

Welcome to the Florida Department of Transportation’s public hearing for the State Road 72 (Clark Road) Project Development and Environment, or PD&E, study. We appreciate your attendance and participation.

Hearing Purpose

Public Comment

Preferred Alternative

Project Effects

Engineering and Environmental Evaluation

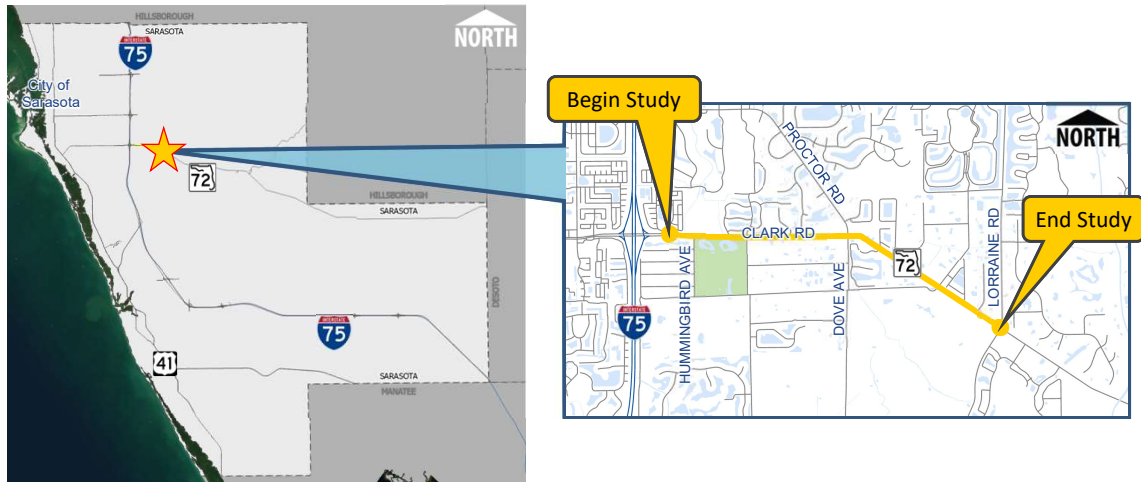
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This public hearing is being conducted to give the public the opportunity to review and provide comments on the preferred alternative and associated effects on the social, economic, cultural, natural, and physical environment. The purpose of this PD&E study is to evaluate engineering and environmental data and document information that will aid Sarasota County, Sarasota-Manatee Metropolitan Planning Organization or MPO, FDOT District One and the FDOT Office of Environmental Management (or OEM) in determining the type, preliminary design, and location of the proposed improvements.

Project Overview



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FDOT

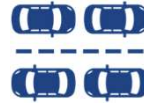
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The study begins east of I-75 and extends approximately 3.4 miles to Lorraine Road in Sarasota County. Clark Road is classified as an urban minor arterial and plays an important role in the transportation network. The department proposes to improve this segment by widening to a four-lane divided roadway as well as constructing shared-use paths for bicycle and pedestrian accommodation. This improvement would also include safety improvements from a raised median, curb and gutter, and roundabout intersections.

Purpose and Need

Goals

- ❖ Improve Operational Capacity



- ❖ Enhance Safety Conditions



- ❖ Accommodate Bicycle Activity



- ❖ Accommodate Pedestrian Activity



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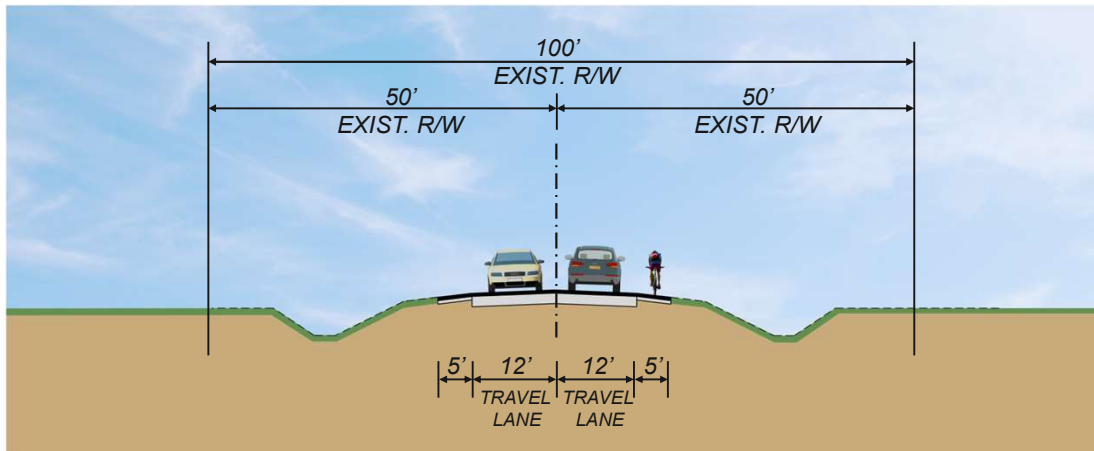


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The need for the proposed improvements for Clark Road is based on population and traffic growth in the area. Clark Road is a designated Evacuation Route and serves an important role as an east-west connection in the region. The Sarasota/Manatee MPO 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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Within the project limits, existing 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.

Project History



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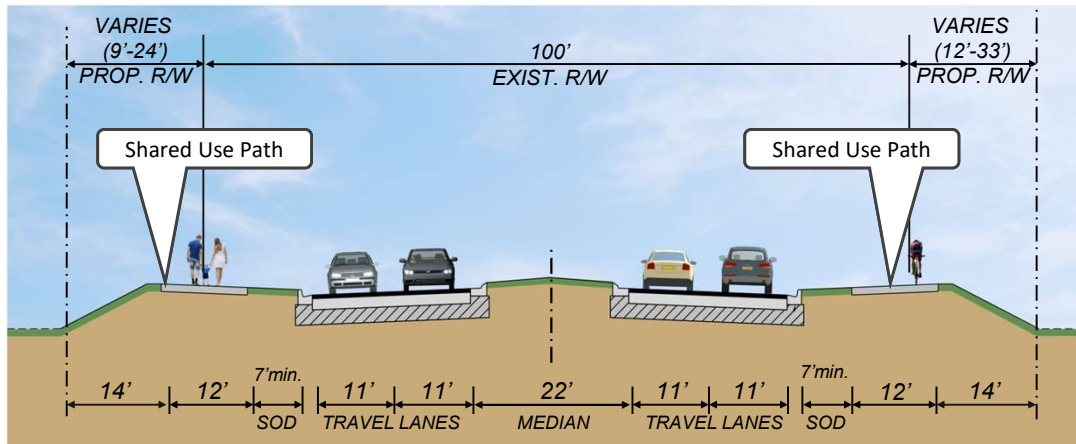


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Throughout this PD&E study process, FDOT has looked at different concepts to improve the operational capacity of Clark Road in order to accommodate future travel demand. Alternatives were developed in consideration of input from local agencies and public comments received at the public meetings. The last public meeting was an Alternative Public Information Meeting held on October 4, 2023. At that meeting, we asked for your input on proposed improvements. Based on your comments and additional environmental and engineering analyses, a preferred alternative was selected for Clark Road.

Preferred Alternative

Proposed Clark Road Typical Section



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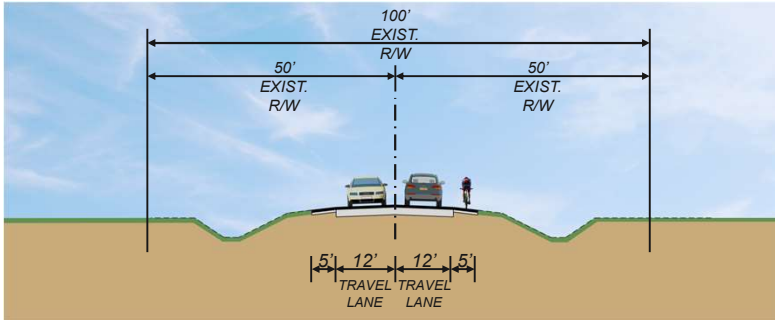


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The preferred alternative for Clark Road results in the reconstruction of the project limits to include four 11-foot travel lanes, a raised 22-foot median, curb and gutter, and 12-foot shared use paths on both sides. The roadside open drainage system will be converted to a closed drainage system with off-site stormwater ponds. The design speed is 35 MPH from east of I-75 to east of Proctor Road, and 45 MPH from east of Proctor Road to Lorraine Road. It is anticipated that 28 acres of additional right-of-way will be required for the proposed roadway, the stormwater ponds, and the roundabout intersections.

No-Build Alternative

Existing Clark Road Typical Section



Advantages

- No impact to adjacent social, cultural, natural, or physical environment
- No utility impacts
- No expenditures of funds for design, right-of-way, or construction

Disadvantages

- Not consistent with Sarasota County Comprehensive Plan 2045 Future Thoroughfare Plan
- Does not enhance bicycle/pedestrian accommodations
- Does not improve safety conditions
- Does not improve vehicular traffic operations

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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 2050, except for routine maintenance. There are advantages and disadvantages to the “no-build” alternative.

Advantages of the no-build alternative include:

- No impact to the adjacent social, cultural, natural, or physical environment;
- No utility impacts;
- No expenditures of funds for design, right-of-way acquisition, or construction

Disadvantages include:

- Not consistent with Sarasota County Comprehensive Plan 2045 Future Thoroughfare Plan
- Does not enhance pedestrian and bicycle accommodations
- Does not improve safety conditions
- Does not improve vehicular traffic operations

The no-build alternative remains a valid option and will continue to be evaluated until the completion of this study.

Environmental Studies

- Protected species and habitat
- Wetlands and floodplains
- Water quality
- Sociocultural and economics
- Contamination
- Archaeological and historical resources
- Recreational sites
- Highway traffic noise



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FDOT evaluated environmental and socioeconomic factors relating to the proposed roadway improvements in accordance with the National Environmental Policy Act of 1969, as amended, and other federal requirements. The evaluation considered the effects of widening Clark Road on:

- Protected species and habitat
- Wetlands and floodplains
- Water quality
- Sociocultural and economic effects
- Contamination
- Archaeological and Historical Resources
- Recreational sites
- Highway traffic noise

Protected Species and Habitat

May affect, but unlikely to adversely effect:

- Eastern indigo snake
- Wood Stork

No adverse effect anticipated:

- Celestial lily
- Florida sandhill crane
- Florida spiny-pod
- Florida burrowing owl
- Gopher tortoise
- Little blue heron
- Lowland loosestrife
- Roseate spoonbill
- Sand butterfly pea
- Southeastern American kestrel
- Tricolored heron



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Protected species and habitats are allowed special protection under the Endangered Species Act of 1973, as amended, and Florida statutes. FDOT assessed species within the project limits, and through ongoing coordination with U S Fish and Wildlife Service, has determined that the proposed project “may affect, but is not likely to adversely affect” the existence of certain federally listed threatened or endangered species. The animal species include the:

- Eastern indigo snake and
- Wood Stork

In addition, “no adverse effect is anticipated” for the state listed threatened or endangered species shown on the slide.

Coordination with U S Fish and Wildlife Service regarding the final status of these species is ongoing. If the preferred alternative is approved by the OEM, FDOT District One will continue to work closely with environmental agencies in future phases, such as design and construction, to meet all environmental permitting requirements.

Wetlands

- Minor wetland impacts are anticipated:
 - 4 acres of wetlands
 - 3.9 acres of surface waters
- FDOT will mitigate unavoidable wetland impacts



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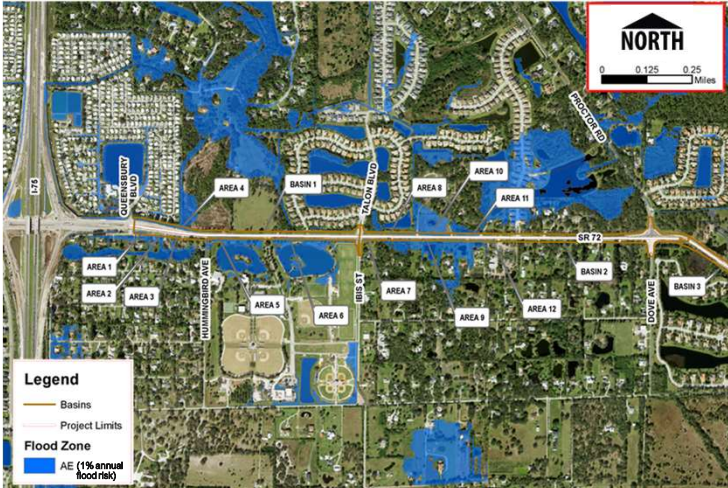
FDOT

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FDOT evaluated wetlands within the project limits in accordance with Executive Order 11_9_90, “Protection of Wetlands.” The proposed improvements will affect approximately 4 acres of wetlands and 3.9 acres of surface waters.

The Department will mitigate wetland impacts resulting from this project’s construction to meet requirements of Florida statutes and the United States code.

Floodplains



- Minor floodplain encroachments are anticipated
- Floodplain compensation will be within the proposed pond sites

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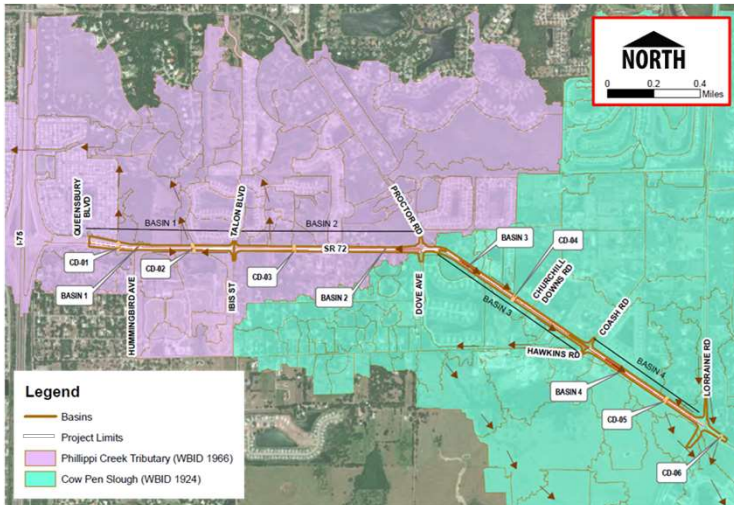


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The project has been evaluated for potential floodplain involvement in accordance with Executive Order 11_9_88, Floodplain Management.

There is no significant change in flood risk as a result of the proposed widening and minimal encroachments are expected to the 100-year floodplain. Floodplain compensation will be within the proposed pond sites.

Water Quality



- Water Quality Impact Evaluation was conducted
- Proposed stormwater management facilities will be designed in accordance with current Southwest Florida Water Management District requirements

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A water quality impact evaluation was performed. The proposed stormwater management facilities will be designed in accordance with the current requirements of the Southwest Florida Water Management District.

Contamination

Potential Contamination Risk Sites

High	0
Medium	2
Low	8



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Results of the environmental contamination screening showed that two sites were ranked “medium” for potential contamination, and eight sites were ranked “low” for potential contamination. For the sites that are ranked “low” for contamination, no further action is required at this time. For the sites with a risk ranking of “medium”, the FDOT Project Manager and the District Contamination Impact Coordinator will coordinate on further actions during the design phase that must be taken to address contamination issues. Locations of these sites are shown in the concept plans on display tonight.

Highway Traffic Noise

- Highway Traffic Noise study report completed
- One (1) impacted receptor identified
- Noise barrier is **not** viable

Common Outdoor Activities	Noise Level dB(A)	Common Indoor Activities
Jet Fly-Over 1000 ft.	---110---	Rock Band
Gas Lawn Mower at 3 ft.	---100---	
	---90---	
Diesel Truck at 50 ft., at 50 mph	---80---	Food Blender at 3 ft.
Noise Urban Area (Daytime)		Garbage Disposal at 3 ft.
Gas Lawn Mower at 100 ft.	---70---	Vacuum Cleaner at 10 ft.
Commercial Area		Normal Speech at 3 ft.
Heavy Traffic at 300 ft.	---60---	Large Business Office
Quiet Urban Daytime	---50---	Dishwasher Next Room
Quiet Urban Nighttime	---40---	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime		
	---30---	Library
Quiet Rural Nighttime		Bedroom at Night, Concert Hall (Background)
	---20---	
	---10---	
Lowest Threshold of Human Hearing	---0---	Lowest Threshold of Human Hearing

Source: California Dept. of Transportation, Technical Noise Supplement, Oct 1998, Page 18.

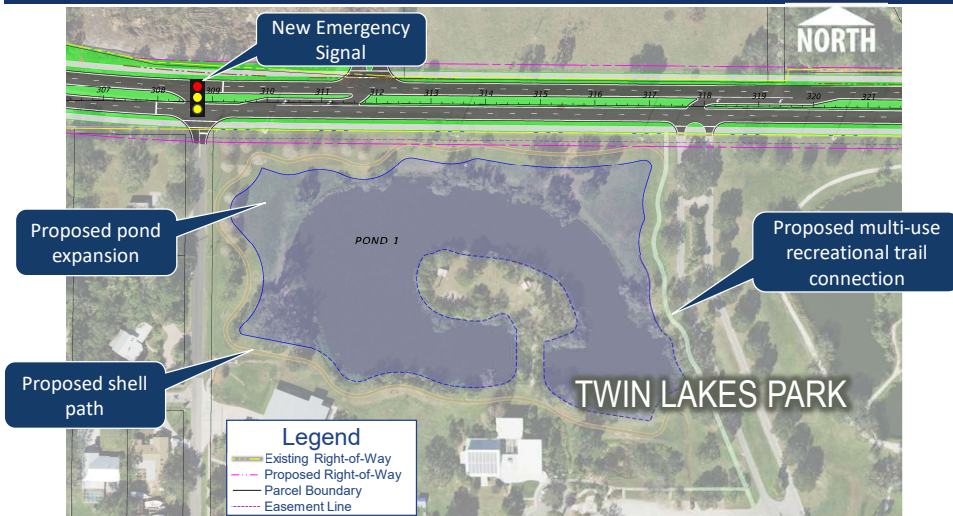
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The study team evaluated effects of traffic noise associated with the proposed improvements consistent with requirements outlined in Title 23, Code of Federal Regulations, Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise and with the FDOT PD&E Manual. Noise-sensitive sites along the project corridor were evaluated for traffic noise levels that approach or exceed Noise Abatement Criteria established by the Federal Highway Administration. Based on the analyses, one receptor is predicted to experience highway traffic noise levels that approach, meet, or exceed the Noise Abatement Criteria in the future with the proposed project improvements. However, a noise barrier is not a viable noise abatement measure for the impacted receptor since the minimum feasibility requirements cannot be achieved. If you'd like more information regarding traffic noise, please speak with one of our noise specialists here tonight.

Section 4(f) – Recreational Sites



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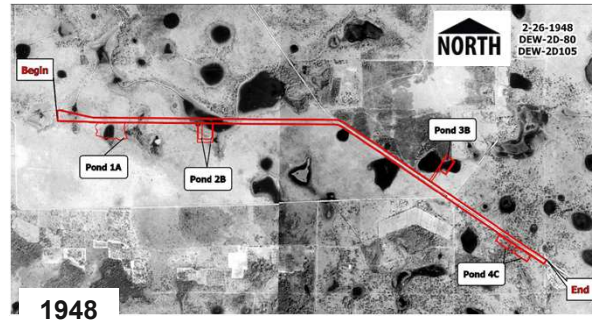
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The study team examined the project area for publicly owned properties that may be affected under Section 4(f) of the Department of Transportation Act of 1966. Twin Lakes Park is a Section 4(f) resource. The Preferred Alternative includes the expansion 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.

•Archaeological and Historical Resources

- No archaeological sites
- No historic resources eligible for listing in the National Register
- State Historic Preservation Officer concurred with these findings



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A cultural resource assessment survey was conducted in accordance with the National Historic Preservation Act of 1966 and Florida Statutes. Archaeologists and historians identified no archaeological sites or historic resources within the project study area. The State Historic Preservation Officer concurred with these findings.

Right-of-Way (ROW)



28.4 acres of additional ROW needed

55 parcels impacted

No relocations needed

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This project will not cause any relocation of residences or businesses. All right-of-way acquisition will be conducted in accordance with Florida Statute 339.09 and the federal “Uniform Relocation Assistance and Real Property Acquisition Act of 1970”, commonly known as the Uniform Act. The right-of-way specialists who are supervising this program are here tonight and will be happy to answer your questions.

Access Management

- The proposed access management is Access Class 5
- Emergency traffic signal at Hummingbird Avenue will be installed to ensure emergency access to Fire Station 16



In accordance with Rule 14-97 of the Florida Administrative Code, the proposed improvements will include a median to control the movements, or access, of turning traffic. These changes are presented in compliance with Section 335.199 Florida Statutes, "Transportation projects modifying access to adjacent property".

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 (potential)	Low to Moderate	Low to Moderate
	Utilities Relocated	None	Electric, Water
Right-of-way Impacts	Right-of-way (acres)	0 ac	28.4 ac
	Parcels (number)	0	55
	Residential Relocations (number)	0	0
	Business Relocations (number)	0	0
	Design	\$0	\$7.9 M
Costs (current year \$)	Wetland Mitigation	\$0	\$1.0 M
	Right-of-way	\$0	\$20.0 M
	Construction	\$0	\$82.5 M
	Construction Engineering & Inspection	\$0	\$8.25 M
	Total Estimated Project Costs**	\$0 ***	\$120 M

PRELIMINARY – SUBJECT TO CHANGE

* Minor impacts to Twin Lakes Park are likely for roadway and pond improvements.

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

***Does not include maintenance costs

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An evaluation matrix showing a detailed comparison of the preferred alternative and the no-build alternative is provided in the project handout and is also on display here this evening. The matrix shows potential effects to the social, cultural, natural, and physical environments, and identifies preliminary costs.

Costs

Evaluation Factors		Preferred Alternative
Costs (current year \$)	Design	\$7.9 M
	Wetland Mitigation	\$1.0 M
	Right-of-way	\$20.0 M
	Construction	\$82.5 M
	Construction Engineering & Inspection	\$8.25 M
	Total Estimated Project Costs**	\$120 M

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

PRELIMINARY – SUBJECT TO CHANGE











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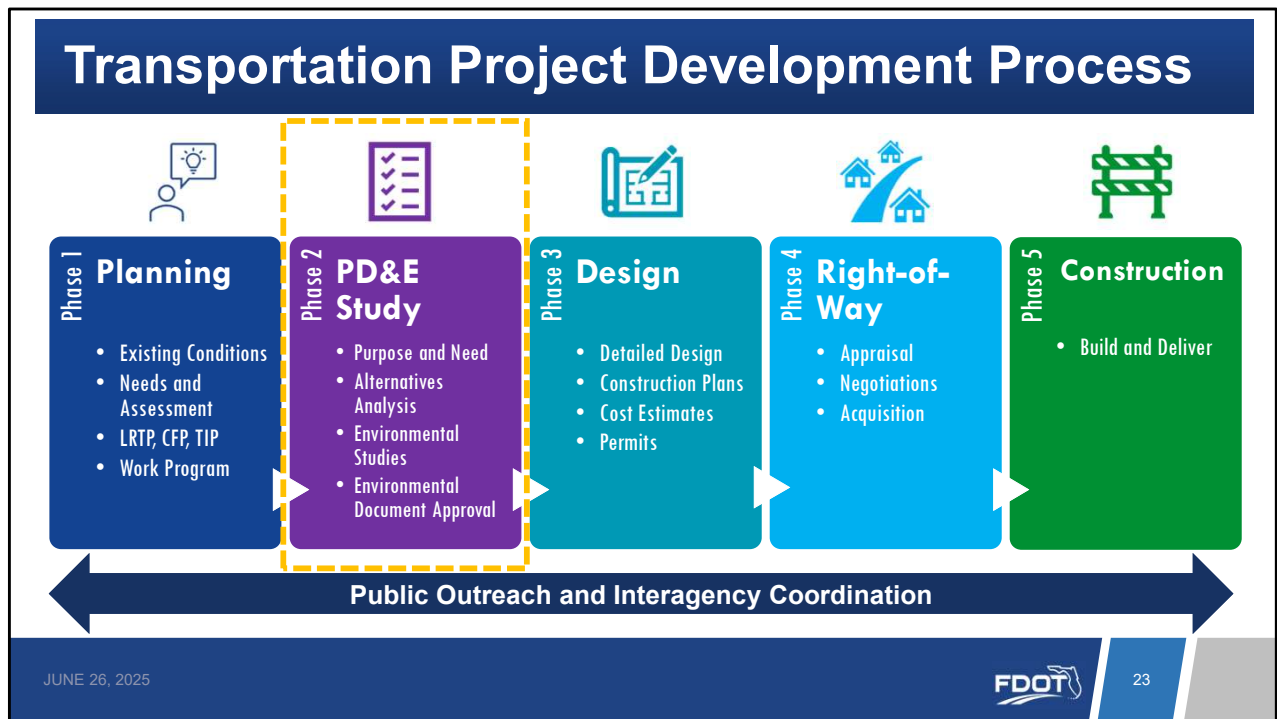
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The estimated costs to widen Clark Road from East of I-75 to Lorraine Road include 7.9 million dollars for final design, 1 million dollars for mitigation, and 20 million dollars for right-of-way acquisition for roadway and stormwater management areas. The total estimated construction cost for the project is 82.5 million dollars. The cost for construction engineering and inspection is estimated at 8.25 million dollars. The Department's preliminary estimate of total project cost is about 120 million dollars.

Study Schedule

Updated Jan. 31, 2025	2022	2023	2024	2025											
				J	F	M	A	M	J	J	A	S	O	N	D
Public Involvement															
Traffic Analysis															
Alternatives Analysis															
Alternatives Public Meeting															
Draft Documents															
Public Hearing															
Final Documents															
Study Approval															
 Newsletter  Key Milestone															
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The Department anticipates completion of this PD&E study by late 2025. The study schedule is on display this evening.



The PD&E Study is one phase of the FDOT transportation project development process. At this time, FDOT's Tentative Five-Year Work Program includes funding for Design in fiscal year 2026, but Right-Of-Way and Construction phases are not currently funded.

Share Your Comments

At the hearing:

- ☐ Speaker Card
- ☐ Court Reporter
- ☐ Comment Form



Following the hearing:

Contact page on the project website



Email

steven.andrews@dot.state.fl.us



Mailing a comment form:

FDOT District One

Attn: Steven A. Andrews

801 N. Broadway Ave MS 1-40

Bartow, FL 33830

Public comment period ends July 9, 2025

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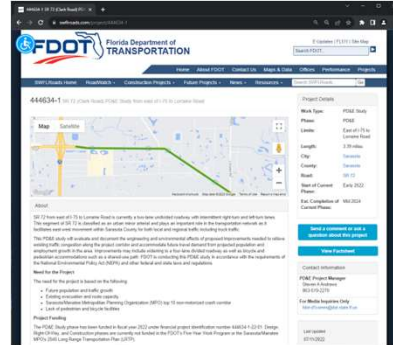
We encourage you to review project information tonight and provide us your feedback. There are multiple ways to provide comment – during the live in-person event by completing a Speaker card and handing it to anyone with a nametag during the upcoming intermission; providing your comment to the court reporter at the comment table; by mail to the address shown on the screen; or by email or through the project website. All comments should be submitted or postmarked by July 9, 2025 to become a part of the formal hearing record.

Documents For Review & Project Website

In person locations:

UF/IFAS Extension Sarasota County
6700 Clark Road
Sarasota, FL 34241
Monday – Friday: 8 a.m. – 5 p.m.

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.



swflroads.com/project/444634-1

Documents available until July 9, 2025

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All hearing materials presented tonight are available to the public on the project webpage and will remain posted for your review. The technical documents are also available for review in person at the UF/IFAS Extension, located at 6700 Clark Road, and the Gulf Gate Public Library, located at 7112 Curtiss Avenue. These technical documents are available at both locations until July 9, 2025.

If you would like to review these materials at the District One Office, please make an appointment by contacting FDOT's project manager, Steven Andrews, using the contact information included in your handout. You may also visit the project web site at swflroads.com/project/444634-1 for the latest study information, schedule and upcoming events.

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 PD&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, and this hearing was advertised consistent with those requirements. Please see the statute display board for all other applicable requirements.

This hearing is also conducted in accordance with the Americans with Disabilities Act of 1990 and with Title VI of the Civil Rights Act of 1964 and related statutes. Anyone who feels he or she has been discriminated against with regard to race, color, national origin, age, sex, religion, disability, or family status may complete one of the forms located at the sign-in table and mail the completed form to the address listed on the poster board.

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.



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!



Thank you!



Steven Andrews

Project Manager
FDOT District One

steven.andrews@dot.state.fl.us
(863) 519-2270

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Thank you for your interest and participation in the State Road 72 (Clark Road) Project Development and Environment study public hearing and for taking the time to join us this evening.