- Existing Concrete Wall

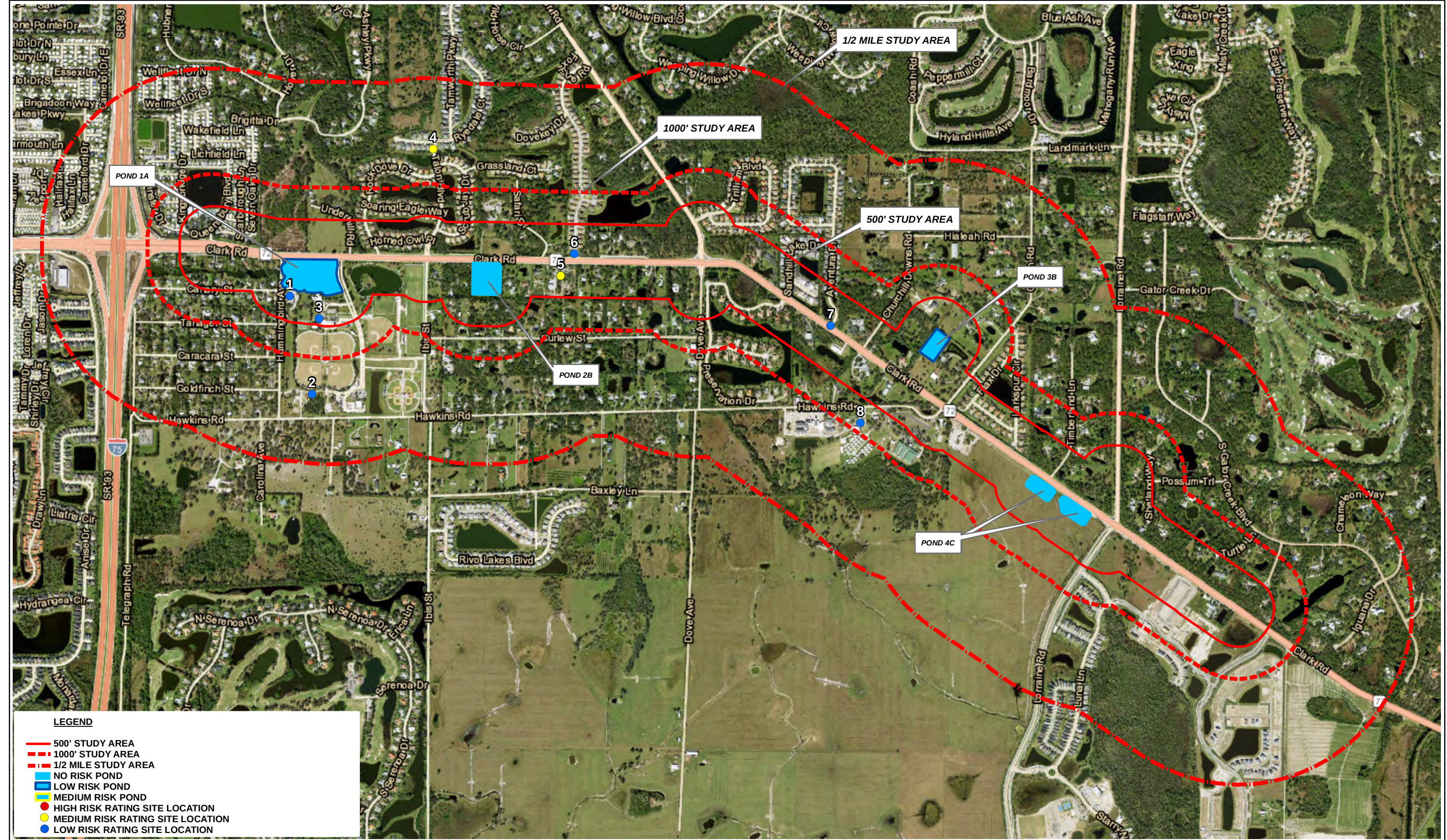






Legend

- Non-Impacted Receptor
- Impacted Receptor
- Existing Noise Barrier
- Existing Concrete Wall



LEGEND

- 500' STUDY AREA
- 1000' STUDY AREA
- 1/2 MILE STUDY AREA
- NO RISK POND
- LOW RISK POND
- MEDIUM RISK POND
- HIGH RISK RATING SITE LOCATION
- MEDIUM RISK RATING SITE LOCATION
- LOW RISK RATING SITE LOCATION

Public Involvement Appendix

Contents:

Public Hearing Certification

Public Hearing Transcript

PUBLIC HEARING CERTIFICATION

SR 72 FROM EAST OF I-75 TO LORRAINE ROAD

Project Development and Environment (PD&E) Study

from SR 72 from Camelot East entrance/Access Road 13 to east of Bee Ridge Road

Extension/Lorraine Road

Sarasota County, Florida

Financial Management No.: 444634-1-22-01

I certify that a public hearing was conducted on 06/26/2025, beginning at 06:00 PM for the above project. A transcript was made and the document attached is a full, true, and complete transcript of what was said at the hearing.

Steven Anthony Andrews
(Name)

July 28, 2025
Date

SWEPT Project Manager
(Title of FDOT Representative)



Link to Public Hearing Transcript

1 - [44463412201-CE2-D1-FDOT_Public_Meeting_-_06-26-2025-2025-0725.pdf](#)

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FDOT PUBLIC HEARING
JUNE 26, 2025

IN RE: SR 72 (Clark Road)
PD&E STUDY
FPID NO. 444636-1-22-01

/

LOCATION: Covenant Mennonite Fellowship
5420 Ashton Road
Sarasota, Florida 34233

TIME: 6:00 p.m.

REPORTED BY: SHARON F. BUTLER
Court Reporter
Notary Public
State of Florida at Large

FOR FDOT: STEVEN ANDREWS
CATHERINE WINTER

1 PROCEEDINGS

2 MR. ANDREWS: We're about to start. If
3 you'd take your seats, please.

4 Good evening. The Florida Department of
5 Transportation welcomes you to the public
6 hearing for the project development and
7 environmental, or PD&E, study for State Road
8 72, Clark Road, in Sarasota County. I'm
9 Steven Andrews. I'm the project manager for
10 this project. Thank for you attending this
11 event in-person or online.

12 Here with me tonight are FDOT
13 representatives and the members of the
14 consultant project team to answer your
15 questions.

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

21 The purpose of tonight's hearing is to
22 present the proposed improvements and share
23 the engineering and environmental analysis
24 conducted today. The public hearing also
25 serves as an official forum, providing an

1 opportunity for members of the public to
2 express their opinions regarding the proposed
3 improvements.

4 We bring the proposed improvements to the
5 public hearing so that you can hear your views
6 and comments. We want to hear from people
7 with local knowledge. We want to hear what
8 you like and don't like about the proposed
9 improvements. It is important that you
10 express your views at this stage of the
11 project, when the flexibility is still --
12 still exists to incorporate those views into
13 the study documents. Final decisions are made
14 using these documents.

15 This public hearing is using both an
16 in-person and online format. All hearing
17 materials detailing and documenting project
18 analysis and recommendations, such as the
19 project video, environmental and engineering
20 documents, the informal graphics have been
21 available to the public online since June 5th,
22 2025. These materials are also available for
23 viewing at the venue here tonight.

24 Additionally, project engineering and
25 environmental documents are available for your

1 review at Gulf Gate Public Library, address,
2 7112 Curtiss Avenue, Sarasota, Florida 34231,
3 and UF/IFAS Extension, Sarasota County,
4 address, 6700 Clark Road, Sarasota, Florida
5 34241, as well as the online project website.

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

14 Now we'll read the following information
15 for the record. This is a public hearing for
16 the State Road 72 PD&E study from east of I-75
17 to Lorraine Road in Sarasota, Florida --
18 County, Florida. Financial project ID
19 444634-1-22-01.

20 This public hearing is being conducted by
21 the Florida Department of Transportation with
22 Tallahassee as the approving authority. It is
23 being held at Covenant Mennonite Fellowship,
24 address, 5420 Ashton Road, Sarasota, Florida
25 34233, on June 26th, 2025, at 6:00 p.m.

1 This project is described as a PD&E study
2 to improve vehicle capacity, accommodate
3 multimodal travel, and enhance safety
4 conditions on State Road 72, Clark Road. The
5 limits of the proposed improvements are from
6 east of I-75 to Lorraine Road in Sarasota
7 County.

8 The hearing is being conducted in
9 accordance with all federal, state, and
10 federal laws as well as the Americans with
11 Disability Act of 1990 and Title VI of the
12 Civil Rights Act of 1964, and related
13 statutes. This is being conducted to meet all
14 applicable executive orders. For a listing for
15 these regulations, please see the hearing
16 display boards here tonight or on the project
17 webpage.

18 If anyone here feels they have been
19 discriminated against, they may complete one
20 of the forms located at the sign-in table and
21 mail the completed form to the address listed
22 on the display board. This information is
23 also available online.

24 At this time, we will play the project
25 video.

1 (At this time, video was played on both
2 in-person and online platforms.)

3 MR. ANDREWS: Okay. So in a moment we
4 will have a ten-minute intermission so you can
5 review the displays, talk with members of the
6 project team, and ask any questions that you
7 may have before we begin the testimony portion
8 of the hearing.

9 If you would like to make a verbal
10 comment here tonight, fill out a speaker card
11 and please give it to anyone with a name tag
12 during the intermission. If you do not wish
13 to speak at the microphone, you may provide
14 your comments in writing or direct to the
15 court reporter at the comment table.

16 All comments are weighted equally. The
17 time now is 6:26. We will resume at 6:36.

18 (Recess from 6:26 p.m. to 6:36 p.m.,
19 after which the following proceedings were
20 had:)

21 MR. ANDREWS: Can we please take our
22 seats once again? Can we please take our
23 seats? We're about to start the testimony
24 portion.

25 All right. Ladies and gentlemen, we will

1 now begin the public testimony portion of the
2 hearing. We welcome your spoken or written
3 comments that will help us make this important
4 decision. The comment period for this hearing
5 will remain open ten days after this hearing.

6 Anyone wishing to submit written
7 statements or other exhibits in place of or in
8 addition to verbal statements may do so. You
9 have until July 9th, 2025, to postmark or
10 submit comments to become a part of the
11 official hearing transcript. Again, every
12 comment carries equal weight.

13 Please see your handout, the display
14 boards, or the project website for contact or
15 mailing information.

16 I'll say this slowly. We will not be
17 responding to questions or comments at this
18 time. Our focus tonight is recording your
19 verbal comments. However, we will post a
20 summary of the comments received on the
21 project website approximately 30 days
22 following the close of the comment period.

23 If you'd like to have additional
24 discussion regarding the project, you may
25 contact the FDOT project manager, Steven

1 Andrews, myself, at the information listed on
2 your handout and on the webpage.

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

8 Please limit your comments to three
9 minutes. We have a timer here that will help
10 you stay on track.

11 We will now call on those who have
12 registered to speak in person. We will start
13 with Bruce Hiller. Please come forward, state
14 your name and address, and if you represent an
15 organization or municipality or other public
16 body.

17 MR. HILLER: My name is Bruce Hiller. I
18 live on Saddle Creek Trail in Sarasota, and I
19 represent the Saddle Creek Owners Association.

20 This improvement is long overdue, but we
21 wish the improvement would extend beyond
22 Lorraine Road, as beyond Lorraine Road are
23 entrances to five communities, for
24 developments totaling nearly 1,000 homes, the
25 Sarasota National Cemetery, and a bridge over

1 Cow Pen Slough that has been built. It was
2 built in the 1950s, in the early 1950s, and in
3 the FDOT's last two evaluations was deemed to
4 be in need of replacement.

5 With 13,000 homes planned for High Hat
6 Ranch and a major entrance to the community
7 east of Lorraine on Clark Road, it would
8 appear that once again, the increased traffic
9 will precede any road improvement, and that is
10 unacceptable.

11 We would ask you to reconsider ending the
12 project at Lorraine Road. Thank you.

13 MR. ANDREWS: Thank you for your comment.
14 Next is Andrew Hou.

15 MR. HOU: Hi, everyone. My name is
16 Andrew Hou. I live on 7590 Preservation
17 Drive.

18 Quick poll of the crowd. How many people
19 here have asthma?

20 MR. ROSE: I'm sorry, sir, we don't do --
21 we're just doing comments.

22 MR. HOU: Oh, okay. Comments, then.

23 So living within a half-mile of an urban
24 road development increases your risk of asthma
25 by 25 percent. It increases your risk of COPD

1 also. So if anyone in their household has a
2 child with asthma or eczema, atopic
3 dermatitis -- oh, autism, ADHD, the American
4 Academy of Asthma, Allergy and Immunology have
5 applied a cost at 2,000 to 6,000 per capita
6 quality adjusted life for your loss. So the
7 projected cost of this project is actually
8 minimal.

9 The number one thing, also the species
10 that we're not addressing in terms of harm,
11 you know, as much as I care about animals, is
12 the human species. So I think that should be
13 calculated quite well.

14 The funny thing about your disclaimer
15 that the discrimination and Title VI and
16 American Disabilities Act is that, you know,
17 the -- one of the largest demographic that is
18 discriminated against is children,
19 specifically autistic children. And I
20 personally don't have anyone that I know is
21 autistic in my family, but they can't tell you
22 that they're being discriminated against. And
23 we know that a particular amount of pollution
24 worsens autistic symptoms.

25 So if anyone at home has anybody that

1 they -- that has autism, I think you should
2 probably care about this a little bit more.

3 There's, like, numerous, also, flaws in
4 your argument in terms of traffic and
5 accidents. One of the main things is that on
6 Clark Road, the major source of accidents and
7 traffic is generated by access points that are
8 now -- I looked at your data. There's about
9 55 access points in your proposed project,
10 which I don't really think is being addressed
11 in your proposed plans. So that's another
12 comment I wanted to make.

13 And then, you know, the final flaw was,
14 you know, don't rely on tech. Actually, the
15 number one cause of traffic and accidents is
16 human error. So, you know, I think that
17 within a time frame from now until 2050, the
18 rise of automation and self-driving cars is
19 going to relieve traffic much more than any
20 sort of government-built road will. And, you
21 know, tech companies will be driving that.
22 Two of the largest tech companies being Google
23 and Tesla. And that's going to cost a lot
24 less to the taxpayer.

25 Thank you.

1 MR. ANDREWS: Thank you for your comment.

2 Next will be Patrick Neal.

3 MR. NEAL: Thank you, Steven.

4 I'm Pat Neal, 5800 Lakewood Ranch

5 Boulevard in Sarasota.

6 MR. ROSE: Can you speak up to the
7 microphone?

8 MR. NEAL: Of course I support this road.
9 I'd like you to take into account two comments
10 I'd like to make.

11 First, I think your traffic study may
12 miss, Steven, some of the most recently
13 approved properties. The one I'm involved
14 with is called Hales 3H Ranch, 6,576 new
15 homes. The Culverhouse property will come
16 into Sarasota County -- or is now in Sarasota
17 County's approval cycle, another 4,200 homes.
18 The Strazzera Grand Park property was
19 apparently approved after your traffic study.

20 So that adds to 11,698 homes. If that's
21 six trips per home, per day, that's 72,000
22 cars. We're going to ask in a formal fashion
23 that you look at your traffic study to make
24 sure it has the most up-to-date approvals with
25 anything that is west of the urban growth

1 boundary.

2 Second, we'll talk to you a little bit,
3 again in a written form, about a meeting at
4 Timberlake. There's going to be a retail
5 center on the south side, and we think we're
6 within the spacing standards. So we want to
7 work with your department to make sure your
8 plans anticipate the land uses that we
9 project.

10 Third, I'll close by saying I think your
11 team did a great job. They were very
12 expressive of information. You've done a
13 great job tonight. We support the project.

14 Thank you, Steven.

15 MR. ANDREWS: Thank you for your comment.

16 So the next person would be Thomas
17 Tichacek.

18 MR. TICHACEK: Almost, but you did a good
19 job. Tichacek.

20 I'm Tom Tichacek, I live in Red Hawk
21 Reserve, and I've served on the board as the
22 vice president of the HOA. The concern that I
23 have, and many residents in Red Hawk, is the
24 traffic circle coming, you know, between Talon
25 and Ibis, and the amount of traffic there is

1 today. Right now, of course, we have a
2 traffic light, but with the traffic circle,
3 and what's coming west of us, and then all the
4 residents coming off of Ibis, to me, it's just
5 going to be a real cluster in trying to get in
6 and out of our subdivision.

7 Plus, the other concern I have is how
8 much property is going to be taken from us,
9 because right now we are a gated community.
10 And how is that going to be handled as far as
11 us having to relocate everything? So that's
12 the concern we have.

13 Thank you very much.

14 MR. ANDREWS: Thank you for your comment.

15 Next I have a Geoff Hoefflin.

16 MR. HOEFFLIN: Yeah, hi, Steven. Geoff
17 Hoefflin, 5521 Rock Dove Drive, Red Hawk
18 Reserve. I am a homeowner at Red Hawk, and
19 I'm the board president for Red Hawk Reserve.
20 I serve with Tom on our board.

21 You know, I think the -- there's no
22 if, ands, or buts about it, the road's going
23 to have to be widened at some point. The
24 homes have been approved, Skye Ranch is going,
25 Grand Park. The traffic light obviously has

1 cut down on the accidents at Ibis. I mean,
2 that was absolutely a necessity, getting that
3 in there.

4 As Tom indicated, our greatest concern,
5 and I really -- I think we're going to have to
6 meet with engineers that are looking at the
7 project. We have to be able to -- we have to
8 be able to maintain our gated entrance. And I
9 don't know how we're going to move it.
10 There's a home right there next to the gate.
11 This road widening project is going to impact
12 that homeowner.

13 And there's only so far we can push our
14 entrance back, if at all, given the current
15 layout of the -- where the home is --
16 homeowner's at. It would be on the west side
17 of our entrance.

18 We do have green space to the right of
19 our entrance. Perhaps the traffic circle --
20 we need to talk with the County, if that land
21 could be used. It's green space currently,
22 and the roundabout could be shifted to the
23 east. That would help out immensely. I just
24 don't see how, without careful engineering,
25 working with the 147 homeowners that I

1 represent within Red Hawk, how this is going
2 to fit in this small space that we have there,
3 unfortunately.

4 When Red Hawk was approved initially,
5 that's how it was set up long before I lived
6 there and served on the board, but, you know,
7 it is what we have now and we have to work
8 within that. But, you know, progress is
9 progress, I get it. It's safer. The
10 traffic's going to be there.

11 There's just -- I wish it was -- the
12 traffic light would really save a lot of space
13 for Red Hawk. So if we could stick with a
14 traffic light and widen the road, that would
15 help immensely.

16 I understand traffic circles. They're
17 easier to maintain, they don't have to worry
18 about lights burning out, you know, there's a
19 lot of reasons why traffic circles have become
20 very vogue. But for our situation at Red
21 Hawk, the traffic circle is going to be --
22 it's going to be tough.

23 Appreciate it. Thank you, Steven.

24 MR. ANDREWS: Thank you for your comment.

25 The next person is Rick Trautwein.

1 MR. TRAUTWEIN: Hi, my name is Rick
2 Trautwein. My address is 7754 State Road 72,
3 which is Clark Road. We operate a business
4 out of there, the LLC is Kybrick Enterprises,
5 that's how it's on the records. But we run
6 Transform Martial Arts. It's predominantly a
7 kids program.

8 The current plan has a median, solid
9 median going in front of the business. And
10 there are several businesses next to me on --
11 heading east on Clark Road that we will not
12 have access to. They'll not be able to turn
13 into our business. They'll have to go beyond
14 us, either make a U-turn or go all the way
15 down to the Proctor, come around the
16 roundabout and come back.

17 We have about 150 to 200 cars daily that
18 come into our business. And I just see that
19 as being problematic, impacting our business.
20 And I'd like to see consideration given to
21 having a center turn lane along that corridor
22 there.

23 Thank you.

24 MR. ANDREWS: Thank you for your comment.
25 Is there anyone else attending in person

1 who has not spoken but would like to speak?

2 Please state your name.

3 MR. POMRANZ: Sure. Jon Pomranz. My
4 address is 7808 Passion Flower Drive. I'm
5 president of the HOA for Wildgrass. All of
6 the other comments everybody has made, we're
7 going to lose a lot of stuff with the widening
8 of the road, our landscaping, probably our
9 wall, et cetera.

10 One of the things that nobody's
11 addressed, and we saw it just with Skye Ranch
12 that is about a half-mile east of us, is this
13 entire road construction, during
14 construction -- this is going to be over, you
15 know, probably three years in different
16 sections. But we're also going to suffer
17 greatly from the dust and the dirt and the
18 grime.

19 When Skye Ranch was being built, during
20 various times and just in general, we had
21 homes that were constantly having to clean
22 lanais, roofs, et cetera. Okay. With this
23 road, everybody along that way, they're going
24 to see their houses impacted in terms of the
25 dirt and everything else, whether it's lanais,

1 roofs, sides of the house, et cetera.

2 And I know during construction a lot of
3 them use water trucks and stuff, but that's a
4 major concern for everybody here.

5 That's it. Thank you.

6 MR. ANDREWS: Is there anybody else?

7 Okay. So we will now move to our
8 speakers joining us online.

9 MS. WINTER: Now we will call on those
10 attending online who would like to speak. Is
11 there anyone attending online who would like
12 to speak?

13 We will return to our in-person moderator
14 to close out the hearing.

15 MR. ANDREWS: That was quick.

16 So I'll give everybody a chance again.
17 Once again, is there anybody who has not
18 spoken who would like to speak tonight?

19 UNIDENTIFIED SPEAKER: Can I just pose a
20 question to the group?

21 MR. ROSE: We do questions afterwards,
22 sir.

23 UNIDENTIFIED SPEAKER: Okay. But for the
24 record, is this something that you have to
25 answer?

1 MR. ROSE: This is where we take comments
2 on the record.

3 UNIDENTIFIED SPEAKER: Okay.

4 MR. ROSE: Yeah.

5 MR. ANDREWS: Okay. Going once, twice.

6 All right. Once again, written
7 statements and exhibits in place of or in
8 addition to verbal statements will be accepted
9 and recorded as a part of this hearing if
10 postmarked or sent by ten days after this
11 hearing, on July 9th, 2025.

12 After the comment period closes, the
13 project team will compile all comments, and
14 together with engineering and environmental
15 work that has been done, make a final
16 recommendation that will be submitted to the
17 FDOT office of environmental management for
18 approval.

19 We will publish the approval of the
20 preferred alternative in the Herald Tribune
21 and the post approval on the project webpage.
22 The verbatim transcript of this hearing
23 proceedings, together with all written
24 statements or exhibits received, and all
25 studies, displays, and informational material

1 presented with this hearing will be made part
2 of the project decision-making process, and
3 will be available for public review upon
4 request at the FDOT district 1 Headquarters,
5 address, 801 North Broadway Avenue, Bartow,
6 Florida 33830.

7 Thank you for attending this public
8 hearing and for providing your input into this
9 project. It is now 6:55. I hereby officially
10 close this public hearing for State Road 72,
11 Clark Road, from east of I-75 to Lorraine Road
12 in Sarasota County, Florida.

13 Thank you again. Be safe and have a good
14 evening.

15 (Thereupon, this public meeting was
16 concluded at 6:55 p.m.)
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REPORTER'S CERTIFICATE

STATE OF FLORIDA)
COUNTY OF SARASOTA)

I, SHARON F. BUTLER, Court Reporter,
certify that I was authorized to and did
stenographically report the foregoing
proceedings and that the transcript is a true
and complete record of my stenographic notes.

Dated this 11th day of July, 2025.



SHARON F. BUTLER, Court Reporter

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