



EVALUATION MATRIX

Evaluation Factors		No-Build	Preferred Alternative
Goals	Accommodate future traffic demand	No	Yes
	Pedestrian Accommodations	Few Sidewalks	Shared Use Paths
	Bicycle Accommodations	Paved Shoulder	Shared Use Paths
	Safety	No Improvement	Improvement
Environmental Impacts	Archaeological and Historical Resources (potential)	None	Low to Moderate
	Parks/Recreational Areas or Section 4(f) Resources	None	Yes*
	Wetlands (acres)	0 ac	4.0 ac
	Other Surface Waters (acres)	0 ac	3.9 ac
	Floodplains (acres)	0 ac	5.0 ac
	Protected Species and Habitat (potential)	None	Low
	Contamination Sites (ranked as high/medium risk) (number)	0 / 0	0 / 2
	Highway Traffic Noise (number of receptors)	0	1
Right-of-way Impacts	Utilities Relocated	None	Electric, Water
	Right-of-way (acres)	0 ac	28.4 ac
	Parcels (number)	0	55
	Residential Relocations (number)	0	0
	Business Relocations (number)	0	0
Costs (current year \$)	Design	\$0	\$7.9 M
	Wetland Mitigation	\$0	\$1.0 M
	Right-of-way	\$0	\$20 M
	Construction	\$0	\$82.5 M
	Construction Engineering & Inspection	\$0	\$8.3 M
	Total Estimated Project Costs**	\$0	\$120 M

\* Minor impacts to Twin Lakes Park are likely for roadway and pond improvements.  
\*\* Total estimated project costs does not include utility relocations, environmental permits, contamination remediation, or maintenance.  
(Preliminary — subject to change)

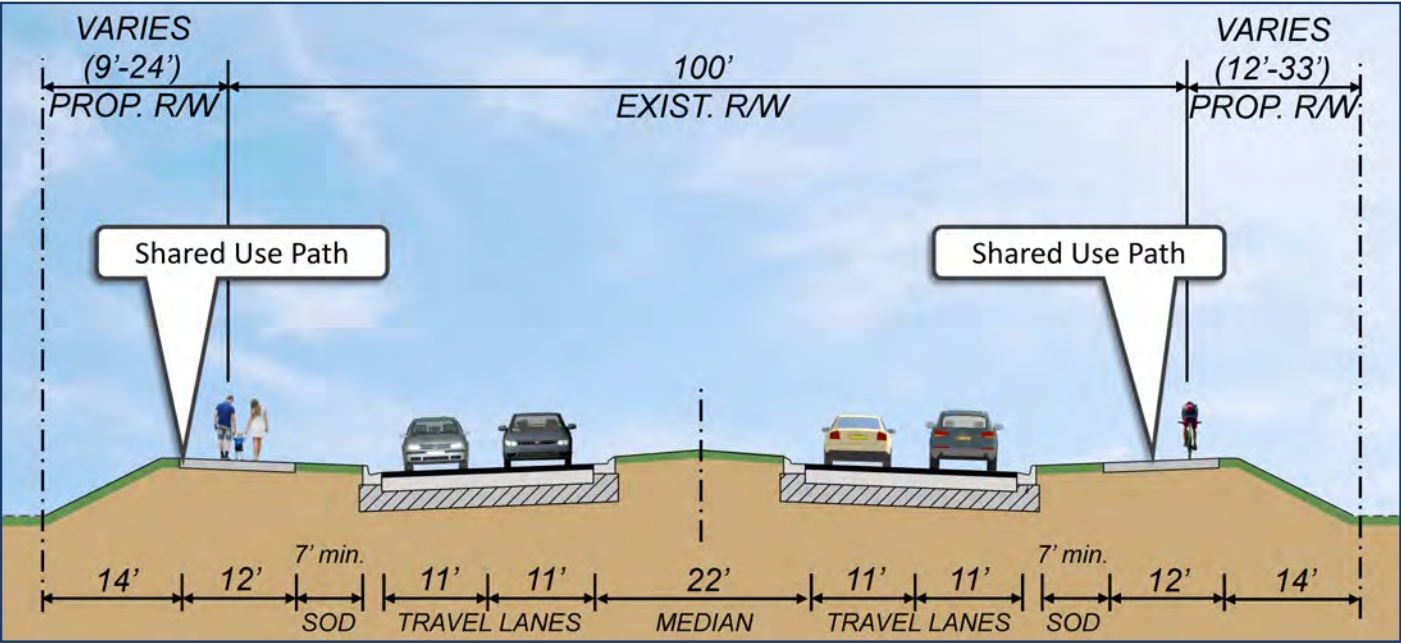
Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns about Title VI may do so by contacting Cynthia Sykes, District One Title VI Coordinator, 801 N. Broadway Ave., Bartow, Florida 33830, call (863) 519-2287, or via email at Cynthia.Sykes@dot.state.fl.us.

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 and the FDOT.

During the course of the PD&E Study, FDOT has evaluated various alternatives for this project. Based on public input and the results of the environmental and engineering analyses conducted, FDOT is recommending a Preferred Alternative.

PREFERRED ALTERNATIVE

The Preferred Alternative includes widening Clark Road to a four-lane divided roadway with a raised median, curb and gutter, and shared use paths on both sides. Stormwater would be collected in underground storm pipes and directed to new ponds. The Clark Road intersections at Ibis Street/Talon Boulevard, Proctor Road/Dove Avenue, Hawkins Road/Coash Road, and Lorraine Road would have multilane roundabouts.



NO-BUILD ALTERNATIVE

Throughout this study, a “no-build” alternative has also been considered. The no-build alternative assumes that no improvements are made to Clark Road, other than routine maintenance. The existing two-lane roadway and sidewalk gaps would remain, and traffic congestion would continue to get worse. The no-build utilizes existing right-of-way and would not impact the Overhead Electric (OE) transmission poles or existing utility easements on the south side of Clark Road.

