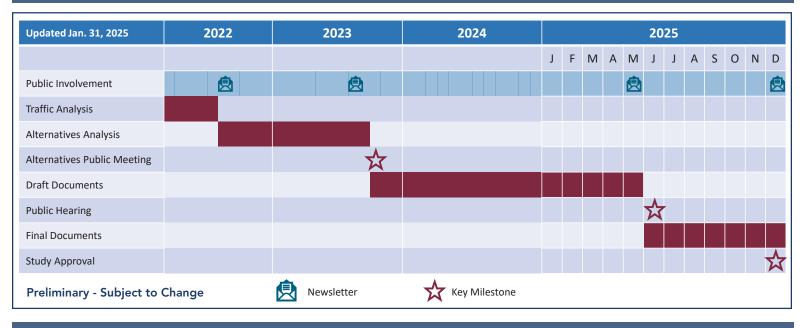
PROJECT SCHEDULE



TRANSPORTATION DEVELOPMENT PROCESS



YOU MAY SHARE YOUR COMMENTS ABOUT THE PROJECT IN SEVERAL WAYS:

- 1. Complete a speaker card available at the sign-in table and make an oral comment at the microphone, or by using GoToWebinar, during the formal comment portion of the hearing.
- 2. Make an oral statement to the court reporter during the informal portion of the hearing.
- 3. Complete a comment form and place it in the comment box at the hearing or mail to: Steven A. Andrews, FDOT Project Manager, 801 N. Broadway Avenue, MS 1-40, Bartow, FL 33830
- 4. Email comments to the FDOT Project Manager, Steven A. Andrews, at: steven.andrews@dot.state.fl.us
- 5. Submit comments on the project website at swflroads.com/project/444634-1

ALL COMMENTS MUST BE POSTMARKED BY WEDNESDAY, JULY 9, 2025 TO BE INCLUDED AS PART OF THE FORMAL PUBLIC HEARING RECORD.

VIEW PROJECT DOCUMENTS

Project documents are available for public viewing online at swflroads.com/project/444634-1 or in-person at the following locations until Wednesday, July 9, 2025:

Gulf Gate Public Library

7112 Curtiss Avenue, Sarasota, FL 34234 Monday - Wednesday: 10 a.m. - 8p.m. Thursday: 10 a.m. - 6 p.m. Friday - Saturday: 10 a.m. - 5 p.m.

UF/IFAS Extension Sarasota County

For more

information, scan the

QR code to visit the

project website.

6700 Clark Road, Sarasota, FL 34241 Monday - Friday: 8 a.m. - 5 p.m.



June 26, 2025

The Florida Department of Transportation (FDOT), District One, is conducting a Project Development and Environment (PD&E) Study to identify and evaluate potential improvements along State Road (SR) 72 (Clark Road) from east of I-75 to Lorraine Road in Sarasota County.

The purpose of this PD&E study is to evaluate and document the engineering and environmental effects of proposed improvements needed to relieve existing traffic congestion along the project corridor and accommodate future travel demand from projected population and employment growth in the area.

This public 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 affects of the proposed improvements. While comments about the project are accepted at any time, please send all comments by Wednesday, July 9, 2025, to be included in the formal public hearing record. Maps, drawings and other information depicting the proposed improvements are available tonight for public review. Representatives from FDOT are available to discuss proposed improvements, answer questions, and receive comments.



WHAT IS A PD&E STUDY?

A PD&E study is the formal process that develops and compares alternatives to determine a preferred action that meets project needs, while minimizing impacts to the social, cultural, natural, and physical environments. Engaging the public by sharing and receiving information is a key component of this process and is required by the National Environmental Policy Act.

HEARING AGENDA AND WHAT TO EXPECT

5 P.M. OPEN HOUSE | 6 P.M. FORMAL PRESENTA

Exhibit Area:

Welcome Area:

- Sign-in Table
- Project
- Handout
- Project Displays
- Project Team available for questions and answers
- Comment Tables
- Technical Document Displays



Sarasota County - FPID No.: 444634-1



PROJECT GOALS:



Improve operational capacity to accommodate future travel demand



Enhance safety conditions



Accommodate multimodal activity

Т	ION .

Presentation Area:

- Project Video (looping until 6 p.m.)
- Formal presentation and public
 - testimony (begins at 6 p.m.)

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)

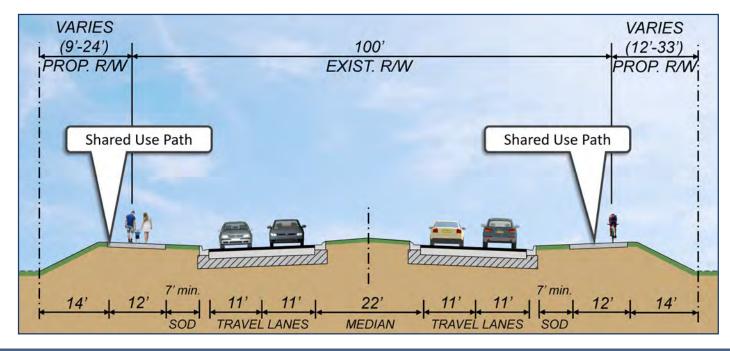
Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns about Title VI may do so by contacting Cynthia Sykes, District One Title VI Coordinator, 801 N. Broadway Ave., Bartow, Florida 33830, 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.

