



[SLIDE 1]

The Florida Department of Transportation, or FDOT, welcomes you to the Alternatives Public Information Meeting for the State Road 72 (Clark Road) Project Development and Environment, or PD and E, study. We appreciate your attendance and participation.

# Agenda

Project Introduction

Purpose and Need

Alternatives

PD&E Study Process

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The purpose of this P D and E study is to evaluate engineering and environmental data and document information that will aid Sarasota County, Sarasota-Manatee Metropolitan Planning Organization or M P O, F D O T District One and the F D O T Office of Environmental Management in determining the type, preliminary design, and location of the proposed improvements. In this presentation, we will introduce the project, discuss the purpose and need, identify the study alternatives, and explain the PD&E Study process.

# Project Location



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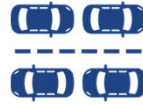
[SLIDE 3]

The study begins east of I-75 and extends approximately 3.4 miles to Lorraine Road. Clark Road from east of I-75 to Lorraine Road is classified as an urban minor arterial and plays an important role in the transportation network. Clark Road facilitates east-west movement within Sarasota County for both local and regional traffic, including commercial traffic. The land use along the roadway is largely suburban residential. Sarasota County operates Twin Lakes Park, a large recreational complex that is located near the eastern limit of the project, accessed from Clark Road.

# Purpose and Need

## Goals

- ❖ Improve Operational Capacity



- ❖ Enhance Safety Conditions



- ❖ Accommodate Bicycle Activity



- ❖ Accommodate Pedestrian Activity



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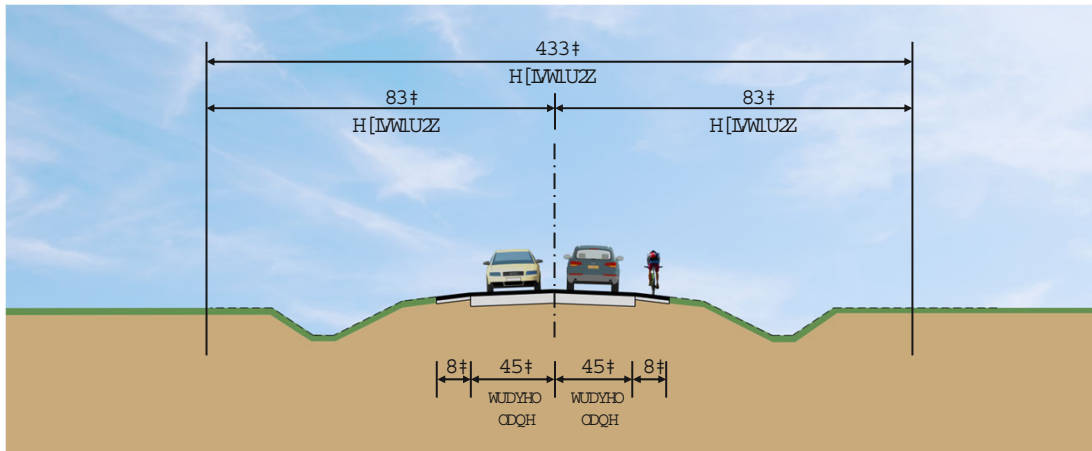
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The need for the proposed improvements for Clark Road is based on population and traffic growth in the area. Clark Road, or State Road 72 is a designated Evacuation Route and serves an important role as an east-west connection in the region. The Sarasota/Manatee MPO has identified the corridor as a high priority, as it is a top ten non-motorized crash corridor. This project seeks to improve operational capacity, enhance safety conditions, and accommodate bicycle and pedestrian activity.

# Existing Conditions

Existing Clark Road Typical Section



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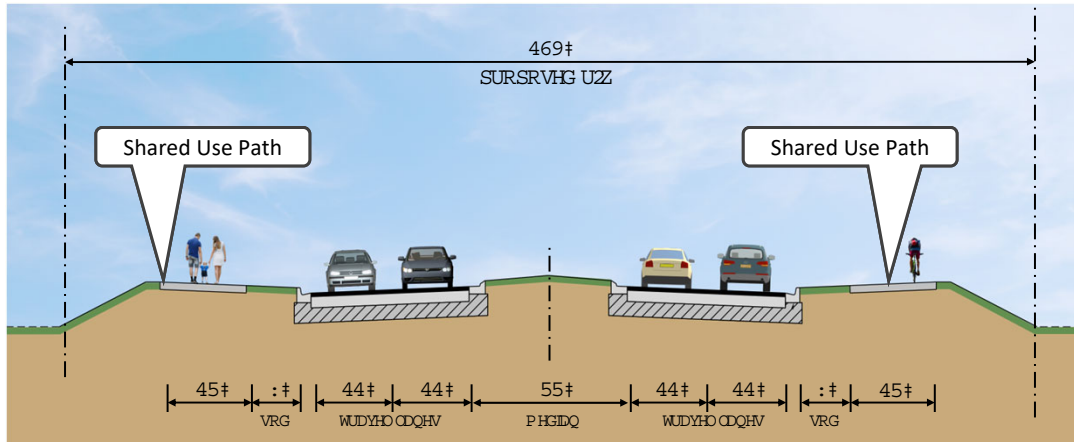
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Within the project limits, Clark Road is a two-lane undivided roadway with 12-foot lanes and intermittent right-turn and left-turn lanes. There are generally 5-foot paved shoulders on each side of the roadway, within 100 feet of existing right-of-way, or property that FDOT already owns. Stormwater runoff is collected in roadside ditches. The posted speed limit is generally 45 miles per hour from I-75 to Proctor Road. East of Proctor Road, the posted speed limit is 55 miles per hour. There are few areas with sidewalk along the road.

# Build Alternative

## Proposed Clark Road Typical Section



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The proposed improvement of Clark Road includes widening to a four-lane divided roadway as well as bicycle and pedestrian accommodations on shared-use paths. This alternative would include two 11-foot lanes in each direction, separated by a 22-foot raised median. The roadway would also include curb and gutter, and stormwater pipes for conveying stormwater to new ponds.

Bicyclists and pedestrians would be accommodated by 12-foot shared use paths on each side of the roadway, buffered from the travel lanes by an addition 7 feet of sod. These improvements would generally require an additional 36 feet of right-of-way for a minimum of 136 feet.

# Intersection Options



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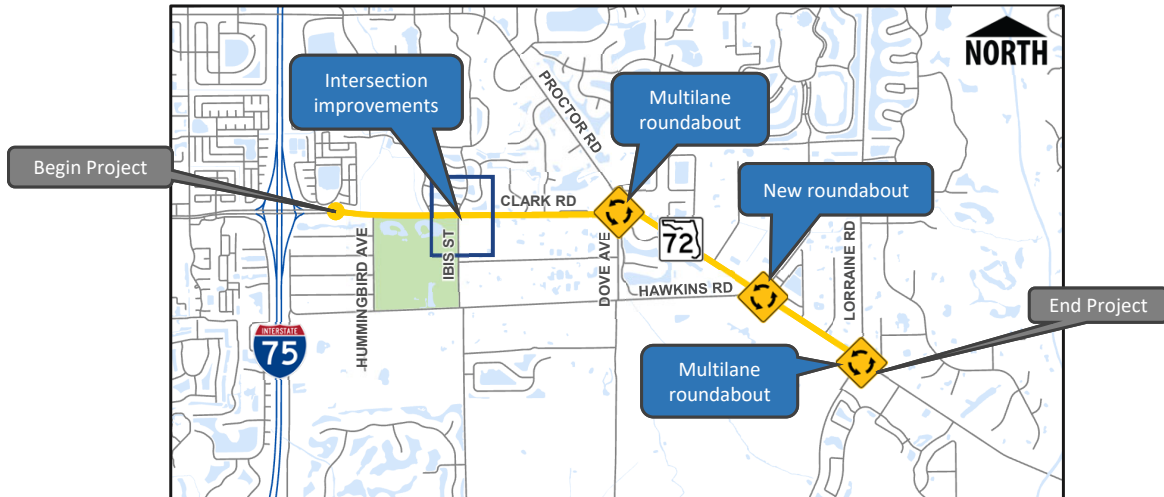


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Along with additional lanes on Clark Road, FDOT is evaluating two options for the Clark Road intersection at Ibis Street/Talon Boulevard: a multilane roundabout or a traffic signal. Roundabouts have been shown to have safety and traffic operation benefits for all roadway users and can accommodate busses and large trucks, helping accommodate future increases in traffic and keeping all roadway users safe.

# Proposed Alternative



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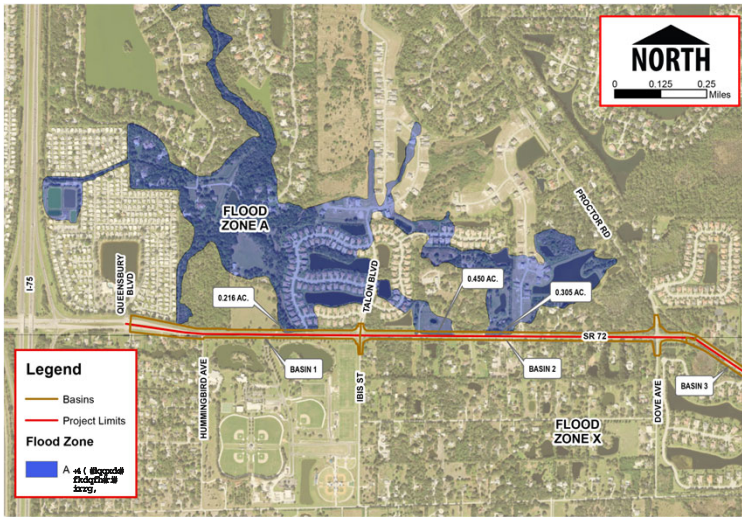
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Other improvements that would occur as part of the Build Alternative include expanding the existing roundabouts at Proctor Road and at Lorraine Road to multi-lane roundabouts. Plus, a new multilane roundabout would be constructed at Hawkins Road.



# Floodplains



- Minor floodplain encroachments are anticipated
- Approximately 1 acre
- Floodplain compensation would be within the proposed pond sites

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The proposed roadway widening would have minor encroachment to floodplains, with approximately 1 acre of floodplain impact. Floodplain compensation would be within the proposed pond sites.

## Section 4(f)



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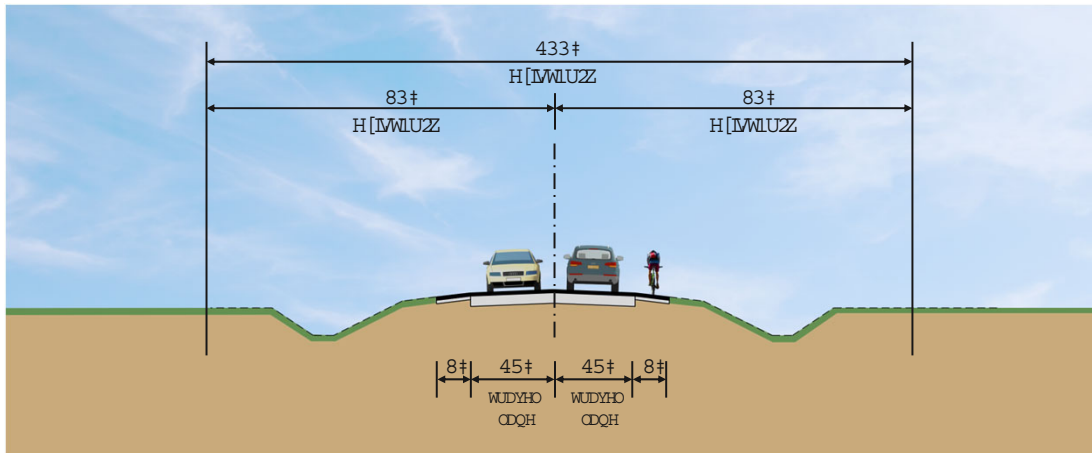
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In accordance with Section 4(f) of the Department of Transportation Act of 1966, FDOT is seeking comments concerning the effects of the project on the activities, features, and attributes of Twin Lakes Park. As part of the project, FDOT is proposing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

# No-Build Alternative

Existing Clark Road Typical Section



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Throughout this study, a “no-build” alternative is also considered. The “no-build” alternative assumes that no improvements are made to Clark Road through the year 2046 (“twenty forty-six”), except routine maintenance. The existing 2-lane roadway and sidewalk gaps would remain, and traffic congestion would continue to get worse.

# Environmental Studies

- Wetlands
- Floodplains
- Protected species and habitat
- Water quality
- Contamination
- Recreational sites
- Highway traffic noise
- Air quality
- Archaeological and historical resources



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

- Wetlands
- Floodplains
- Protected species and habitat
- Water quality
- Contamination
- Recreational sites
- Highway traffic noise
- Air quality
- Archaeological and Historical Resources

Based on data already collected, we do not anticipate significant effects associated with the proposed build alternative.

# Evaluation Matrix

Evaluation Factors		Q o-Build	Build D Itemative
Goals	Doccom odate future traffic dem and	Q o	Yes
	Sedestrian Doccom odatons	Few Viewwalks	Vhared Use Sath
	Bicycle Doccom odatons	Saved Vhoulder	Vhared Use Sath
	Vafety	Q o Inprovement	Inprovement
Environmental Impacts	Dirhaeolgbaland H istorical Uesources (potential)	Q one	Oow to P odezate
	Sarks/lecreational Dreas or Vecton 4 # Uesources	Q one	Yes*
	Z etlands (acres)	3 ac	419 ac
	R ther Vurface Z aters (acres)	3 ac	816 ac
	Floodplains (acres)	3 ac	413 ac
	Protectd Vpecies and Habitat (potential)	Q one	Oow
	Contam nation Vtes (ranked as high/med/im risk) (num ber)	3 2 3	3 2 :
Right-of-way Impacts	Highway Waffr Q oise (potential)	Oow to P odezate	Oow to P odezate
	Utilities Uelocated	Q one	Hlectric, Z ater
	Right-of-way (acres)	3 ac	68 ac
	Sarces (num ber)	3	48
	Uesidential Uelocations (num ber)	3	4
Costs (current year \$)	Busness Uelocations (num ber)	3	3
	Desgn	\$3	\$88 P
	Z etland P itigaton	\$3	\$36 P
	Right-of-way	\$3	\$48 P
	Construction	\$3	\$43 P
	Construction Engineering & Inspection	\$3	\$69 P
	<b>Total Hstim ated Project Costs**</b>	<b>\$3</b>	<b>\$9:14 P</b>

\* P for impacts to Wv n Cakes Salk are likely for roadway and pond inprovement

\*\* Total estimated project cost does not include utility relocations, environmental permits, or contamination remediation

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

# Share Your Comments



Public Comment Period  
October 4, 2023 – October 23, 2023

Provide Comments by:



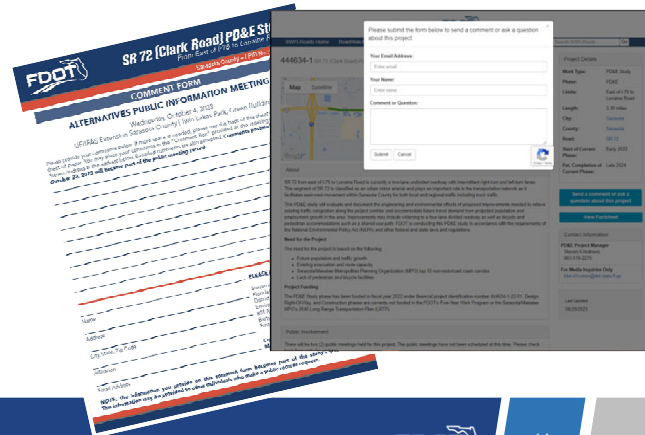
Contact page on the project website



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



Mailing a comment form  
(found on the website)



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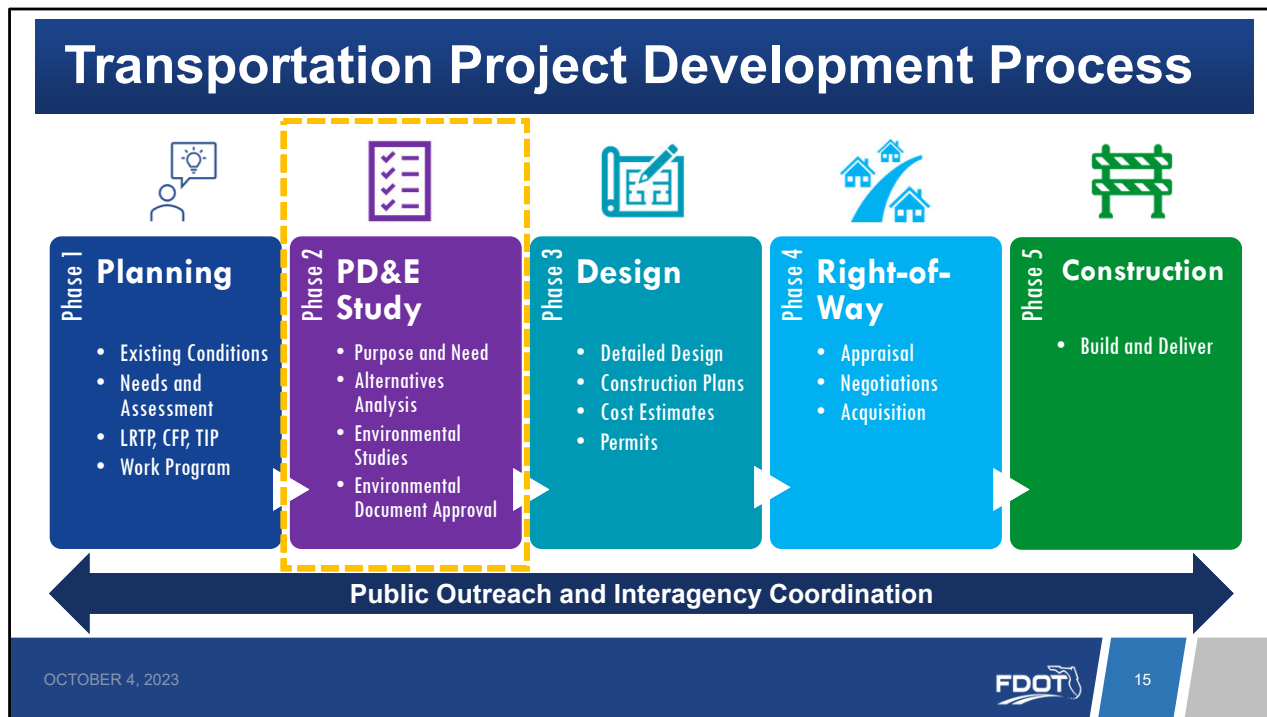


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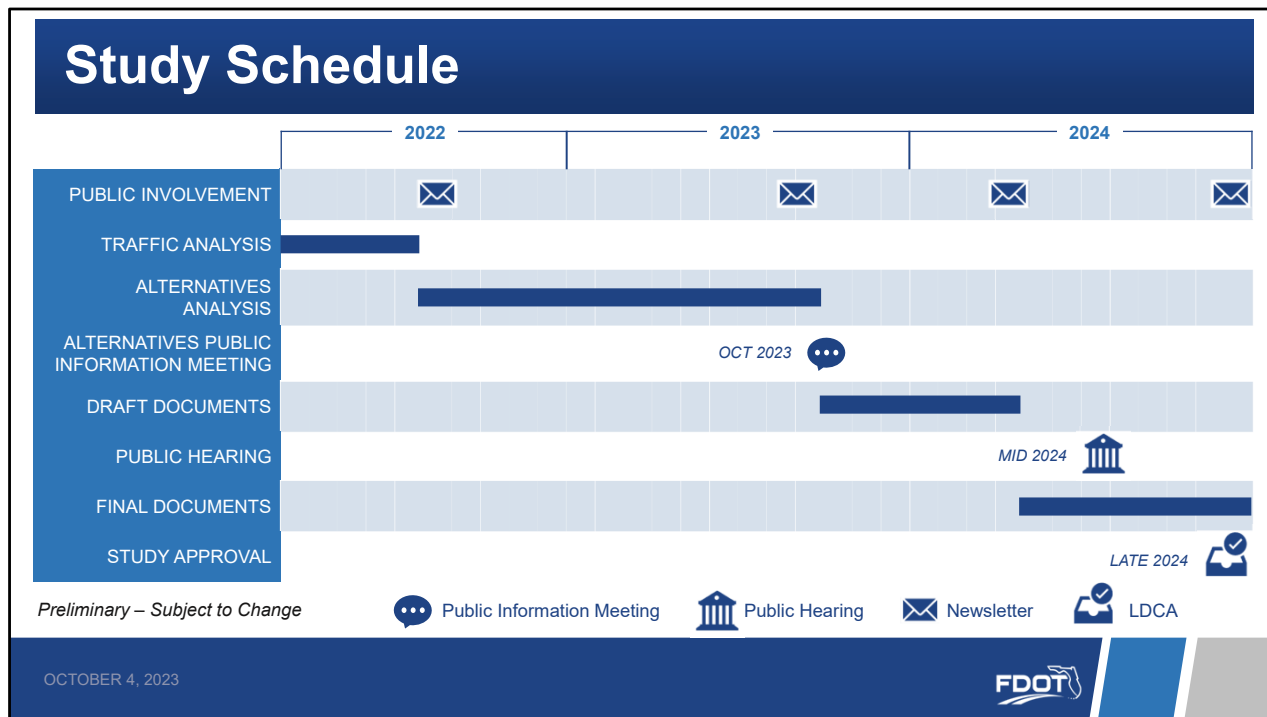
The purpose of this Alternatives Public Information Meeting is to provide you the opportunity to ask questions and express your views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed alternatives under consideration. FDOT is also asking local governments and regulatory agencies to provide comments about the project. Your comments will help the Department to make its selection of the preferred alternative. We encourage you to submit your comments: at the in-person meeting, through the project webpage or by email or mail to the project team. Though comments are accepted at any time, they must be received or postmarked by Monday, October 23, 2023 to be included in the formal workshop record. The project team will consider all comments and, where feasible, will incorporate them into the development of the preferred alternative.

The Clark Road study team is here tonight to answer your questions and discuss the project. We invite you to ask them your questions and to review all the aerial maps, plans, and illustrations.



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The PD&E Study is one phase of the FDOT transportation project development process. As of September 2023, design, Right-Of-Way, and Construction phases are currently not funded in the FDOT's Five-Year Work Program or the Sarasota/Manatee MPO's 2045 Long Range Transportation Plan. Public outreach is an integral component of each phase and will continue throughout the development of this project.



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F D O T will present the preferred alternative at an upcoming formal public hearing for this project, tentatively scheduled for the middle of 2024. At the end of this study, and after the formal public hearing, the preferred alternative will be finalized for Clark Road.

We will mail project newsletters to keep you informed about the study’s progress. If you would like to receive future newsletters and you are not on our mailing list, please fill out the workshop comment form or request to added on the project webpage.

The Department anticipates completion of this P D and E study by late 2024, when location and design concept of the preferred alternative will be submitted to the F D O T Office of Environmental Management for approval.



# Project Website

The screenshot displays the FDOT project website for project 444634-1. The page features a navigation menu at the top with links for Home, About FDOT, Contact Us, Maps & Data, Offices, Performance, and Projects. Below the navigation is a search bar and a dropdown menu for project categories. The main content area includes a map of the project location, a project details sidebar, and a main text area with an 'About' section and a 'Need for the Project' section. The project details sidebar lists the work type as 'PDAE Study', the phase as 'PDAE', and the limits as 'East of I-75 to Lorraine Road'. The main text area provides an overview of the project and the need for it, including a list of factors such as future population and traffic growth, existing transportation and mode capacity, and lack of pedestrian and bicycle facilities.

[swflroads.com/project/444634-1](https://swflroads.com/project/444634-1)

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All meeting materials, including this presentation as well as additional project information can be found on the website. All future meeting notices will be posted on the website too.

# Federal Requirements

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.



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This P D and E study is being conducted and completed according to the requirements of the National Environmental Policy Act and other related federal and state laws, rules, and regulations, which will qualify future phases of this project for federal funding. For additional information on all rules and regulations this meeting follows, please see the Federal and State Requirements board.



**Thank you!**



**Steven Andrews**

Project Manager

FDOT District One

[steven.andrews@dot.state.fl.us](mailto:steven.andrews@dot.state.fl.us)

(863) 519-2270

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Thank you for your interest in the proposed Clark Road improvements and for taking time to participate in this meeting. We look forward to your comments and your continued involvement in this important P D and E study. FDOT Project Manager, Steven Andrews can be contacted at [steven.andrews@dot.state.fl.us](mailto:steven.andrews@dot.state.fl.us) or by phone at 863-519-2270.

# TECH IS NICE, BUT ALWAYS LOOK TWICE

Regardless of the technology in a vehicle, you are responsible for the control, speed, direction, and behavior of its operation. Never place unnecessary trust in the activation of sensors, warnings, or automatic controls. These are only in place to help confirm our decisions and protect us from distraction.

**Stay in the Moment.**



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“And finally: an FDOT safety moment. Tech is nice, but always look twice. Don’t depend on vehicle technology to keep you and other road users safe. - FDOT thanks you for making safety a continued priority!”