

ADMINISTRATIVE ACTION  
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

SR 789 (RINGLING) FROM BIRD KEY DRIVE TO SARASOTA HARBOR WEST

District: FDOT District 1

County: Sarasota County

ETDM Number: 14384

Financial Management Number: 436680-1-22-01

Federal-Aid Project Number: N/A

Project Manager: Patrick Bateman

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 Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding (MOU) 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 40 CFR 1508.4, 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:

Director Office of Environmental Management  
Florida Department of Transportation

For additional information, contact:

Patrick Bateman, PE  
Project Manager  
Florida Department of Transportation  
801 N. Broadway Avenue  
Bartow, FL 33830  
(863) 519-2792  
patrick.bateman@dot.state.fl.us

Prime Consulting Firm:  
Hardesty & Hanover

Consulting Project Manager:  
James Englert, PE

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 03/20/2020 the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

# Table of Contents

1. Project Information .....	1
1.1 Project Description .....	1
1.2 Purpose and Need .....	5
1.3 Planning Consistency .....	6
2. Environmental Analysis Summary .....	8
3. Social and Economic .....	9
3.1 Social .....	9
3.2 Economic .....	12
3.3 Land Use Changes .....	13
3.4 Mobility .....	14
3.5 Aesthetic Effects .....	18
3.6 Relocation Potential .....	19
3.7 Farmland Resources .....	19
4. Cultural Resources .....	20
4.1 Section 106 of the National Historic Preservation Act .....	20
4.2 Section 4(f) of the USDOT Act of 1966, as amended .....	21
4.3 Section 6(f) of the Land and Water Conservation Fund Act of 1965 .....	23
4.4 Recreational Areas and Protected Lands .....	24
5. Natural Resources .....	26
5.1 Protected Species and Habitat .....	26
5.2 Wetlands and Other Surface Waters .....	33
5.3 Essential Fish Habitat (EFH) .....	35
5.4 Floodplains .....	36
5.5 Sole Source Aquifer .....	36
5.6 Water Resources .....	36
5.7 Aquatic Preserves .....	38
5.8 Outstanding Florida Waters .....	38
5.9 Wild and Scenic Rivers .....	38

5.10 Coastal Barrier Resources .....	38
6. Physical Resources .....	40
6.1 Highway Traffic Noise .....	40
6.2 Air Quality .....	41
6.3 Contamination .....	41
6.4 Utilities and Railroads .....	42
6.5 Construction .....	43
7. Engineering Analysis Support .....	45
8. Permits .....	46
9. Public Involvement .....	47
10. Commitments Summary .....	50
11. Technical Materials .....	52
Attachments .....	53

DRAFT

# 1. Project Information

## 1.1 Project Description

### Introduction

This project involves the reconstruction of the State Road (SR) 789 (John Ringling Causeway) bridges [Structure Numbers 170022 and 170951]. The limits of the improvements are from Bird Key Drive to Sarasota Harbour West in Sarasota County (see **Figure 1-1**). The purpose of the study is to address structural integrity and operational deficiencies. SR 789 is classified as an Urban, Minor Arterial and consists of a four-lane, divided typical section between Bird Key Drive and Sarasota Harbour West, a distance of 0.741 miles. SR 789 serves as the only connection from downtown Sarasota to St. Armands Key and Lido Key. Although SR 789 is designated as a north-south route, within the project limits SR 789 runs in a generally east-west direction.

### Existing Facility

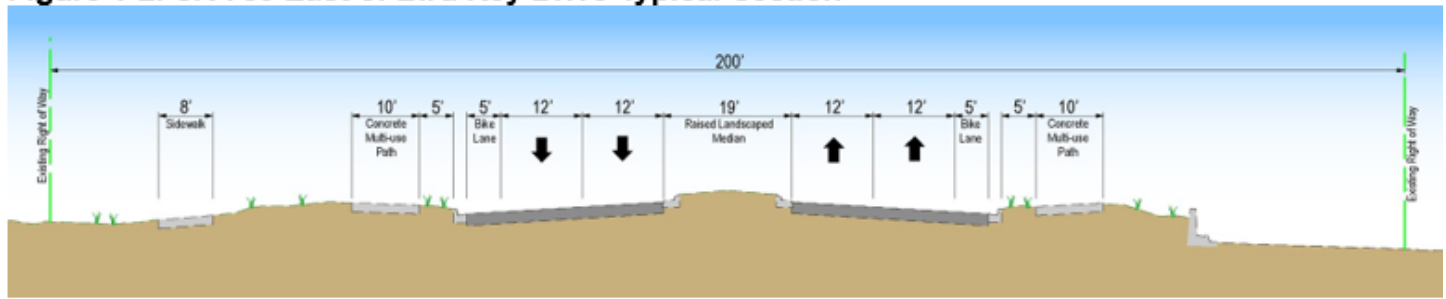
Within the project limits, SR 789 is classified as an Urban Minor Arterial and falls within the 2020 Urban Area Boundary for Sarasota County, between St. Armands Circle and mainland City of Sarasota. SR 789 is a hurricane evacuation route. The context classification for SR 789, approved on November 12, 2020, is C3R-Suburban Residential. The current design and posted speeds for the project corridor are 40 miles per hour (mph) and 35 mph, respectively.

**Figure 1-1. Project Location Map**



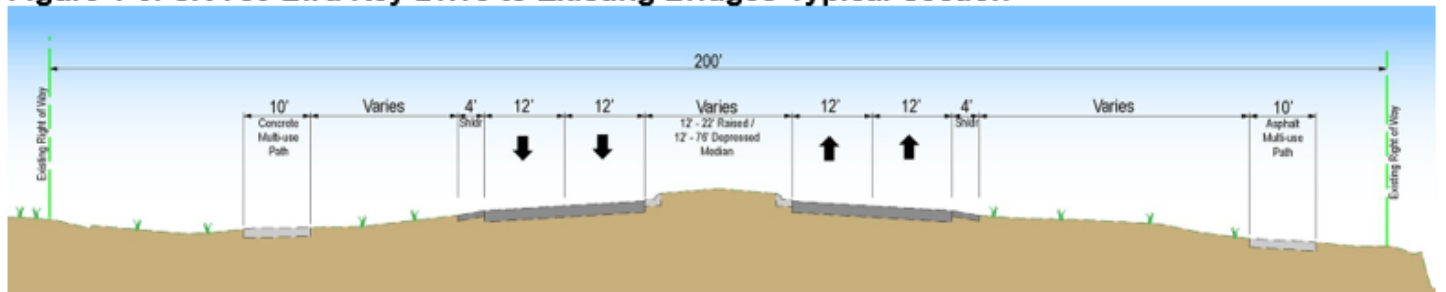
To the east of the study area, the existing typical section includes two 12-foot (ft) wide travel lanes in each direction, separated by a 19.5-ft raised median with Type E curb and gutter. This section of roadway also includes 5-ft wide dedicated bike lanes and 10-ft multi-use paths adjacent to a 5-ft grassed strip with Type F curb and gutter along the outside travel lanes, shown in **Figure 1- 2**. Adjacent to the multi-use paths are landscaped borders. In addition, along the eastbound lanes there is a separate 8-ft sidewalk that travels under the main bridge and connects to Bird Key Park.

**Figure 1-2. SR 789 East of Bird Key Drive Typical Section**



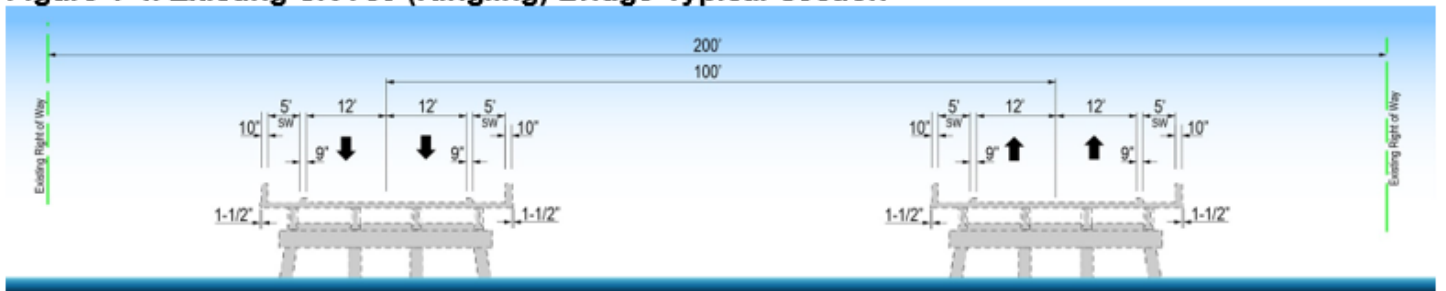
From Bird Key Drive to the existing bridges, the existing typical section includes two 12-foot-wide travel lanes in each direction, separated by a curb and gutter and flush landscaped median ranging in width from a minimum of 12 feet to a maximum of 76 feet. This section of roadway also includes 4-ft wide paved shoulders and a 10-ft multi-use path on the north side and a meandering 10-ft multi-use path within Bird Key Park that connects to the existing bridges, shown in **Figure 1-3**.

**Figure 1-3. SR 789 Bird Key Drive to Existing Bridges Typical Section**



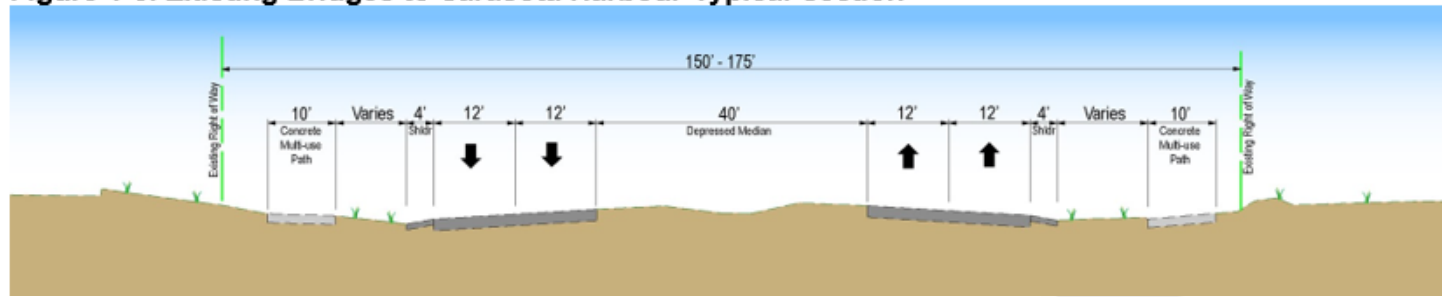
The existing twin bridges were constructed in 1958 and cross the Coon Key Waterway, a navigable waterway without a defined channel. The existing deck elevation at the center of the bridges is approximately 15.73 feet. The bridges are spaced 100 feet apart (center to center) and each bridge is 1,006 feet, 10 inches long (19 spans of 48 feet each, and 2 spans at 47 feet, 5 inches). Each bridge has two twelve-ft travel lanes and a five-ft wide sidewalk separated by a 9-inch raised curb for conduits and 10-inch railings on both sides. No shoulders or bicycle lanes are currently provided on the bridge. The total width of each bridge is 37 feet, 5 inches. The clear space between the twin bridges is 62 feet, 7 inches. The existing bridge typical section is shown in **Figure 1-4**.

**Figure 1-4. Existing SR 789 (Ringling) Bridge Typical Section**



From the existing bridges to Sarasota Harbour West, the existing typical section includes two 12-ft wide travel lanes in each direction, separated by a 40-ft depressed landscaped median. This section of roadway also includes 4-ft wide paved shoulders, and 10-ft shared-use paths on both sides, shown in **Figure 1-5**. An existing overhead power line is located within the median.

**Figure 1-5. Existing Bridges to Sarasota Harbour Typical Section**



As discussed further in Section 3.3, the existing ROW widths along the project portion of SR 789 vary from 150 to 200 feet in width.

**Description of the Preferred Alternative**

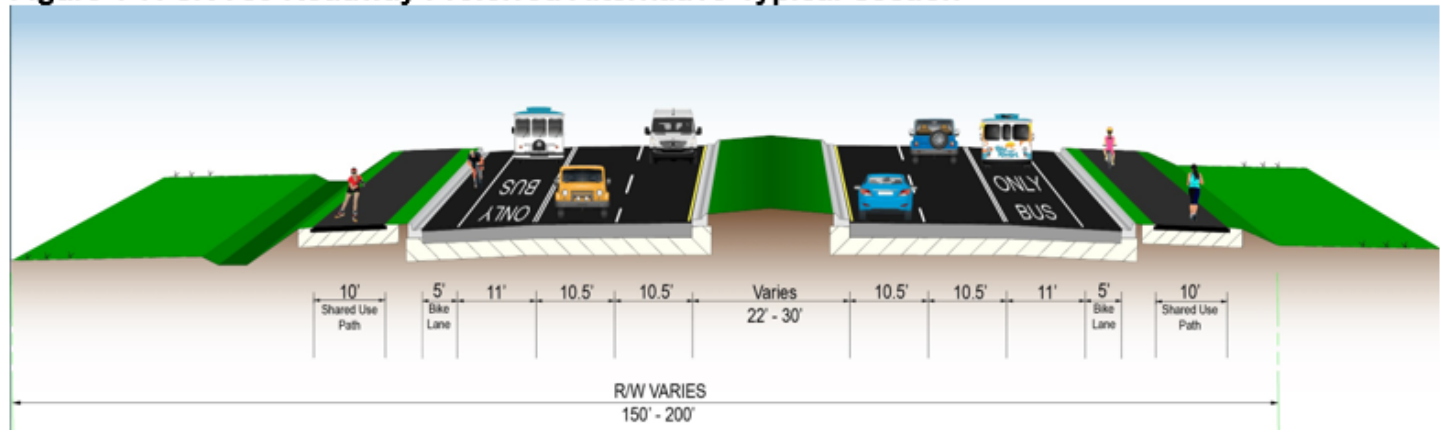
The Preferred Alternative replaces the existing twin bridges with a single bridge. Project improvements were evaluated using a 2045 design year. The single bridge typical section includes two 10.5-ft wide travel lanes, a dedicated 11-ft transit lane, 2.5-ft inside shoulder, 5.5-ft bike lane, and 14-ft shared use path in each direction, shown in **Figure 1-6**. The total width of the bridge is 114 feet, 3 inches. The proposed deck elevation at the center of the bridge will be approximately 26.23 feet, making it approximately 10.50 feet higher than the existing bridges. As documented in the Bridge Technical Memorandum (June 2021) available in the project file, the additional height is necessary to address storm surge and wave forces, and FDOT corrosion criteria. No right-of-way (ROW) will be required. The design and posted speed limits for the Preferred Alternative will also be 40 mph and 35 mph, respectively.

**Figure 1-6. SR 789 Single Bridge Preferred Alternative Typical Section**



The new bridge will transition to a curb and gutter roadway typical section that includes two 10.5-ft wide travel lanes, a dedicated 11-ft transit lane, and 5-ft bike lane in each direction, separated by a median with Type E curb and gutter. This section of roadway also includes a 10-ft shared-use path on both sides of the roadway that connects to the bridge, shown in **Figure 1-7**. No ROW will be required. The design speed is 40 mph with a posted and target speed of 35 mph.



**Figure 1-7. SR 789 Roadway Preferred Alternative Typical Section**

Design variations for lane width and bridge shoulder (median and outside shoulders) widths will be required for the Preferred Alternative.

## 1.2 Purpose and Need

The purpose of the project is to address structural integrity and operational deficiencies of the SR 789 bridges [Structure Numbers 170022 and 170951]. The ultimate goal of the project is to identify the optimal solution for a bridge structure in need of repair due to deteriorating conditions and to accommodate greater multimodal transportation access. The project has evaluated alternatives for reconstruction or rehabilitation, with consideration of bicycle/pedestrian and transit facilities, of 0.741 miles of roadway that provides a connection between nearby neighborhoods and recreational facilities (Bird Key Park, West Causeway Park and the Sarasota Yacht Club). The need for the project is based on the following criteria:

### **BRIDGE DEFICIENCIES: Operational and Structural**

The current concrete prestressed girder bridge is the second bridge that has existed at this location, replacing the original bridge in 1958. Several sections of the deck were replaced on the northbound bridge in 2016 along with a variety of other repair-type work throughout the years. The SR 789 bridges, located between downtown Sarasota and St. Armands Key and Lido Key, are more than fifty-years old, the typical expected design life for transportation infrastructure of this era, and are operationally deficient, particularly for transit. SR 789, including the bridges, is identified as a constrained roadway by the Sarasota / Manatee Metropolitan Planning Organization (MPO), meaning it does not preclude any type of improvement in the future, but it identifies that the corridor has physical, or policy challenges associated with a widening/capacity project.

Based on a January 2023 FDOT bridge inspection report, the northbound SR 789 bridge, carrying traffic west to St. Armands, received a sufficiency rating of 76.9 and a health index of 68.0. Based on a July 2023 inspection report, the southbound bridge, carrying traffic east to the mainland, received a sufficiency rating of 77.7 and a health index of 71.04, as measured on scales of 0-100. Sufficiency rating is an overall rating of a bridge's fitness to remain in service and whether it will be repaired or replaced. A bridge with a sufficiency rating of 80 or less is generally eligible for bridge rehabilitation funding. The health index is a tool that measures the overall condition of a bridge and typically includes about 10 to 12 different elements that are evaluated by the department. A health index below 85 generally indicates that some repairs are needed, although it doesn't mean the bridge is unsafe. A low health index may also indicate that it would be more economical to replace the bridge that repair it. Both bridges do not meet current road design and safety standards. The bridge conditions are as follows:

Northbound (170022)

Overall Condition: Fair

Deck: Fair

Superstructure: Satisfactory

Substructure: Satisfactory

Deck Geometry Appraisal: Substandard typical section elements

Countermeasures have been installed to mitigate a potential problem with scour.

Southbound (170951)

Overall Condition: Good

Deck: Satisfactory

Superstructure: Good

Substructure: Satisfactory

Deck Geometry Appraisal: Substandard typical section elements

Countermeasures have been installed to mitigate a potential problem with scour.

**MODAL INTERRELATIONSHIPS:**

SR 789 serves as the primary connection between downtown Sarasota and St. Armand's Key and Lido Key and is frequently used by bicyclists and pedestrians to access the adjacent parks and recreational facilities [Bird Key Park, West Multi-Use Recreational Trail (MURT) Bird Key / Coon Key Phase I, John Ringling Boulevard Trail and Longboat Key Trail]. The Longboat Key Trail SUN Trail exists throughout most of the project; however, it does not currently exist on either of the bridges over the Coon Key Waterway. While there are five-foot wide sidewalks on both sides of the bridges, there are currently no shoulders or designated bicycle facilities across the bridges. Due to the minimal sidewalk width, there are often conflicts between pedestrians and bicyclists. Overall, the proposed project intends to enhance mobility by evaluating alternatives for reconstruction or rehabilitation with consideration of bicycle/pedestrian and transit facilities within the study limits.

**SAFETY:**

Serving as part of the emergency evacuation route network designated by the Florida Division of Emergency Management and City of Sarasota, SR 789 plays a critical role in facilitating traffic during emergency evacuation periods as the primary connection between downtown Sarasota and St. Armand's Key and Lido Key. The entire project corridor is located in the City of Sarasota's Hurricane Evacuation Zone "A".

The City of Sarasota Climate Adaptation Plan (December 4, 2017) studied and evaluated climate threats to public infrastructure to understand how sea level rise, storm surge, extreme precipitation, and extreme heat might impact the City of Sarasota's transportation network, stormwater management, water supply, wastewater systems, public lands, and critical buildings. Thirty-four transportation assets were evaluated of which 15 were deemed most vulnerable, including SR 789 [Project ID T15, pg. 31]. When prioritizing transportation vulnerabilities, the SR 789 bridge received a risk score of 64.4 (on a scale of 0-100). The potential reconstruction or rehabilitation of the SR 789 (Little Ringling) bridges would make it more resilient to climate vulnerabilities.

**1.3 Planning Consistency**

Currently Adopted L RTP-CFP	COMMENTS
-----------------------------	----------

Yes	The Sarasota/Manatee Metropolitan Planning Organization (MPO) 2045 Long Range Transportation Plan (LRTP) (branded as Transform 2045) was adopted in October 2020. This project is included in the LRTP in the Cost Feasible Plan Development Document Table 16. The latest Sarasota/Manatee MPO Transportation Improvement Program (TIP) for FY2023/24 - FY2027/28 was adopted May 22, 2023. The TIP includes this project.			
	Currently Approved	\$	FY	COMMENTS
<b>PE (Final Design)</b>				
<b>TIP</b>	Y	\$1,500,472 \$1,500,472	<2024 All years	
<b>STIP</b>	Y	\$1,488,210 \$874,762 \$2,362,972	<2024 2024 All years	
<b>R/W</b>				
<b>TIP</b>	N	N/A	N/A	No ROW phase required.
<b>STIP</b>	N	N/A	N/A	No ROW phase required.
<b>Construction</b>				
<b>TIP</b>	Y	\$77,453,051 \$77,453,051	2028 All Years	Construction (CST) phase is funded under FPID# 436680-2.
<b>STIP</b>	Y	\$67,174,185 \$67,174,185	>2027 All Years	CST phase is funded under FPID# 436680-2.

## 2. Environmental Analysis Summary

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

**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. Social and Economic

The project will not have significant social and economic impacts. Below is a summary of the evaluation performed.

#### 3.1 Social

The project was screened through the Environmental Screening Tool (EST) as part of the Efficient Transportation Decision Making (ETDM) Programming Screen phase (ETDM #14384). Socio-economic data was generated as part of the screening event used for the Final ETDM Programming Screen Summary Report (published July 30, 2020), available in the project file. The July 2020 ETDM Report evaluated potential improvements for the SR 789 (Ringling) bridges over the Coon Key Waterway and related improvements to adjacent roadway, bicycle and pedestrian facilities within the subject project limits. Using a 500-foot evaluation buffer, the project's study area covers approximately 0.172 square miles (approximately 110 acres).

#### **Demographic Comparison**

Available 2017-2021 American Community Survey (ACS) data were reviewed to examine demographic data for the project. **Tables 3-1** and **3-2** show the demographic and socio-economic estimate comparisons for Sarasota County and the block groups that intersect the SR 789 project limits. The ETDM Sociocultural Data Report used to support this analysis is included in the project file.

**Table 3-1. Race and Ethnicity Within the Project Study Area.**

Demographic Category	Intersecting Block Groups		Sarasota County-Wide Average	
	Number	%	Number	%
Total Population	1,432	100	429,336	100
<b>RACE AND ETHNICITY</b>				
White Alone	1,293	90.3	377,600	87.9
Black or African American Alone	12	<1	18,663	4.3
American Indian or Native Alaskan Alone	0	0	1,035	<1
Asian Alone	8	<1	7,642	1.8
Native Hawaiian/ Other Pacific Islander Alone	0	0	125	<1
Some Other Race Alone	6	<1	5,617	1.3
Two or More Races	113	7.9	18,654	4.3
Hispanic or Latino	130	9.1	41,557	9.7
Total Minority	150	10.5	77,293	18

**Table 3.2 Disadvantaged Group and Economic Characteristics Within the Project Study Area.**

Demographic Category	Intersecting Block Groups		Sarasota County-Wide Average	
	Number	%	Number	%
Total Population	1,432	100	429,336	100
<b>OTHER DISADVANTAGED GROUPS</b>				
Elderly (age >65 years)	853	59.8	156,708	36.5
Disabled (ages 20-64 years)	47	9.9	19,107	9.4
Limited English-Speaking Household (not well + not at all)	0	0	7,747	1.9
<b>ECONOMIC (Based on Household Data)</b>				
Total Households	738	100%	249,418	100%
Median Household Income	\$98,724	-N/A-	\$69,490	-N/A-
Households Below Poverty Level	60	0.8	20,128	8.1
Households Receiving Public Assistance	0	0	3,866	1.6
Occupied Households w/ No Vehicles Available	91	12.3	8,951	4.6

Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates.

Based on the results of this evaluation, the project study area generally has a predominantly white population, with a substantially higher percentage of elderly residents than the Sarasota County-wide average. With the exception of

individuals claiming ancestry of two or more races, populations of racial and ethnic minority groups within and adjacent to the project study area are typically lower than the Sarasota county-wide averages. Significant Limited English Proficiency (LEP) populations (i.e., speaking English "not well" or "not at all") are not noted to occur within or adjacent to the project study area. The local population of disabled adults of "working age" is slightly higher than the county-wide average. The median household income within the project study area is significantly higher than the county-wide average, and other financial indicators of low-income populations are lower than the county-wide average. The percentage of occupied households without vehicles (e.g., transit-dependent populations) is higher than the county-wide average. This may be at least partially attributed to the presence of the Plymouth Harbor Retirement Community.

### **Community Cohesion**

Existing residential land uses are sporadic and generally occur throughout the study limits in the form of single family residential, a senior citizen retirement/assisted living community, and condominiums. The existing corridor does not bisect any neighborhoods, nor will the proposed improvements bisect any neighborhoods in the future. The Preferred Alternative will not widen the existing roadway within the existing SR 789 ROW. The proposed improvements will not result in residential relocations or business displacements. The Preferred Alternative will make it safer for local residents and regional travelers along the corridor to access local residential, recreational, and other community features. Given these factors, the Preferred Alternative is expected to have no significant impact on community cohesion. There are no temporary impacts to businesses and residences anticipated during construction and access will be maintained.

### **Community Facilities and Services**

Community resources within the 500-foot project buffer are limited to two public parks and one senior citizen retirement/assisted living community. The City of Sarasota owns/maintains the Bird Key Park (3.095 acres) along the north side of SR 789 along the north side of Bird Key and maintains the Bird Key Park South/West Causeway Park (3.678 acres) within the FDOT's existing right of way along the south side of SR 789 at the east end of Bird Key. The Plymouth Harbor Retirement Community (700 John Ringling Boulevard) provides both retirement community and assisted living facilities for senior citizens.

The proposed improvements are also anticipated to help maintain access among off-project community resources including St. Armands Key Lutheran Church, Sarasota County Fire Department and Rescue Station #3, St. Armands Medical Center and numerous retail and dining establishments on St. Armands Key (west of the project), various parks and public beaches on Lido Key (west of the project) and numerous additional resources in downtown Sarasota (east of the project).

SR 789 is a designated hurricane evacuation route. With the replacement of the bridge and incorporation of resilience measures, the service life of this evacuation route will be extended into the future.

Since the Preferred Alternative improvements will use the existing alignment of SR 789 and no ROW acquisition is proposed, the proposed project is not expected to affect community cohesion, divide neighborhoods, or contribute to the social isolation of any minority, elderly, handicapped or transit-dependent populations. Based on the analysis conducted, the Preferred Alternative will not result in high or disproportionate impacts to any minority, ethnic, elderly, or handicapped groups, or low-income populations.

## **3.2 Economic**



The area surrounding the proposed project consists primarily of residential and recreational land uses. There is one institutional facility (i.e., the Plymouth Harbor Retirement Community) and one business (i.e., the Sarasota Yacht Club) adjacent to the project limits. SR 789 (Ringling) carries not only local traffic to and from communities in the area, but it also serves as the only direct link between downtown Sarasota and St. Armand's Circle and serves as Longboat Key's only link to mainland Sarasota County. The project has the potential to enhance the economic vitality of the area through the enhancement of bicycle/pedestrian and transit facilities on the roadway.

During the Environmental Technical Advisory Team's (ETAT) review for this project, the Florida Department of Economic Opportunity (FDEO) commented that the project is not located within a Rural Area of Opportunity. FDEO stated that the project has little to no potential to attract new development; however, short-term construction-related jobs could potentially be generated by the project.

Since the proposed improvements will require no ROW acquisition, no adverse impacts to the local housing market, local employment market and local tax base are anticipated. Access to local residences, businesses and other facilities will be maintained with minimal disruption, and the project construction contractor will be required by the FDOT's Standard Specifications for Road and Bridge Construction to maintain access for emergency services and all adjacent properties throughout construction. Construction will be coordinated with all municipalities in the vicinity of the project limits to minimize disruption to local communities to the greatest extent possible. The affected entities and local residents will continue to be notified regarding public involvement efforts during the project Design and Construction phases.

### 3.3 Land Use Changes

Existing and future land uses were reviewed within the study area. Existing landward uses along the project corridor (and their approximate percentages) consist of: Residential, High Density (multi-family units) (26.02%), Transportation (20.93%); Residential, Medium Density (single-family units) (9.26%), Commercial and Services (3.72%) and Recreational (1.18%) land uses. Waterward of these areas, Bays and Estuaries (Sarasota Bay and Coon Key Waterway) occupy approximately 50% of the project study area. A copy of the existing land use map is included as an attachment to this document.

The City of Sarasota Comprehensive Plan's 2030 Future Land Use Map shows comparable land uses along the project including: Single-Family (Very Low Density) residential, Multiple-Family (Medium Density) residential, Metropolitan (i.e., the Plymouth Harbor Retirement Community), Community Office/Institutional and Open Space-Recreation-Conservation (park) land uses.

The proposed improvements associated with the Preferred Alternative will occur within the FDOT's existing SR 789 roadway ROW and within the existing Florida Department of Environmental Protection (FDEP) Sovereign Submerged Land (SSL) easement for SR 789 within the Coon Key Waterway. The existing SR 789 ROW width varies from 150 feet to 200 feet as shown in **Table 3-3**.

**Table 3-3. Existing ROW Widths Within the Project Study Limits**

Facility	From	To	Width
SR 789	Bird Key Drive (MP 1.206)	Bridge (MP 1.400)	200 ft
	Bridge (MP 1.400)	Bridge (MP 1.593)	200 ft
	Bridge (MP 1.593)	Sarasota Harbour East (MP 1.702)	175 ft
	Sarasota Harbour East (MP 1.702)	Sarasota Harbour West (MP 1.828)	150 ft

No ROW acquisition and no residential or business relocations are necessary for the Preferred Alternative. Therefore, the proposed project will continue to support the existing and future land uses within the project and surrounding areas. Significant land use changes are not anticipated to occur along the project corridor if the proposed project is implemented.

This project is consistent with the Transportation Element and Future Land Use Element of the *City of Sarasota's Comprehensive Plan* (as updated February 2021), and the *Sarasota County Comprehensive Plan* [Element 4: Mobility - Chapter 10 - Transportation] Table 10-5. 2040 Future Thoroughfare Plan Roads [pg. V 1-437] (as adopted October 25, 2016). This project is included in the Sarasota/Manatee MPO's *2045 LRTP Cost Feasible Plan*, the Sarasota/Manatee MPO's FY 2023/24 - FY 2027/28 TIP and FDOT's current 2024-2027 State Transportation Improvement Program (STIP).

### 3.4 Mobility

SR 789 (Ringling) carries not only local traffic to and from communities on Bird Key and Coon Key, but it also serves as the only direct link between downtown Sarasota and St. Armand's Circle and serves as Longboat Key's main link to mainland Sarasota County. This portion of SR 789 supports high volumes of tourist traffic to Longboat Key, St. Armands Key and Lido Key, as well as limited morning/and afternoon commuter traffic to and from Sarasota. This project seeks to maintain this connection by extending the life of the bridge structure over the Coon Key Waterway.

SR 789 serves as the primary connection between downtown Sarasota and St. Armand's Key and Lido Key and is frequently used by bicyclists and pedestrians to access the adjacent parks and recreational facilities [Bird Key Park, West Multi-Use Recreational Trail (MURT) Bird Key / Coon Key Phase I, and John Ringling Boulevard Trail]. The Longboat Key Trail SUN Trail exists throughout most of the project; however, it does not currently exist on either of the bridges over the Coon Key Waterway.

While there are five-foot wide sidewalks on both sides of the bridges, there are currently no shoulders or designated bicycle facilities across the bridges. Due to the minimal sidewalk width, there are often conflicts between pedestrians and bicyclists. The project proposes improvements to bicycle/pedestrian facilities within the project limits to enhance user safety and connectivity to local areas adjacent to the project study area.

Existing pedestrian facilities for the project portion of SR 789 are shown in **Table 3-4**.

**Table 3-4. Existing Pedestrian Facilities within the Project Study Limits**

Facility	Limits	North Side	South Side
SR 789	East of Bird Key Drive	10-ft concrete shared-use path	10-ft concrete shared-use path
	Bird Key Drive to Bridge	10-ft concrete shared-use path	Asphalt Path within Bird Key Park
	Bridge	5-ft sidewalk both sides of both bridges	5-ft sidewalk both sides of both bridges
	Bridge to Sarasota Harbour West	10-ft concrete shared-use path	10-ft concrete shared-use path

Existing bicycle facilities for the project portion of SR 789 are shown in **Table 3-5**.

**Table 3-5. Existing Bicycle Facilities within the Project Limits**

Facility	Limits	North Side	South Side
SR 789	East of Bird Key Drive	5-ft designated	5-ft designated
	Bird Key Drive to Bridge	4-ft paved shoulder	4-ft paved shoulder
	Bridge	None	None
	Bridge to Sarasota Harbour West	4-ft paved shoulder	4-ft paved shoulder

The proposed improvements will maintain the 10-foot-wide shared use paths (with minor realignment to include the roadway improvement), add a 14-ft shared use path on both sides of the proposed bridge and add 5-foot bike lanes on the outside roadway throughout the entire project limits. Sidewalks will also be carried along the existing seawall under both ends of the bridge to allow for shorter and safer "on-island" connections and crossings under SR 789. The improvements are also anticipated to improve safety conditions for bicyclists and pedestrians through the provision of protected/ dedicated infrastructure including bike lanes, sidewalks, and shared-use paths. The addition of these improvements meets the *Sarasota County Trails Master Plan (2018)*: Longboat Key Trail and the *Sarasota County Bicycle and Pedestrian Master Plan Update: Chapter 6-Gap Analysis and Prioritization (2021)*.

The Breeze (formally known as Sarasota County Area Transit) service within the project area is an OnDemand curb-to-curb service, shown on **Figure 3-1**. Riders enter the starting and ending locations into the Breeze OnDemand website or OnDemand by Sarasota County mobile app. The app will confirm trip availability and provide an estimated driver arrival time. In addition,

- Trips must start and stop within the same service zone.
- A transfer to or from the bus system or other transportation provider will be necessary if some of the trip is outside the OnDemand zone.

Breeze OnDemand hours of operation are 5 a.m. to 10 p.m. Monday through Saturday and 6 a.m. to 9 p.m. Sunday, with revised service hours on New Year's Day, Thanksgiving Day, Christmas Eve, and New Year's Eve. The fares are:

- Standard fare is \$2.00 per person/trip,
- Discounted fare participating in the Breeze Plus TD program is \$1.50 per trip, and
- Waived fare for children aged 5 and under.

Figure 3-1. Breeze OnDemand Service Map



In addition, Sarasota County offers a Breeze Plus eligibility-based service for Americans with Disabilities Act (ADA), Transportation Disadvantaged (TD), and Veterans Medical (VM) Programs. Riders must complete an application to be granted temporary, conditional, or unconditional approval. Reservations can be made as early as 14 days prior to a ride but no later than the day prior to a ride. Hours of operations for each of these services are shown in **Table 3-6**. There is no service on six major holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

**Table 3-6. Breeze Plus Services**

Service	Cost	Hours
Breeze Plus ADA Program	\$3.00 each way	Monday – Saturday 5 a.m. to 11 p.m. Sunday 6:20 a.m. to 10:30 p.m.
Breeze Plus TD Program	\$3.00 each way	Monday – Saturday 7 a.m. to 7 p.m.
Breeze Plus VM Program	Pay cash fare to the driver. Fare varies by pickup location.	Pickups made Monday – Friday 6:25 a.m. and 7:50 a.m.
website: <a href="https://www.scgov.net/government/breeze-transit/breeze-plus#16625_22205_88023">https://www.scgov.net/government/breeze-transit/breeze-plus#16625_22205_88023</a>		

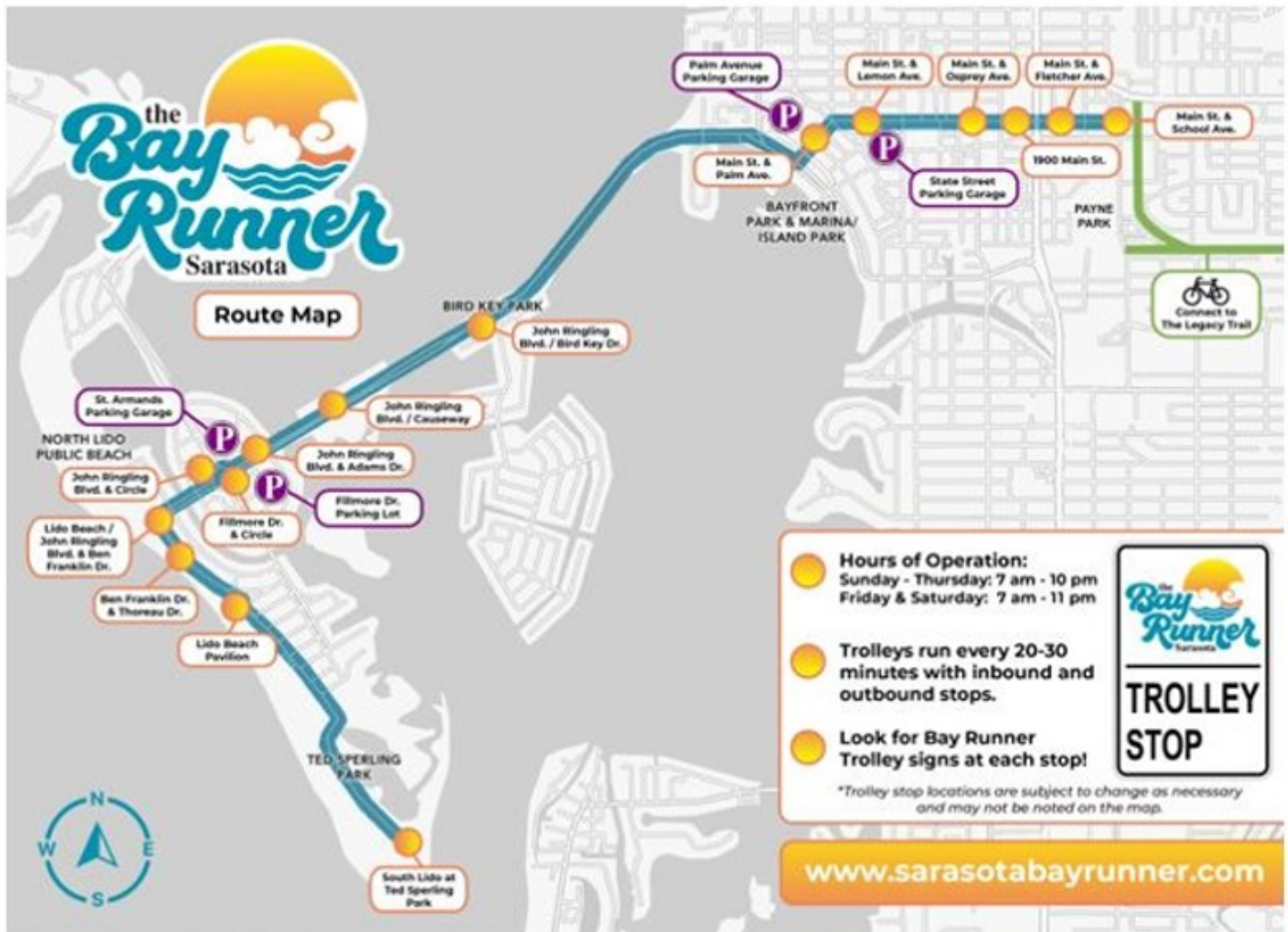
The City of Sarasota operates the Bay Runner Trolley from Main Street and School Avenue to the South Lido at Ted Spierling Park, shown in **Figure 3-2**. The Bay Runner Trolley is a complimentary service seven days a week until 10:00

p.m. or 11:00 p.m., with trolleys every 20-30 minutes at each inbound and outbound stop. There are two stops within the project limits. These bus stops will be relocated slightly, and a mid-block crossing will be added to align with the relocated bus stops.

- SR 789 at Sarasota Harbour West Entrance - Westbound - 125 ft west of Sarasota Harbour West Entrance
- SR 789 at Plymouth Harbor Entrance - Eastbound - 275 ft east of Plymouth Harbor Entrance

Service availability and real-time tracking of the trolley can be found on the Bay Runner App.

**Figure 3-2. City of Sarasota Bay Runner Trolley Route Map**



Transit intermodal facilities are present along the SR 789 and will be enhanced with a Bus-Only lane adjacent to the travel lanes.

Sarasota County Area Transit (The Breeze) staff attended FDOT's April 5, 2022 Public Workshop (discussed further in Section 9 of this document). The transit authority requested that the new bridge be widened to accommodate a shared bus bike shoulder (SBBS) or dedicated transit lane in the future if needed. This improvement aligns with FDOT's Sarasota and Manatee Barrier Island Traffic Study recommendation SM4 which proposed a new bridge that adds a flexible lane in the future.

The 2045 Sarasota/Manatee MPO LRTP has identified a significant number of important bridges that are reaching the end of their 50-year life cycle that will need to be replaced in the next 25 years. These bridges serve as gateways to urban centers, freight corridors, tourism connectors, and evacuation routes. The MPO Board supports the addition of multi modal facilities on all bridges with a special emphasis on Bus-on-Shoulder lanes for future micro and rapid transit as well as emergency management. The proposed improvements have been designed to accommodate transit opportunities.

Through the maintenance of access during construction as required by the FDOT's *Standard Specifications for Road and Bridge Construction*, significant impacts to intermodal services/facilities along the project limits are not anticipated. However, the FDOT will coordinate with The Breeze and the City of Sarasota during future project phases to minimize impacts to their local routes/facilities to the extent feasible.

This project is consistent with the Transportation Element of the City of Sarasota's Comprehensive Plan (dated May 1, 2017) and the Sarasota County Comprehensive Plan [Element 4: Mobility - Chapter 10 - Transportation] Table 10-5. 2045 Future Thoroughfare Plan Roads [pg. V 1-451] (as updated July 19, 2023).

Travel patterns are expected to remain the same as existing patterns, with the exception of minor changes due to median opening revisions to improve access management. Mobility during construction may be temporarily affected due to construction delays and/or temporary lane closures. Overall, the proposed project intends to enhance mobility by evaluating alternatives for reconstruction or rehabilitation with consideration of bicycle/pedestrian and transit facilities on this portion of SR 789.

### **3.5 Aesthetic Effects**

The area surrounding the proposed project consists primarily of residential and recreational land uses. Visual impacts associated with clearing and grubbing, storage of construction materials and equipment, and establishment of temporary construction facilities may occur but are expected to be minimal and temporary in nature. Disturbed areas will be restored to existing or better condition after the completion of construction activities. No construction staging will be allowed within the City of Sarasota Bird Key Park.

The Preferred Alternative is not anticipated to result in the alteration or obstruction of scenic views associated with agricultural features or Florida Scenic Highways or Byways as none occur in the project study area. The proposed improvements will raise the existing bridge approximately 10.50 ft above its current elevation at its highest point at the centermost span. The minimum vertical clearance at the ends of the bridge is 12.99 ft which is 7.23 ft higher than the existing bridge. These changes will be visible from the west end of Bird Key Park, various residences along the west end of Bird Key, the eastern-most condominium building within Sarasota Harbour East, the Sarasota Yacht Club and higher floors of the Plymouth Harbor Retirement Community. However, these changes are not anticipated to be a significant visual barrier within the current environment.

As discussed further in Section 9, the FDOT has and will continue to engage local residents and adjacent property owners along with the City of Sarasota, Sarasota County and applicable stakeholders during the Design phase. This is being done through the formation of an aesthetics committee to solicit input on potential project effects as well as opinions and preferences regarding general design concepts related to aesthetics within the project corridor. Context-sensitive solutions for aesthetic features such as bridge design, lighting, landscaping and hardscape elements will be evaluated further during the Design phase so that the project is in harmony with local communities and preserves and/or enhances the

natural, environmental, scenic, and aesthetic values of the area. The placement and maintenance of aesthetic elements will comply with applicable engineering and standards such as roadway clear zone and sight distance requirements.

### **3.6 Relocation Potential**

The Sarasota County Comprehensive Plan [Element 4: Mobility - Chapter 10 - Transportation] Table 10-4 identifies various portions of SR 789 (including within the project limits) as a "constrained roadway". Constrained County roadways are defined as exhibiting a level of service lower than the adopted standard and not being able to attain the adopted standard because prohibitive costs or environmental limitations prevent the construction of at least two additional through lanes. There are either physical or policy challenges associated with a widening or capacity improvement project. As such, this project is not a widening/capacity improvement, but strives to maintain the current level of service on SR 789 with minimal degradation.

The FDOT has issued a Public Use Lease Agreement to the City of Sarasota for the construction of a portion of Bird Key Park within the FDOT's existing SR 789 Right-of-Way. The easement was authorized effective April 1, 2020, and expires on April 1, 2035 (pending a subsequent 25-year renewal at the City's option). Minor impacts to this lease agreement are anticipated and this is discussed further in Sections 4.2 and 4.3 of this document.

The proposed improvements will use the existing SR 789 alignment and FDOT's existing ROW, with no ROW acquisition proposed. Therefore, no residential or business relocations are proposed, and a Conceptual Stage Relocation Plan (CSRP) is not needed for the project.

The proposed project, as presently conceived, will not displace any residences or businesses within the community. Should this change over the course of the project, a Right of Way and Relocation Assistance Program will be carried out in accordance with Florida Statute 421.55, 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**

Lands within the project vicinity do not meet the definition of farmland as defined in 7 CFR § 658 and the provisions of the Farmland Protection Policy Act of 1981 do not apply because the entire project area is located in the urbanized area of Bradenton-Sarasota-Venice, FL with no designated farmlands adjacent to the project corridor.

## 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 06/21/2023. Therefore, FDOT, in consultation with SHPO, has determined that the proposed project will result in No Historic Properties Affected.

For this study, the archaeological APE was defined as the footprint of construction within the existing ROW, while the historical/architectural APE was set based on the single bridge replacement alternative. Based on the proposed bridge height, the historical/architectural APE was defined as a 1,000-ft viewshed from the center of the proposed bridge. Furthermore, because the road improvements along SR 789 (John Ringling Causeway) will not introduce new roadway features and will remain within the existing ROW, the APE to the east and west of the bridge replacement is defined as the footprint of construction within the existing ROW.

Archaeological background research, which included a review of the Florida Master Site File (FMSF), and the NRHP, indicated that no archaeological sites were recorded within the archaeological APE, but one site is recorded within one mile. Although the ETDM report (#14384) evaluated the project as having a moderate archaeological probability, due to the extensive development of SR 789 (John Ringling Causeway), including roadway construction, drainage structures, and buried utilities, the probability was downgraded to low archaeological potential for the discovery of prehistoric or historic archaeological sites. If sites were found, it was anticipated that they would be remnants of prehistoric shell middens or artifact scatters. As a result of field survey, no prehistoric or historic archaeological sites were identified within the APE. In addition, the FMSF, historic maps, aerials, and other documents do not record the location of shipwrecks or other historic maritime resources that would be of concern. Based on the historic coastline and known aboriginal settlement patterns in the area, there is no expectation of submerged aboriginal sites. These, along with the planned scope and impacts, it was determined that maritime archaeology did not appear necessary.

The historical/architectural field survey resulted in the identification of eight (8) historic resources (FMSF #'s 8SO06906, 8SO06907, 8SO12048, 8SO12111, 8SO12112, 8SO12125, 8SO14518, and 8SO14519) within the APE. This includes two (2) newly identified historic buildings (8SO14518, and 8SO14519) and six previously recorded historic resources (two bridges (8SO06906, 8SO06907) and four buildings 8SO12048, 8SO12111, 8SO12112, and 8SO12125). Of these, six (6) historic resources (8SO12048, 8SO12111, 8SO12112, 8SO12125, 8SO14518, and 8SO14519) were recorded/updated and evaluated within the APE. These include two Mid-Century Modern style buildings (8SO12048 and 8SO14518), one Ranch style building (8SO12111), one Frame Vernacular style building (8SO12112), and two Masonry Vernacular style building (8SO12125 and 8SO14519) built between circa (ca.) 1961 and ca. 1973. The two previously recorded bridges (8SO06906 and 8SO06907) were not updated because they were evaluated by the SHPO as ineligible for listing in the NRHP and no significant changes were observed during the archaeological field investigations completed in December 2018 and the historical/architectural field investigations completed in November 2022. Furthermore, the bridges are excluded from Section 106 consideration by the Program Comment for Common Post-1945 Concrete and Steel Bridges (Federal Register 2012:68793).



Based on the results of this study, the FDOT's determination was that the proposed undertaking will result in no historic properties affected. The FDOT submitted the April 2023 CRAS and the "no effect" determination to the SHPO on June 1, 2023. The SHPO provided their concurrence with the FDOT's findings on June 21, 2023. The CRAS is available in the project file. The SHPO concurrence letter is included as an attachment to this document.

## **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 applicability of Section 4(f) was reviewed for four resources. Coordination with the local Officials With Jurisdiction (OWJ) and the FDOT's Office of Environmental Management (OEM) are provided at the end of this document. As a result of the evaluation completed, there will be no adverse impacts to properties within or immediately adjacent to the project area that are protected pursuant to Section 4(f) of the USDOT Act of 1966.

### **Sarasota Bay Paddling Trail**

The Sarasota Bay Paddling Trail is in the northwestern portion of Sarasota County and extends approximately 12 miles in length from the Sarasota/Manatee County Line to downtown Sarasota. This trail is designated as part of Sarasota County's Blueway Paddling Trails Program. The Sarasota Bay Paddling Trail is an unimproved, open water facility lacking amenities. It is available for various public recreation activities such as kayak/canoeing, fishing, wildlife viewing and sight-seeing. The underlying portions of Sarasota Bay are owned by the State of Florida's Trustees of the Internal Improvements Trust Fund (TIITF) and overseen by the FDEP's Division of State Lands, except for a portion along the north side of Bird Key which is owned by the City of Sarasota as part of Bird Key Park. Within the project limits, the Sarasota Bay Paddling Trail is accessed by shallow-water kayak/canoe ramps within Bird Key Park. Within Sarasota Bay, access to this trail is provided by a total 4 launch points, 2 landing points and 2 boat ramps. The trail provides connections to 12 different park/public recreation facilities. Use of this facility is generally 24 hours/day, 7 days/week.

The Preferred Alternative requires the installation of bridge-related materials (i.e., support piles, substructure, decking/superstructure and slope/channel stabilization). As detailed in the OWJ Statement of Significance coordination with Sarasota County Parks, Recreation and Natural Resources, the navigation clearance underneath the bridge is not anticipated to be adversely impacted by the project. With the reconstructed bridge, the vertical clearance over the paddling trail will not decrease and may increase slightly. Construction activities may result in temporary impacts to the aesthetic attributes and function of the paddling trail or public usage thereof. These effects may include visual and noise impacts which affect user experience/enjoyment, and the potential installation of in-water turbidity barriers, underwater noise attenuation measures, trestle bridge platforms and boat/barge/crane traffic which may require users to use another portion of the Coon Key Waterway or alternate facilities. If bridge construction requires the closure of the Coon Key Waterway, detours or portage locations will be clearly signed so that use of the paddling trail will be uninterrupted.

A Section 4(f) exemption was sought for this project as a temporary occupancy that is so minimal as to not constitute a use within the meaning of Section 4(f) and that meets all of the conditions in (23 Code of Federal Regulation/CFR 774.13(d)(1-5), shown below.

1) Construction activities within the Sarasota Bay Blueway Paddling Trail "property" that would be associated with the improvements to the SR 789 bridge will be of a temporary duration (i.e., less than the time needed for the construction of the entire project) and there will be no change in the ownership of the trail "property". The replacement of the bridge will

occur within the existing SR 789 ROW.

2) Construction activities within the Sarasota Bay Blueway Paddling Trail "property" will be minor and changes, if any, will be minimal. Adequate vertical and horizontal navigational clearances will be provided for trail users.

3) Construction activities within the Sarasota Bay Blueway Paddling Trail "property" will create no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property on a permanent basis. The FDOT plans to keep the trails accessible during construction activities. The FDOT commits to adding a plan note into the General Notes of the project's final design plans to ensure that contractor equipment staging, materials stockpiling or storing activities will not impair public use of the Sarasota Bay Blueway Paddling Trail resource (see Section 10 of this document).

4) The Sarasota Bay Blueway Paddling Trail "property" within the limits of the project's construction area will be restored to a condition which is at least as good as that which existed prior to the project being started.

5) There must be documented agreement of the OWJ over the Section 4(f) resource regarding the above conditions.

Within a written response provided July 7, 2020, the Sarasota County Board of County Commissioners provided their concurrence with the FDOT's determination that the Sarasota Bay Blueways Paddling Trail is a significant recreational resource and the impacts to the public's usage of the trail will be temporary in nature. The FDOT's OEM provided their concurrence with the Temporary Occupancy Exemption on May 17, 2023.

#### **Bird Key Park (City-owned portion)**

Bird Key Park is a City of Sarasota property on the north side of SR 789 on Bird Key, approximately 1.2 miles due southwest of downtown Sarasota. This property consists of two portions. The first portion is a 19.71-acre portion owned by the City, discussed here. The second portion, discussed later, is a 1.594-acre portion of FDOT ROW for which the FDOT and City have completed a 25-year lease agreement. The FDOT-owned portion is addressed separately within this document. Landward portions of the park have been developed with various recreational amenities including parking and drive isles, landscaping and irrigation improvements, signage, hardscape improvements, benches, waste receptacles and light pole fixtures. The park is open (i.e., public use allowed) from 5 a.m. to 11 p.m. daily.

While the project will utilize a small portion of the Bird Key Park which is within FDOT ROW, it will not have any impacts on the City of Sarasota-owned portion of the park. Additionally, the project will maintain public access to the park and its various amenities throughout construction as required by the FDOT's *Standard Specifications for Road and Bridge Construction*. Therefore, there will be no temporary occupancies of the city-owned recreational property, nor will there be any proximity impacts (temporary or otherwise) which would significantly impair the protected functions of Bird Key Park. There is "No Use" of the Bird Key Park with regards to Section 4(f) protections. The FDOT's OEM provided their concurrence with the "No Use" determination on April 17, 2023.

#### **Bird Key Park - FDOT-owned portion**

Bird Key Park is a City of Sarasota property on the north side of SR 789 on Bird Key, approximately 1.2 miles due southwest of downtown Sarasota. This text section discusses the 1.594-acre portion of Bird Key Park located within FDOT's SR 789 roadway ROW for which the FDOT and City have completed a 25-year lease agreement. The amenities and public availability are the same as was described previously for the City-owned portion.

The project will utilize a small portion (0.62 acre) of Bird Key Park which is within FDOT ROW. The project will only utilize this FDOT-owned portion of the park to relocate a portion of the Bird Key Park Multi-Use Recreational Trail (MURT). The project's proposed utilization of the park is consistent with the lease agreement in place which specifies that the primary purpose of the of the ROW (e.g., where the park and MURT occur) is as a transportation corridor. Additionally, the project will maintain public access to the park and its various amenities throughout construction. Under 23 CFR 774.11(h), when

a property formally reserved for a future transportation facility temporarily functions for park, recreation, or wildlife and waterfowl refuge purposes in the interim, the interim activity, regardless of duration, will not subject the property to Section 4(f). The FDOT's OEM provided their concurrence with the "Not Applicable" determination on April 17, 2023.

### **Longboat Key SUN Trail Segment**

The Florida Shared-Use Nonmotorized (SUN) Trail Program was created pursuant to Section 339.81, Florida Statutes (F.S.) in 2015 in coordination with the FDEP to establish a statewide system of interconnected multi-use trails for bicyclists and pedestrians. Today, the SUN Trail network includes a combination of existing, planned, and conceptual multiple-use trails that increase the reliability of Florida's transportation system.

The general segment of the SUN Trail network within the subject project limits is the Longboat Key Trail segment extending from North Washington Drive on St. Armands Key to Sunset Drive in Sarasota. Specific to the project limits, there are three sub-segments of the Longboat Key Trail. Below is a summary of the sub-segments and funding status:

Sub-segment 1 - Existing (0.65-mile overall length, 0.35-mile within project limits. Previously constructed by the City of Sarasota under FPID# 438255-2-58-01 via Local Agency Program/LAP agreement with FDOT).

Sub-segment 2 - Programmed / Funded (0.2-mile, entire length within project limits)

Sub-segment 3 - Existing (1.2-mile overall length; 0.22-mile known as the Coon Key MURT within the FDOT ROW portion of Bird Key Park within and adjacent to the project limits).

While the Longboat Key Trail SUN Trail segment exists throughout most of the project, Sub-segment 2 does not currently exist on either of the bridges over the Coon Key Waterway being traversed by this project. Through the incorporation of a 14-ft-wide shared use path on both sides of the proposed SR 789 bridge and adjacent 10-ft-wide shared use path for the roadway portions connecting to the proposed bridge, this segment will be constructed as part of the transportation network under this project. These 10-ft-wide connections will require the relocation of existing trail portions within Sub-segments 1 and 3 to accommodate the proposed roadway improvements.

Since this is a part of the SUN Trail Network, the Longboat Key Trail segment is exempt from Section 4(f) in accordance with 23 CFR 774.13(f)(4) Trails, paths, bikeways, and sidewalks that are part of the local transportation system and which function primarily for transportation. FDOT will construct this project and continue coordination with the City of Sarasota on trail and project construction specifics as the project proceeds. The FDOT's OEM provided their concurrence with the Exception determination on April 17, 2023.

## **4.3 Section 6(f) of the Land and Water Conservation Fund Act of 1965**

The following evaluation was conducted pursuant to Section 6(f) of the land and water conservation fund of 1965.

The FDOT has previously granted a 25-year Public Use Easement to the City of Sarasota which allowed improvements to the City's Bird Key Park/Phase I Coon Key MURT facility (i.e., portion of the Longboat Key Trail segment of the SUN Trail network) within the FDOT's existing SR 789 ROW. The City used federal Land and Water Conservation Fund (LWCF) funds for the construction of at least a portion of the Bird Key MURT within the FDOT's ROW. The total Public Use Easement acreage is 1.59 acres and the estimated impacts from the FDOT's current single-bridge replacement Preferred Alternative are 0.62 acre (~ 39% of the easement acreage). The Preferred Alternative will not permanently convert any land owned as part of the City's Bird Key Park, and the MURT will be relocated in-kind adjacent to (slightly northward of) its current location within FDOT-owned ROW, so there will be no permanent impacts to or conversion of LWCF Act-funded improvements.

The FDOT reviewed these impacts and determined that they are unavoidable based on the project's location on an island, the narrow ROW available and the need to avoid impacts to adjacent land uses. Based on the in-kind replacement of the impacted portion of the Bird Key Park MURT within the FDOT's existing ROW, there is no conversion of use for this LWCF-funded feature and no compensatory land/replacement property acquisition is proposed.

The FDOT presented the proposed impacts to the FDEP (the oversight agency for LWCF fund disbursements and tracking) via an e-mail dated October 25, 2022. Via a response e-mail dated November 2, 2022, the FDEP determined that the proposed improvements will not trigger a conversion of use or a temporary use conversion, nor shut down Bird Key Park or any of the park's facilities. Access to the park will be maintained during construction in accordance with the FDOT's *Standard Specifications for Road and Bridge Construction*, the FDEP provided their consent for the proposed improvements to proceed as planned. This coordination is included as an attachment to this document.

#### **4.4 Recreational Areas and Protected Lands**

In addition to the resources discussed previously, there are seven designated public land resources within a one-mile radius of the project. As shown in **Table 4-1**, these resources are as follows:

**Table 4-1. Public Lands Within a One-Mile Radius of the Project Study Area**

<b>Name of Property</b>	<b>Acreeage</b>	<b>Owner(s)</b>	<b>Proximity</b>	<b>General Use Type(s)</b>
Ken Thompson Park and Boat Ramp	28.85	City of Sarasota	0.8 miles north of project limits	Nature Park/Beach Access
Bay Walk Park	4.511	City of Sarasota	0.85 miles north of project limits	Nature Park/Beach Access
St. Armands Circle Park	2.214	City of Sarasota	0.33 miles west of project limits	Neighborhood Park/Walking Path
Coolidge Park/Lido Beach Pool and Pavilion	23.19	City of Sarasota	0.64 miles southwest of project limits	Nature Park/Beach Access
Ted Sperling Park at South Lido Beach	164.696	City of Sarasota	0.75 miles south of project limits	Nature Park/Beach Access
Ringling East Causeway Park	6.016	Sarasota County	0.70 miles northeast of project limits	Nature Park/Beach Access
Bayfront Park and Marina	21.384	City of Sarasota	1.0 mile northeast of project limits	Neighborhood Park/Marina

These are generally municipal public-use park facilities and are generally not managed for specific conservation/preservation purposes. Except for St. Armands Circle Park (an entirely urban facility), these facilities offer active and passive wildlife/natural resource recreation opportunities. The proposed improvements will not affect the above-listed resources.

## 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 Resource Evaluation (NRE) (November 2023), available in the project file, was prepared to document and summarize the potential impacts to natural resources including federal and state protected species. The NRE also documented commitments and implementation measures considered to avoid, minimize, and mitigate potential impacts. The evaluation included coordination with the United States Fish and Wildlife Service (USFWS), National Marine Fisheries Service (NMFS), US Environmental Protection Agency (USEPA), US Army Corps of Engineers (USACE), Florida Fish and Wildlife Conservation Commission (FWC), Florida Department of Agriculture and Consumer Services (FDACS), FDEP and Southwest Florida Water Management District (SWFWMD).

Following literature and agency database searches, environmental scientists familiar with Florida natural communities conducted field reviews within the project corridor in January 2020 and aquatic surveys in July of 2020.

Based on this evaluation, a total of twenty (20) federally listed, 2 listing candidate, one otherwise federally-protected species and an additional thirteen (13) state-protected (12 listed) were identified as potentially occurring within the project study area. It was determined the project would have no effect on federally listed plant species and no effect anticipated on state listed plant species due to a lack of suitable habitat. Therefore, no further discussion is provided on the federal and state listed plant species.

**Table 5-1** provides the species of federal concern that were evaluated, their listing status, and their corresponding effect determinations (where applicable).

Table 5-1. Federal Species of Concern Within or Adjacent to the Project Study Area

Species	Listing Status*	Potential for Occurrence	Proposed Effect Determination
<b>Plants</b>			
Aboriginal Prickly-Apple ( <i>Harrisia aboriginum</i> )	USFWS/FDACS – Endangered	None	No effect
Florida Bonamia ( <i>Bonamia grandiflora</i> )	USFWS/FDACS – Endangered	None	No effect
Florida Golden Aster ( <i>Chrysopsis floridana</i> )	USFWS/FDACS – Endangered	None	No effect
Pygmy Fringe Tree ( <i>Chionanthus pygmaeus</i> )	USFWS/FDACS – Endangered	None	No effect
<b>Invertebrates</b>			
Monarch Butterfly ( <i>Danaus plexippus</i> )	USFWS – Candidate	High	N/A
<b>Fish</b>			
Gulf Sturgeon ( <i>Acipenser oxyrinchus desotoi</i> )	NMFS/USFWS – Threatened	Low	May affect, not likely to adversely affect
Smalltooth Sawfish ( <i>Pristis pectinata</i> )	NMFS – Endangered	Low	May affect, not likely to adversely affect
Giant Manta Ray ( <i>Manta birostris</i> )	NMFS – Threatened	Low	May affect, not likely to adversely affect
<b>Reptiles</b>			
Eastern Indigo Snake ( <i>Drymarchon corais couperi</i> )	USFWS – Threatened	None	No effect
Green Sea Turtle ( <i>Chelonia mydas</i> )	USFWS – Endangered	High	May affect, not likely to adversely affect
Hawksbill Sea Turtle ( <i>Eretmochelys imbricata</i> )	USFWS – Endangered	Low	No effect
Kemp's Ridley Sea Turtle ( <i>Lepidochelys kempii</i> )	USFWS – Endangered	High	May affect, not likely to adversely affect
Leatherback Sea Turtle ( <i>Dermochelys coriacea</i> )	USFWS – Endangered	Low	No effect
Loggerhead Sea Turtle ( <i>Caretta caretta</i> )	USFWS – Threatened	High	May affect, not likely to adversely affect
<b>Birds</b>			
Eastern Black Rail ( <i>Laterallus jamaicensis jamaicensis</i> )	USFWS – Threatened	None	No effect
Florida Scrub-Jay ( <i>Aphelocoma coerulescens</i> )	USFWS – Threatened	None	No effect
Piping Plover ( <i>Charadrius melodus</i> )	USFWS – Threatened	Low	May affect, not likely to adversely affect
Red Knot ( <i>Calidris canutus rufa</i> )	USFWS – Threatened	Low	May affect, not likely to adversely affect
Wood Stork ( <i>Mycteria americana</i> )	USFWS – Threatened	Low	May affect, not likely to adversely affect

**Table 5-1. Federal Species of Concern Within or Adjacent to the Project Study Area (cont.)**

<b>Mammals</b>			
Florida Bonneted Bat ( <i>Eumops floridanus</i> )	USFWS – Endangered	Low	May affect, not likely to adversely effect
Tricolored Bat ( <i>Perimyotis subflavus</i> )	USFWS – Candidate	Low	N/A
West Indian Manatee ( <i>Trichechus manatus latirostris</i> )	USFWS - Threatened	High (observed)	May affect, not likely to adversely effect

\*FWC listing status was not included for species with the same federal listing status because of the State's deferment to federal listing statuses under Chapter 68A-27, Florida Administrative Code (F.A.C.).

Monarch butterfly: There is minimal suitable habitat for the species available within and adjacent to the project limits. However, this species is a candidate species for listing, and consultation for this species is not required at this time. If the listing status of the monarch butterfly is elevated by USFWS to Threatened or Endangered and the Preferred Alternative is located within the consultation area, FDOT commits to re-initiating consultation with the USFWS during the design and permitting phase of the project to determine the appropriate survey methodology and to address USFWS regulations regarding the protection of the monarch butterfly.

Gulf sturgeon: Based on the geographic location of the estuarine habitat present and the extent of human disturbance within Sarasota Bay, the likelihood of species occurrence is presumed to be low. However, given the project's direct connectivity to the Gulf of Mexico, the possibility of the species within or adjacent to the project study area cannot be discounted. The FDOT will implement the NMFS Southeast Regional Office's (SERO) *Protected Species Construction Conditions*, and FDOT Supplemental Specification SP0070104-8 *Additional Requirements for Sturgeon* during construction to avoid and minimize adverse impacts to the species.

Smalltooth sawfish: Based on the geographic location of the estuarine habitat present and the extent of human disturbance within Sarasota Bay, the likelihood of species occurrence is presumed to be low. However, given the project's direct connectivity to the Gulf of Mexico, the possibility of the species within or adjacent to the project study area cannot be discounted. The FDOT will implement the NMFS' *Vessel Strike Avoidance Measures*, NOAA Fisheries Southeast Regional Office, NMFS' SERO's *Protected Species Construction Conditions*, and FDOT Supplemental Standard Specification SP0070104-5 *Additional Requirements for Smalltooth Sawfish* during construction to avoid and minimize adverse impacts to the species.

Giant manta ray: Based on the geographic location of the estuarine habitat present and the extent of human disturbance within Sarasota Bay, the likelihood of species occurrence is presumed to be low. However, given the project's direct connectivity to the Gulf of Mexico, the possibility of the species within or adjacent to the project study area cannot be discounted. The FDOT will implement the NMFS SERO's *Protected Species Construction Conditions* during construction to avoid and minimize adverse impacts to the species.

Eastern indigo snake: There is no suitable habitat for the species within the or adjacent to the project limits and no individuals of this species were observed during the field reviews.

Green sea turtle, Hawksbill sea turtle, Kemp's Ridley sea turtle, Loggerhead sea turtle, and Leatherback sea turtle: Waterfront habitats within the project study area are typically armored with revetment or seawall, and there is no sea turtle nesting habitat within the project study area. A review of the FWC's sea turtle stranding data layer documents strandings



consisting of green, hawksbill, loggerhead, and Kemp's Ridley turtles within Sarasota Bay and the Coon Key Waterway. Based on their typical geographic range, hawksbill and leatherback sea turtles are much less likely to occur in the project vicinity than the other four species. There is a potential that the project construction could result in noise and/or vibratory impacts to aquatic species, including any sea turtles which may be near the project area during project construction. Therefore, the FDOT will implement the NMFS' *Vessel Strike Avoidance Measures*, NOAA Fisheries Southeast Regional Office, NMFS' SERO's *Protected Species Construction Conditions*, and FDOT Supplemental Standard Specification SP0070104-6 *Additional Requirements for Sea Turtles* during construction.

The leatherback and hawksbill sea turtles were proposed in the original NRE with "*may affect, not likely to adversely affect*" (MANLAA) determinations. However, the effect determinations for both species were revised to "*no effect*", based on the NMFS' determination that both species are highly unlikely to occur in the project area due to their respective life history strategies.

Eastern black rail: There is no suitable habitat for the species within the or adjacent to the project limits and no individuals of this species were observed during the field reviews.

Florida scrub jay: There is no suitable habitat for the species within the or adjacent to the project limits and no individuals of this species were observed during the field reviews.

Piping plover and red knot: Much of the waterfront habitats within the project limits potentially used by these species are typically armored with revetment or seawall and there is no nesting habitat for either species within the project study area. However, minimal, low quality foraging habitat occurs within waterfront habitats within the project study area. Individuals of these species were not observed during project field reviews.

Wood stork: The project study area is located within the 18.6-mile Core Foraging Areas (CFA) radius of four active wood stork nesting colonies. Wood storks were observed within and adjacent to the project study area during the field reviews and there is suitable foraging habitat present within some of the wetlands and other surface waters throughout the project study area. The USFWS Wood Stork Effect Determination Key was used to support the effect determination of "*may affect, not likely to adversely affect*" the wood stork per the following key couplets: A>B>MANLAA. Mitigation will be provided for all wetland impacts and suitable wood stork foraging habitat.

Florida bonneted bat: There is suitable foraging habitat for the species within the project limits. However, based on a limited roost survey conducted for trees and man-made structures within the project, no evidence of bat roosting was observed (including in and under the existing SR 789/Ringling bridge). Although the potential occurrence of the Florida bonneted bat is understood to be low in the project vicinity, it cannot be discounted. The USFWS' *Consultation Key for the Florida Bonneted Bat* and *Florida Bonneted Bat Consultation Guidelines* were used to support the effect determination of "*may affect, not likely to adversely affect*" the Florida bonneted bat per the following key couplets: 1a>2a>3a>4b>MANLAA-P. As part of the programmatic concurrence, the FDOT will implement Best Management Practices (BMPs) 1, 4, 9, and 12 as impact avoidance and reduction measures.

Tricolored bat: There is suitable roosting and foraging habitat for the species available within and adjacent to the project limits. However, this species is a candidate species for listing, and consultation for this species is not required at this time. If the listing status of the tricolored bat is elevated by USFWS to Threatened or Endangered and the Preferred Alternative is located within the consultation area, FDOT commits to re-initiating consultation with the USFWS during the design and permitting phase of the project to determine the appropriate survey methodology and to address USFWS regulations regarding the protection of the tricolored bat.

West Indian manatee: This species was observed in the Coon Key Waterway during project surveys. Therefore, the FDOT commits to implementing the following protection measures during project construction: 1) implementing the USFWS' *Standard Manatee Conditions for In-Water Work*, 2) utilizing at least one dedicated manatee observer on-site for all in-water construction, 3) only conducting in-water work during daytime hours, and 4) requiring contractors to use a ramp-up procedure during pile driving to allow species time to leave the impact area prior to initiation of full pile driving noise levels. With the implementation of these protection measures, the FDOT has determined that the Preferred Alternative "may affect, not likely to adversely affect" the West Indian manatee. This is supported by the following consultation key couplets: A>B>C>D>E>F>G>N>O>P>MANLAA.

Bald eagle: No bald eagles were seen/heard, and no eagle nests were observed within 660 feet of the project study area during the project field reviews. If the species is documented nesting within 660 feet of the project limits during future project phases, the FDOT will coordinate further with the USFWS as applicable. No further considerations are required for the bald eagle at this time.

#### USFWS Critical Habitat

The project study area was also evaluated for the presence of federally designated Critical Habitat as defined by Congress in 50 CFR 17. Currently, no designated critical habitat for any federal listed species occurs within or immediately adjacent to the project study area. The nearest designated critical habitat polygons are mapped for the aboriginal prickly-apple and loggerhead sea turtle on Longboat Key. However, these habitats are 1.2 and 1.3 miles northwest of the project study area, respectively. The proposed critical habitat designation/rulemaking process for the Florida bonneted bat is in progress. However, critical habitat has not been officially designated and the entire project lies outside of any units preliminarily being considered for critical habitat. Therefore, the proposed improvements will not result in the destruction or adverse modification of any designated critical habitat.

**Table 5-2** provides the species of state concern that were evaluated, their listing status, and their corresponding effect determinations (where applicable).

**Table 5-2. State Species of Concern Within or Adjacent to the Project Study Area**

Species	Listing Status*	Potential for Occurrence	Proposed Effect Determination
<b>Plants</b>			
Sanibel lovegrass ( <i>Eragrostis pectinacea</i> var. <i>trocyi</i> )	FDACS – Endangered	<i>None</i>	<i>No effect anticipated</i>
<b>Reptiles</b>			
Gopher Tortoise ( <i>Gopher polyphemus</i> )	FWC – Threatened	<i>None</i>	<i>No effect anticipated</i>
<b>Birds</b>			
American Oystercatcher ( <i>Haematopus palliatus</i> )	FWC – Threatened	<i>Low</i>	<i>No adverse effect anticipated</i>
Black Skimmer ( <i>Rynchops niger</i> )	FWC – Threatened	<i>Low</i>	<i>No adverse effect anticipated</i>
Florida Burrowing Owl ( <i>Athene cunicularia</i> )	FWC – Threatened	<i>None</i>	<i>No effect anticipated</i>
Florida Sandhill Crane ( <i>Antigone canadensis pratensis</i> )	FWC – Threatened	<i>Low</i>	<i>No adverse effect anticipated</i>
Least Tern ( <i>Sternula antillarum</i> )	FWC – Threatened	<i>High</i>	<i>No adverse effect anticipated</i>
Little Blue Heron ( <i>Egretta caerulea</i> )	FWC – Threatened	<i>Moderate</i>	<i>No adverse effect anticipated</i>
Reddish Egret ( <i>Egretta rufescens</i> )	FWC – Threatened	<i>Low</i>	<i>No adverse effect anticipated</i>
Roseate Spoonbill ( <i>Platalea ajaja</i> )	FWC – Threatened	<i>Moderate</i>	<i>No adverse effect anticipated</i>
Snowy Plover ( <i>Charadrius nivosus</i> )	FWC – Threatened	<i>Low</i>	<i>No adverse effect anticipated</i>
Tricolored Heron ( <i>Egretta tricolor</i> )	FWC – Threatened	<i>Moderate</i>	<i>No adverse effect anticipated</i>
<b>Mammals</b>			
Miscellaneous bat species	FWC – NL <sup>2</sup>	<i>Moderate</i>	<i>N/A</i>

\*FWC listing status was not included for species with the same federal listing status because of the State's deferment to federal status under Chapter 68A-27, F.A.C.

(2) Protected under the Florida Administrative Code (F.A.C.) rule 68A-4.001 General Prohibitions and rule 68A-9.010 Taking Nuisance Wildlife

A summary of the findings for the state listed faunal species is provided below:

Gopher tortoise: Although gopher tortoises are known to occur on coastal islands, there has been significant human development within the study area, resulting in a lack of suitable habitat. No tortoises or burrows were observed during project field reviews. As such, the Preferred Alternative will have "*no effect anticipated*" on the gopher tortoise.

American oystercatcher and black skimmer: No evidence of nesting was observed. Only narrow strips of beach-like habitat, which may provide suitable foraging habitat for this species, occur along the north side of the City of Sarasota's Bird Key Park (which will not be impacted by the proposed improvements) and under the east end of the existing SR 789 bridges. However, no oystercatchers or black skimmers were observed within or adjacent to the project study area during project field reviews. As such, the Preferred Alternative will have "*no adverse effect anticipated*" on the American oystercatcher and black skimmer.

Florida burrowing owl: Burrowing owls are known to use coastal islands elsewhere within their range (e.g., Marco Island, Florida Keys, the Bahamas). However, there is no suitable habitat within or adjacent to the project study area. No burrowing owls or owl burrows were observed within or adjacent to the project study area. Therefore, the Preferred

Alternative will have "*no effect anticipated*" on the Florida burrowing owl.

Florida sandhill crane: Limited foraging habitat is present along sodded areas within the roadway ROW. No Florida sandhill cranes were seen/heard, and no potential crane nests were observed within or adjacent to the project study area during project field reviews. The project will not result in wetland impacts that would affect nesting habitat for the species. The upland habitats that are proposed for impact which may provide foraging habitat are not unique or limited at either a regional or a local level. As such, the Preferred Alternative will have "*no adverse effect anticipated*" on the Florida sandhill crane.

Least tern: No evidence of nesting was observed. Only narrow strips of suitable beach-like foraging habitat occur along the north side of the City of Sarasota's Bird Key Park (which will not be impacted by the proposed improvements) and under the east end of the SR 789 bridges. For potential nesting habitat, there are minor gravel strips in conjunction with portions of landscaping, however, these are regularly disturbed by roadway ROW maintenance activities. Additionally, based on reviews of available aerial photography, none of the buildings adjacent to the project limits appear to contain gravel roofs to support potential nesting usage and the project will not result in any building demolitions. Although no least terns were observed within or adjacent to the project study area during project field reviews, the species may use near-shore and open water foraging habitat present. However, due to the abundance of suitable foraging habitat available in surrounding areas, the Preferred Alternative will have "*no adverse effect anticipated*" on the least tern.

Little blue heron, reddish egret, roseate spoonbill, and tricolored heron: No evidence of nesting was observed. The surface waters within and adjacent to the project study area provide suitable foraging habitat. Although no listed wading birds were observed during the project field reviews, these species may occur intermittently within or adjacent to the project limits. Wetland impacts will be mitigated, and ample suitable foraging habitat remains available in surrounding areas. The Preferred Alternative will have "*no adverse effect anticipated*" on these species.

Snowy plover: No evidence of nesting was observed. Only narrow strips of suitable beach-like habitat occur along the north side of the City of Sarasota's Bird Key Park (which will not be impacted by the proposed improvements) and under the east end of the SR 789 bridges. However, no snowy plovers were observed within or adjacent to the project study area during project field reviews. The Preferred Alternative will have "*no adverse effect anticipated*" on the snowy plover.

Miscellaneous bat species: There is suitable foraging habitat for bats within the project limits. However, based on a limited roost survey conducted for trees and man-made structures within the project, no evidence of bat roosting was observed (including in and under the existing SR 789/Ringling bridge). If bats are documented using the SR 789 bridges for roosting during future project phases, they will be managed through the implementation of exclusion devices in accordance with F.A.C. Rule 68A-9.010. No further considerations are required for non-listed bat species at this time.

Implementation measures were established to avoid and minimize impacts to listed species. The implementation measures for the project are as follows:

- The FDOT will complete a NMFS pile-driving noise assessment during the design/permitting phase.
- Should out-of-basin mitigation be determined necessary, the FDOT will perform a coastal cumulative impacts analysis.
- The FDOT will coordinate with City of Sarasota, FDEP and NMFS representatives to discuss the relocation of oyster beds which would be directly impacted as a result of construction to the nearby Bird Key Park beach where other oyster beds currently exist as a mitigative measure.

The FDOT transmitted the NRE to the USFWS, NMFS, FWC and other agencies on November 17, 2023 for review of the natural resource impacts and associated effect determinations/findings. The agency responses received are discussed in

the following paragraphs and their coordination is attached to this document.

The USFWS provided their concurrence sticker on November 27, 2023. In their response, they determined that the proposed action is not likely to adversely affect any federally listed species or designated critical habitat protected by the Endangered Species Act (ESA), as amended. 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.

The NMFS provided their response on November 28, 2023. Their response stated that in general, NMFS finds the NRE to be accurate and complete at this stage in project development. Upon request, NMFS will conduct an ESA Section 7 consultation based on the determinations provided in the NRE for ESA-listed species under NMFS's purview. However, NMFS recommends that leatherback and hawksbill sea turtles not be included in the Section 7 request as they are highly unlikely to occur in the project area due to their respective life history strategies (Leatherback sea turtles have a pelagic, deepwater life history, where they forage primarily on jellyfish. Hawksbill sea turtles typically inhabit inshore reef and hard bottom areas where they forage primarily on encrusting sponges.) Following this coordination, the FDOT revised the effect determination for the leatherback and hawksbill sea turtle from " *may affect, not likely to adversely affect*" to " *no effect*".

Via a letter dated December 6, 2023, the FWC stated their agreement with the effect determinations and supports the project implementation measures and commitments for protected species. FWC stated that further coordination could be required during future species-specific surveys and project permitting.

As part of their NRE response dated December 11, 2023, the SWFWMD provided the following wildlife-related comments:

1. The Florida Manatee has been observed in Sarasota Bay. The Florida Manatee is a listed threatened species and will require additional measures to be in place in order to protect this mammal during the construction process for this site. Please be advised that stormwater outfall pipes and structures extending below the Mean High-Water Line, exceeding 8 inches in diameter, will require manatee grating to be installed over the waterward end to ensure no manatees can become entrapped. [FWC "Grates and Other Manatee Exclusion Devices for Culverts and Pipes (February 2011)" [http://myfwc.com/media/415238/manatee\\_grates.pdf](http://myfwc.com/media/415238/manatee_grates.pdf) ]
2. Additionally, with regards to the Florida Manatee, the Environmental Resource Permit (ERP) will most likely have specific conditions detailing the need for additional protection for the Florida Manatee during demolition of the existing bridges and construction of the new single bridge.

Via their letter dated January 17, 2024, the NMFS SERO provided their concurrence with the FDOT's species effects determination that the proposed action is not likely to adversely affect NMFS ESA-listed species and/or designated critical habitat.

Project commitments addressing listed and protected species are discussed in Commitments Section 10 of this document. Based on adherence to the implementation measures, project commitments and other standard protection measures and best management practices, this project is not expected to have significant or adverse impacts to protected species or their habitat.

## 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.

As documented within the October 2023 NRE for this project, the boundaries of all wetlands and other surface waters within the study area (the 300-ft buffer around the SR 789 centerline) were approximated using both a desktop and field review. No jurisdictional delineations/determinations were conducted. Based on the evaluation completed, the Preferred Alternative would permanently impact approximately 0.03 acre of mangrove wetlands and 0.05 acre of submerged aquatic vegetation (SAV/seagrass), with an additional 0.12 acre of temporary SAV/seagrass impacts. Approximately 0.03 acres of the Coon Key waterway (surface water) will be impacted by bridge pile and temporary work trestle installation. Functional impacts to mangrove and seagrass habitat were quantitatively and qualitatively assessed using the Uniform Mitigation Assessment Method (UMAM) as per Chapter 62-345, F.A.C. The Preferred Alternative evaluation results in a total estimated UMAM functional loss of 0.082 units.

Although the SAV survey was conducted in July 2020, the NMFS has approved the use of the 2020 survey results with the caveat that FDOT will need to resurvey the project's study area for SAV/seagrass during the Design phase. This coordination is included in the NRE.

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 United States Congress (U.S.C.) 1344. The exact impact acreage and number of mitigation credits required to fully offset the lost value of functions resulting from the project's wetland impacts will be determined during the Design phase and in coordination with the state and federal environmental permitting agencies.

Currently, the project is not within the service area of any permitted commercial mitigation banks. The project is within the proposed service areas of the Long Bar Pointe Mitigation Bank and North Shore Park Seagrass Mitigation Bank, both of which are currently being permitted. Credit availability from all mitigation banks which service the project area will be reassessed during the Design phase of the project. If commercial mitigation credits are not available at that time, the FDOT may utilize permittee-responsible mitigation such as relocation/replanting of mangroves at the north side of Bird Key Park, using seagrass credits from the I-275 Sunshine Skyway Wave Attenuation Devices (WADs) project, and/or relocating oyster beds outside of the construction footprint. The exact number of mitigation credits required to fully offset the lost value of functions resulting from the project's wetland impacts will be determined during the design (environmental permitting) phase and in coordination with the state and federal environmental permitting agencies. Currently, the FDOT intends to utilize a mitigation ratio of 1.5 to 1 for these mitigation credits, as the WADs project occurs outside of the project's basin. This ratio would result in a use of 0.08 seagrass credits from the WADs project.

The FDOT transmitted the NRE to the aforementioned federal and state resource agencies on November 17, 2023, including a review and concurrence with the wetland findings outlined in the NRE. The approximate limits of wetlands within and adjacent to the project are shown in Conceptual Design Plan Set, provided in the *Preliminary Engineering Report* available in the project file.

Based on their review of the NRE, the USACE provided the following comments:

1. Please avoid and minimize impacts to wetlands and surface waters to the greatest extent practicable.
2. Proposed mitigation will be evaluated in accordance with the 2008 mitigation rule including the mitigation hierarchy. An explanation will be required for any proposed mitigation that does not meet the preference hierarchy.
3. There are currently no mitigation bank service areas in the project area. However, there are proposed banks currently under review. Mitigation bank credits would be preferred to offset the proposed impacts if a bank with appropriate credits becomes available for use prior to permit issuance.

4. Use of the Sunshine Skyway WADS Permittee Responsible Mitigation Area (PROMA)(SAJ-2022-02866) was mentioned as possible mitigation for the project. This project is listed as a PROMA, and credits from the PROMA may be used for this project if the PROMA has been determined to be successful in writing by the Corps, and if the Corps determines that the PROMA is the most appropriate form of mitigation to offset the project impacts in accordance with the 2008 mitigation rule during permitting review.

As part of their response dated December 11, 2023, the SWFWMD provided the following wetlands-related comments:

1. Sarasota Bay is a federally retained waterbody pursuant to 404 permitting. As a result, additional permitting may be required from the USACE in accordance with federal permitting regulations and United State Coast Guard (USGS) to address the navigability under the Little Ringling Bridge.
2. Regulated activities within 200 feet of the landward extent of a wetland will require field established wetland delineation flags pursuant to Chapter 62-340, F.A.C.
3. A SAV survey will need to be conducted between the months of April and October. The SAV survey will be reviewed as part of the permit application process. As a general guideline, the SAV survey should be no older than 2 years due to the dynamic nature of seagrasses.
4. UMAM functional assessments will only be reviewed during the permitting process with the SWFWMD and the FDEP/USACE and are not being agreed upon through this NRE review. Additionally, the mitigation conceptual plan outlined in the NRE will need to be agreed upon with review staff during the permitting process. It may be beneficial to have a meeting with the SWFWMD prior to the permit application submittal to determine if the plan will meet Rule criteria.

Pursuant to Executive Order (EO) 11990, all federally-funded highway projects must protect wetlands to the fullest extent possible. In accordance with this policy, based on the design of the Preferred Alternative, there is no practicable alternative to construction in wetlands. Therefore, measures have been taken to minimize harm to wetlands. As avoidance and minimization measures will be considered throughout project development and mitigation will be completed to offset unavoidable project wetland impacts, the proposed project will have no significant short-term or long-term adverse impacts to wetlands.

### **5.3 Essential Fish Habitat (EFH)**

An Essential Fish Habitat (EFH) Assessment has been prepared and consultation has been completed in accordance with the Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA). It has been determined that this project will not have adverse effects to EFH.

EFH was identified within the study area for penaeid shrimp, red drum, schoolmaster and mutton snapper; gag, goliath, red, black, and yellowfin grouper; as well as lane, dog, yellowtail, and cubera snapper. Within the study area, EFH occurs within the Coon Key Waterway (i.e., part of Sarasota Bay), and consists of seagrasses; estuarine water column, and mud, sand, shell, rock substrates, and estuarine shrub/scrub (mangroves). No Habitat Areas of Particular Concern (HPACs) were identified within or adjacent to the project study area.

The FDOT has determined that the project will have "minimal" potential adverse effects on EFH. The Preferred Alternative will result in 2.81 acres of impacts to the 51.09 acres of EFH occurring within the project study area. The Preferred Alternative will also utilize mitigative measures which may include the purchase or use of seagrass mitigation credits and relocation of oyster beds. Additionally, the FDOT will complete a NMFS pile-driving noise assessment during the project design/permitting phase. Impacts to these EFH types will come from the volumetric displacement by bridge piles during

construction and shading. Shading impacts are expected to be minimal due to the tidal nature of the crossing and low visibility within the water column. The extent of the volumetric loss impacts will be determined during the design phase of the project, when the number and size of piles required for each bridge is determined.

The FDOT transmitted the NRE to the NMFS on November 17, 2023 for review and concurrence with the EFH findings outlined in the NRE. The approximate limits of wetlands within and adjacent to the project are shown in Conceptual Design Plan Set (available in the PER), provided in the *Preliminary Engineering Report* available in the project file. In their November 28, 2023 response to the NRE submittal, NMFS stated that they will complete an EFH consultation when compensatory mitigation plans for unavoidable impacts to NMFS trust resources have been finalized. This will occur during the project's design/environmental permitting phase.

Minimal impacts to EFH may occur; however, it has been determined that this project will not have adverse effects to EFH. FDOT will continue to work with the NMFS as the project progresses into permitting. Impacts to EFH will be avoided and/or minimized to the greatest extent practicable.

## 5.4 Floodplains

Floodplain impacts resulting from the project were evaluated pursuant to Executive Order 11988 of 1977, Floodplain Management.

As documented in the project's *Location Hydraulics Report* (LHR) (January 2024), the project is located in Zone VE with a base flood elevation of 13.0 ft. North American Vertical Datum (NAVD) 88. This Zone VE designation indicates the bridge will experience high surge and wave climate. The bridge approaches and roadway improvements are in Zone AE with a base flood elevation of 11 to 13 ft. NAVD88. Coordination with FDOT Maintenance and Sarasota County did not identify prior/documented flooding complaints within the project limits. There are no regulatory floodways within the project limits.

Floodplain compensation is not required due to the tidally influenced outfall.

This project will not involve the replacement or modification of any existing structures, or the addition of any new drainage structures. Thus, this project will not affect flood heights or base floodplain limits. Additionally, the project will not increase flood risks or damage; and 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 this encroachment is not significant.

It has been determined, through consultation with local, state, and federal water resources and floodplain management agencies that there is no regulatory floodway involvement on the project and that the project will not support base floodplain development that is incompatible with existing floodplain management programs.

## 5.5 Sole Source Aquifer

There is no Sole Source Aquifer associated with this project.

## 5.6 Water Resources

An evaluation to assess and document potential water quality and stormwater runoff impacts was completed for this project in accordance with the Clean Water Act (CWA), and other related federal and state environmental laws and



regulations. The results of this evaluation are documented in the *Pond Siting Report* (January 2024), LHR, and *Water Quality Impact Evaluation* (June 2023). These technical documents are available in the project file.

### Water Quality

The project is located in the Sarasota Bay Watershed. FDEP defines the project in Water Body Identification (WBID) units 1968 A, B, and C. Runoff from the existing bridge deck directly discharges to Sarasota Bay via existing scuppers. Runoff from the roadway, east and west of the bridge, flows to adjacent grassed swales and landscaped medians which are graded to drain toward Sarasota Bay.

Since all portions of the project drain toward the bay, there is one drainage basin (13.5 acres) in the existing condition. There is one existing stormwater management facility for the Sarasota Yacht Club adjacent to the project limits on the southwest side of the bridge. The existing SR 789 roadway within the project limits is currently an untreated impervious surface.

Sarasota Bay (WBID 1968C) is impaired for nutrients and bacteria and therefore, this project will require nutrient loading criteria for impaired water bodies. The project's direct discharge into an Outstanding Florida Water (OFW) will require an 50% additional treatment volume above the presumptive treatment requirements. The proposed improvements do not add capacity to the existing roadway and the additional impervious from bicycle lanes and sidewalks are exempt from water quality requirements. Pre-application meetings were held with the SWFWMD on July 11, 2019, and November 3, 2022. Based on the November 3, 2022 meeting, the SWFWMD will require treatment of the runoff from the shoulder used by the buses.

As part of their NRE response dated December 11, 2023, the SWFWMD stated that based on Sarasota Bay's classification as an OFW, a mixing zone will be required for any proposed in-water work, if the proposed activity qualifies for a General Permit or an Individual ERP. Pursuant to Rule 62-4.242(2)(a) and (b), F.A.C., the required mixing zone located within the OFW may not be degraded for a period exceeding 30 days and will not exceed 29 Nephelometric Turbidity Units (NTUs) above the natural background for this specific area. The construction plans will be required to show the limits of the mixing zone and include a turbidity monitoring plan.

### Water Quantity

As verified with SWFWMD during these meetings, for projects discharging to a tidal water body, the peak discharge requirements are not required. Therefore, no water quantity volumes are currently considered. Floodplain compensation is also exempt due to the tidal outfall.

### Stormwater Management Facilities

Water quality improvements will be explored within the available "green space" to include stormwater BMPs within the existing right-of-way. Due to the additional bridge width, the removal of scuppers will be considered to remove directly connected impervious areas from Sarasota Bay. Due to the low infiltration rates of the compacted underlying soil and no attenuation storage requirements, on-line detention (dry detention) is the recommended BMP option for this project. Detention basins add the following benefits to the project:

- Pollutant removal efficiencies
- Can be accomplished with shallow depth basins (no attenuation storage required above overflow)
- Applicable to varying and high-water table conditions
- Can add aesthetic features to the project

The proposed stormwater management facilities are anticipated to result in an overall water quality benefit for the project area through the treatment of stormwater runoff and are consistent with the goals and objectives of the Sarasota Bay Estuary Program and the SWFWMD's *Sarasota Bay Surface Water Improvement and Management (SWIM) Plan Update* (dated December 2002).

The design criteria for stormwater management facilities will comply with all regulatory requirements, including the SWFWMD *ERP Applicant's Handbook*, Volume II, Chapter 5 of the 2024 *FDOT Drainage Manual* and Chapter 9 of the 2024 *FDOT Drainage Design Guide*. Additional guidelines for developing Best Management Practices (BMPs) for stormwater runoff are provided in the 2015 *FDOT BMP Designer and Review Manual* and the 2015 *Sarasota County Low Impact Development Guidance Document*.

Based on the project's tidal/estuarine involvement and the work proposed, the proposed improvements are expected to require the issuance of Individual ERP from the SWFWMD and a National Pollutant Discharge Elimination System (NPDES) prior to construction commencement.

Water quality impacts resulting from erosion and sedimentation will be controlled in accordance with regulatory agency permits, BMPs and adherence to the FDOT's *Standard Specifications for Road and Bridge Construction* (Section 104 "Prevention, Control, and Abatement of Erosion and Water Pollution"). A Stormwater Runoff Control Concept (SRCC) will be developed during the project's Design phase, when more specific design, survey and other information is available. Therefore, the Preferred Alternative is expected to have no significant impact on water resources.

## 5.7 Aquatic Preserves

There are no aquatic preserves in the project area.

## 5.8 Outstanding Florida Waters

The Coon Key Waterway is part of the Sarasota Bay Estuarine System, designated as an OFW under 62.302.700 F.A.C. Although minor impacts could result in temporary impacts during project construction, the project's proposed stormwater management facilities are anticipated to result in an overall water quality benefit for the project area through the treatment of currently untreated stormwater runoff. Coordination will continue with the SWFWMD and FDEP as needed during future project phases to avoid and minimize potential impacts to this OFW.

## 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

The following evaluation was conducted pursuant to the Coastal Barrier Resources Act of 1982 and the Coastal Barrier Act of 1990.

The project limits are outside (east) of the limits of Coastal Barrier Resource System (CRBS) Unit FL-72P (Lido Key). This unit is designated as an "otherwise protected area". The Coon Key Bridge is approximately 0.36 mile away from

(northeast of) this unit. This unit will not be affected and CBRS coordination with the USFWS is not required.

DRAFT

## 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.

The project's highway traffic noise evaluation uses methodology established by the FDOT and documented in the PD&E Manual (effective July 1, 2023). A Noise Study Report (NSR), dated October 2023, was prepared for this project and can be found in the project file. This project will result in changes in the horizontal roadway geometry and meets FDOT's definition of a "Type I" project.

The Federal Highway Administration's (FHWA) approved Traffic Noise Model (TNM) Version 2.5 was used to predict traffic noise levels at 162 noise sensitive sites located within 10 Common Noise Environment (CNE) areas adjacent to SR 789 for the existing (2021) and future year (2045) conditions with and without the proposed improvements. Of the 10 project CNEs, 2 CNEs are predicted to have noise impacts. Within the modeled 162 receptors, 4 receptors were predicted to approach, meet, or exceed FHWA's Noise Abatement Criteria (NAC) for their respective Activity Category. None of the 162 evaluated sites are predicted to experience a substantial increase in traffic noise as a result of the proposed improvements. A substantial increase is defined as an increase of 15 or more decibels above the existing noise level as a direct result of the transportation improvement project.

CNE 02 is located on the south side of SR 789 (John Ringling Causeway), just north-east of St. Armands Key, and represents the Dog Park at the north-west corner of the Garden Building at the Continuing Care Retirement Community (CCRC) of Plymouth Harbor on Sarasota Bay. There are two impacted receptors at this location (NAC Activity Category C). Future build condition noise levels approach or exceed the applicable NAC at both modeled receptor sites. A barrier at CNE 02 was evaluated approximately 11 feet within the proposed right of way. It would provide at least a 5 dB(A) reduction benefit to both impacted receptors and a 7 dB(A) reduction and would meet most of the reasonableness criteria. Since the impacted area in this property represents a special land use (i.e., non-residential), the noise abatement measures were also assessed in accordance with the special land use reasonableness methodology. Using a noise barrier 272 feet long and 12 feet tall, it would require at least 138 people per day (each spending an hour in the park) to meet FDOT's special use reasonableness requirements. Based on coordination with Plymouth Harbor representatives, a consistent usage of 138 people per day is very unlikely and the location would be below the special land use cost reasonableness requirements. FDOT maintenance requirements call for at least 5 to 7 feet of buffer at either side of a noise barrier. The barrier for CNE 02 would need to be located between the sidewalk and the dog park and therefore, would overlap with the two transformers on site. Due to the space not meeting the special needs cost reasonableness requirements and potentially having a conflict with utilities, a noise barrier is not recommended for further consideration at this location.

CNE 06 is located on the north side of SR 789 (John Ringling Causeway), north-east of Coon Key Waterway, and represents Bird Key Park. There are two impacted receptors at this location (NAC Activity Category C), representing a picnic table and a bench at the park. Future build condition noise levels approach or exceed the applicable NAC at both

modeled receptor sites. A barrier at CNE 06, placed approximately 3 feet within the proposed right of way, would provide at least a 5 dB(A) reduction benefit to both impacted receptors and a 7 dB(A) reduction and would meet most of the reasonableness criteria. Since the impacted area in this property represents a special land use (i.e., non-residential), the noise abatement measures were assessed in accordance with the special land use reasonableness methodology. Using a noise barrier 192 feet long and 7 feet tall, at least 57 people per day (each spending a minimum of an hour on the property) would be necessary to meet FDOT's special use reasonableness requirements. An average of 57 people a day would require the bench and picnic table to have 8 total people (presumably 2 on the existing bench and 6 at the existing table) occupying the spaces for around 7 hours a day. This level of occupancy may be possible on occasion, but not consistently throughout the week or year. As the minimum usage being met regularly is unlikely, usage of this property would be below the special land use reasonableness. Therefore, a noise barrier is not recommended for further consideration at this location.

The Florida Department of Transportation is committed to the construction of feasible and reasonable noise abatement measures where recommended. Within the two CNEs for which noise barriers were further evaluated, the potential barriers in CNE 02 and 06 would not meet the reasonable cost effectiveness criteria. Therefore, potential noise barriers are not recommended for further consideration for this project. However, this will be reevaluated as necessary prior to the advancement of future project phases.

The predominant construction activities associated with the SR 789 improvement project are expected to be earth removal, hauling, grading, and paving. Construction activities such as usage of pile-hammers (pile-driving), and impact hammers (jack hammers, hoe rams, etc.) may create sporadic, temporary, but disruptive construction noise and/or vibration impacts to nearby developed land uses and potentially sensitive receptors. If additional land uses are developed in the vicinity of the proposed project prior to construction, then additional construction noise and vibration impacts could occur. It is anticipated that application of the FDOT's *Standard Specifications for Road and Bridge Construction* will minimize potential construction noise and vibration impacts.

## 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 not change the Level of Service (LOS) and not change 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

A Level I contamination evaluation was conducted for the study and a *Contamination Screening Evaluation Report* (CSER) (May 2023) was prepared under separate cover pursuant to FHWA's Technical Advisory T 6640.8A and the FDOT *PD&E Manual*. The CSER is available in the project file. The Level I assessment was conducted to identify and evaluate sites containing hazardous materials, petroleum products, or other sources of potential environmental contamination along the SR 789 project corridor. The CSER included standard environmental site assessment practices of reviewing records of regulatory agencies, site reconnaissance, literature review, and personal interviews of individuals and business owners within the limits of the project. For purposes of this report, the project study area included the limits

of the SR 789 mainline and a 300-foot buffer area extending beyond those boundaries (500-foot buffer at intersections).

Based on a document and site review, a total of 7 sites were identified for potential contamination involvement within the study area. Of these, 1 site was ranked "Medium" and 2 sites were ranked "Low" for potential contamination. All remaining adjacent properties not identified in the CSER were given a "No" rating. More detailed information about each facility is provided in the CSER.

The existing twin 2-lane concrete bridge spans of SR 789 between Bird Key and Coon Key (CSER Site No. 5), represent a Medium risk within the project. These structures have been identified as containing heavy metals in metals-based coatings (MBC's). The presence of metals was identified on the pile jackets on both bridge structures. Renovation or demolition of the bridge will present a potential exposure hazard to workers and will require methods to ensure that workers are not exposed to levels above the Occupational Safety and Health Administration (OSHA)-permissible exposure limits in accordance with 29 CFR Subpart Z, and to ensure that any regulated metals are not spread to uncontrolled areas. Additionally, this site will undergo a Level II assessment, with the appropriate markings in the project's construction plans and standard specifications or special provisions included as determined necessary by the District Contamination Impact Coordinator.

For the sites ranked "Low", no further action is required at this time. These sites/facilities have the potential to impact the proposed project, based on select variables these have been determined to have low risk to the project at this time. Variables that may change the risk ranking include a facility's non-compliance to environmental regulations, new discharges to the soil or groundwater, and modifications to current permits. Should any of these variables change, assessment of these facilities shall be conducted during subsequent project development phases.

## 6.4 Utilities and Railroads

### Utilities

As documented in the Utilities Assessment Memorandum (February 2024), available in the project file, the existing utility facilities include power, gas, water, sewer and communications. **Table 6-1** lists utility owners and descriptions of each facility.

**Table 6-1. Existing Utilities Within the Project Study Area**

Company	Type of Facility	Location
City of Sarasota Utilities	Water Sewer Reclaim	16" WM on the south side of SR 789. They have sanitary and water facilities along both sides of SR 789 for the length of the project.
Comcast Communications	CATV/BFOC	Buried Fiber Optic Cable (BFOC) from the beginning of the project to the end with some Overhead-Community Antenna Television (OH-CATV) (cable TV) at the western portion of the project on Florida Power & Light (FP&L) poles.
FP&L - Distribution	Electric	Underground 13 kV primary is from the begin point of the project (Bird Key Drive) with a subaqueous crossing to the west end of the bridge. There it becomes an overhead system to the west end of the project limits.
Frontier Communications	BT/BFOC	Buried Telephone (BT) and BFOC within the project limits on both sides of SR 789.
Longboat Key Utilities	Water Sewer	No involvement response received 3-1-23
TECO Peoples Gas	Gas- (Distribution)	From west end of bridge: one gas main (GM) along north side of SR 789 and one in the median. Subaqueous along south side of bridge. Crosses under SR 789 then along north side of SR 789.
Verizon Business/MCI	BFOC	Based on permit information the line is on the north side and crosses the waterway attached to the bridge.

The proposed improvements will potentially have utility impacts associated with the with the increased width of the roadway facility and proposed closed drainage system. All existing utilities were found to be in the permitted right of way. Relocation will be at the Utility Agency Owner's (UAO) expense. There are no anticipated costs for utility relocations. Mitigation and avoidance of utility conflicts will be determined during the design phase. Coordination with affected UAOs will continue during subsequent project phases to avoid and minimize impacts to the extent practicable.

### **Railroads**

There are no railroads in the vicinity of the project study area.

## **6.5 Construction**

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

For residents living along the project, some of the construction equipment and materials stored for the project may be displeasing visually; however, this will be a temporary condition and should pose no substantial problem.

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 FDOT's *Standard Specifications for Road and Bridge Construction*. Specific noise level and vibration problems that may arise during project construction will be addressed by the FDOT Construction Engineer in cooperation with the appropriate Environmental Specialist.

Minor air quality impacts may occur as a result of dust from earthwork and unpaved areas. These impacts will be minimized by adherence to applicable state regulations and to applicable sections of the FDOT's *Standard Specifications for Road and Bridge Construction*.

Potential water quality impacts resulting from erosion and sedimentation during construction will be controlled in accordance with the agency permit conditions, the most current edition of the FDOT's *Standard Specifications for Road and Bridge Construction*, Section 104 "Prevention, Control, and Abatement of Erosion and Water Pollution", and through the use of Best Management Practices (BMPs). These BMPs will prevent water quality degradation to surrounding or nearby waters during construction activities. A National Pollutant Discharge Elimination Systems (NPDES) construction permit will be acquired, and the associated requirement to develop and implement a Stormwater Runoff Control Concept will be met.

Short-term construction related wetland impacts will be minimized by adherence to the agency permit conditions and FDOT's *Standard Specifications for Road and Bridge Construction*. These specifications include BMPs such as the use of barrier fencing, as well as siltation barriers 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 sequencing of construction will be planned and scheduled to minimize traffic delays throughout the project. There are no alternative access points along the corridor, so detours around the work zones are not possible. Signage will be used as appropriate to provide pertinent information to the traveling public. The local news media will be notified in advance of potential road closings and other construction related activities that may excessively inconvenience the community so that motorists, residents, and businesspersons can make other accommodations. A sign providing the name, address, and telephone of an FDOT contact person will be displayed on-site to assist the public in obtaining immediate answers to questions about project activity.

Based on these considerations, construction of the Preferred Alternative is not expected to result in significant or adverse impacts.



## 7. Engineering Analysis Support

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

DRAFT

## 8. Permits

The following environmental permits are anticipated for this project:

### Federal Permit(s)

USACE Section 10 or Section 404 Permit  
USCG Bridge Permit

### Status

To be acquired  
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

Waterward portions of SR 789 constructed over the Coon Key Waterway were authorized by Perpetual Easement #22193 from the State Trustees of the Internal Improvement Trust Fund (TIITF). The FDOT will complete design-phase Sovereign Submerged Lands coordination with the FDEP and the TIITF to determine whether any modifications to the existing perpetual easement may be needed due to the revised footprint needed for the Preferred Alternative.

## 9. Public Involvement

The following is a summary of public involvement activities conducted for this project:

### Summary of Activities Other than the Public Hearing

#### Public Involvement Plan

A *Public Involvement Plan* (PIP) (May 2020) was prepared at the start of the study and is included in the project file. This program was implemented in accordance with the FDOT's PD&E Manual; Section 339.155, F.S.; Executive Orders 11990, Protection of Wetlands and 11988, Floodplain Management; Council on Environmental Quality (CEQ) Regulations for implementing the procedural provisions of the National Environmental Policy Act; and 23 CFR 771. The PIP outlines the strategies used to address public involvement and outreach over the course of the study. Additionally, a *Comments and Coordination Report* will be prepared to fully document the public, agency and stakeholder involvement associated with this project. Coordination efforts completed to date are summarized below.

#### Project Kickoff Notifications

FDOT District One sent project kickoff emails to elected and appointed officials on June 8, 2020. These emails provided an overview of the project and public involvement program. They also included the first project newsletter. The project kickoff newsletter was mailed on June 9, 2020 to local residents, businesses and other interested parties who requested to be added to the project mailing list. This newsletter informed the public of the start of the project, included a discussion of the study process and schedule, encouraged the need for public input, and provided FDOT point-of-contact information regarding citizen questions, comments and concerns.

#### Agency and Stakeholder Coordination

At the beginning of the study, numerous agencies and stakeholders were identified that would have an interest in the Little Ringling PD&E study. Stakeholders include representatives from various local governments, chambers of commerce, civic organizations, environmental groups, and local businesses.

Through the ETDM process (project #14384), FDOT informed numerous federal, state, and local agencies of the project and its scope. The agency Environmental Technical Advisory Team (ETAT) members provided their comments on the project's purpose and need and issued their Degree of Effect (DOE) by resource area. Upon completion of the ETDM Programming Screen review, the Programming Screen Summary Report was developed and published on July 30, 2020. As a result of the ETDM screening, there were no substantial comments received.

Within the July 2020 ETDM Final Programming Screen Summary Report, several resource elements received a "moderate" determination of effect including Aesthetic Effects, Section 4(f) Potential, Historic and Archaeological Sites, Recreation Areas, Wetlands and Surface Waters, Water Quality and Quantity, Floodplains, Coastal and Marine, Navigation and Special Designations. Opportunities for alternatives development and the avoidance and minimization of potential impacts to the social, cultural, natural and physical environment are limited by the inter-relation of the project's location, the need to use existing SR 789 roadway ROW and waterward easement areas, and the bridge work proposed as necessary to achieve the project purpose and need without resulting in additional impacts to one or more of these environmental parameters. However, based on the conceptual design for the Preferred Alternative, the proposed improvements have generally avoided impacts to Historic and Archaeological Sites and Recreation Areas. Through the development of the Preferred Alternative as a best-fit alignment, environmental impacts are unavoidable and these impacts will be minimized and offset through the implementation of best management practices and compensatory mitigation to the extent practicable.

Following correspondence on the project alternatives, FDOT staff met with a homeowner along Bird Key Drive on April 19, 2022 to further address their concerns on the potential impacts the project alternatives may have on their property.

**City of Sarasota and Sarasota-Manatee MPO Meeting - April 2020**

FDOT representatives attended a meeting with the City of Sarasota and Sarasota-Manatee MPO. Discussion included bus on shoulder facilities, bike lanes, and project overlap between the SR 789 PD&E study limits and an adjacent roadway resurfacing project.

**City of Sarasota and Sarasota-Manatee MPO Meeting - June 2020**

FDOT representatives attended a meeting with the Sarasota-Manatee MPO. FDOT provided an overview of the project and updates on the conceptual design. The MPO was provided an opportunity to ask questions and provide feedback.

**City of Sarasota and Longboat Key Joint Meeting - November 8, 2021**

FDOT representatives attended a meeting with the City of Sarasota and Longboat Key. FDOT provided an overview of the project and updates on the conceptual design via a presentation. The cities were provided an opportunity to ask questions and provide feedback. During this time, the benefits of each alternative were explained, including discussion of reduction of potential traffic impacts during the peak "snowbird" season.

**City of Sarasota Meeting - March 25, 2022**

FDOT representatives attended a meeting with the City of Sarasota prior to the public workshop. FDOT provided an overview of the project and updates on the project alternatives and materials being presented at the upcoming workshop. The City was provided an opportunity to ask questions and provide feedback.

**City of Sarasota Meeting - May 11, 2023**

FDOT representatives attended a meeting with the City of Sarasota to discuss their request to set up an aesthetics committee to discuss the potential aesthetic and design treatments for the proposed improvements, including the Little Ringling Bridge, adjacent roadway corridor, lighting, landscape and hardscape elements within the study limits.

**City of Sarasota Aesthetics Kickoff Meeting - October 13, 2023**

FDOT and project team representatives attended an aesthetics committee kickoff meeting with the City of Sarasota regarding the development of the aforementioned aesthetics committee. Project team representatives provided an overview of the goals and expectations for the aesthetics committee process, as well as the process for determining potential committee members from local governmental, neighborhood, citizen and business groups. The City was provided an opportunity to select their own committee members, as well as provide recommendations for community member participation. Coordination is on-going to determine the committee representatives. Once committee members are determined, this coordination will continue in conjunction with the project's Design phase.

The FDOT will attend a series of local agency meetings ahead of the Public Hearing to present the Preferred Alternative. These meetings include the Sarasota-Manatee Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC) and Citizen Advisory Committee (CAC) on January 8, 2024, the MPO Board on January 29, 2024, and the MPO Bicycle / Pedestrian / Trails Advisory Committee (BPAC) on February 20, 2024. Each group will be provided an opportunity to ask questions and provide feedback on the Preferred Alternative.

**Alternatives Public Workshop**

An alternatives public workshop was held on Tuesday, April 5, 2022, at the Church of the Redeemer, 222 S. Palm Avenue, Sarasota, Florida 34236. The in-person event was held from 5 p.m. to 7 p.m. and was held as an open-house. A virtual public workshop was held on April 7, 2022, online through GoTo Webinar. The online event was held from 6 p.m. to 7 p.m. and was held in a presentation and question-and-answer format. The purpose of both workshop events was to provide an opportunity for the public to provide comments regarding the alternatives being considered for the project. Alternatives presented included a "no build" alternative, a single bridge alternative and a twin bridge alternative.

During the workshop events, stakeholders were able to view the project video, materials, and boards and discuss any questions they had with project staff. FDOT's project manager provided a brief statement on the project and following the project video, attendees were able to ask questions and share concerns with the project team. Eighteen (18) people signed into the in-person meeting. Eighty (80) people registered for the virtual workshop with forty (40) people attending the event.

Participants were given an opportunity to provide public comments through the following methods: 1) written comments at the workshop, 2) mail comments to the FDOT's project manager, 3) e-mail comments to the FDOT's project manager, and via the project website: [swflroads.com/789/littleringling/](http://swflroads.com/789/littleringling/).

Five (5) comment cards were received at the public workshop. Sixty-seven (67) comments were provided digitally following the public workshop. Fifteen (15) comments were received by mail following the public workshop.

During the public comment period, 11 stakeholders preferred the no-build option, 46 stakeholders preferred the single bridge alternative, 4 stakeholders preferred the twin bridges alternative, and 9 stakeholders supported improvements to the bridges but did not specify a preference for a specific alternative. The number of stakeholders who provided their preference is different than the total number of comments due to stakeholders commenting multiple times and/or only providing questions or feedback.

The main concerns identified by stakeholders were implementing traffic calming/speed mitigation methods for John Ringling Boulevard, incorporating an aesthetic design for the bridge, bicyclist and pedestrian safety improvements, addition of traffic signals and mid-block crossings, maintaining the turn lanes into Sarasota Harbour East and the Sarasota Yacht Club, and construction maintenance of traffic (MOT). However, at the conclusion of the public workshop, approximately 84 percent of attendees were in favor of replacing the existing bridges, and a majority were in favor of the single bridge alternative (i.e., proposed for advancement as the Preferred Alternative).

**Date of Public Hearing:** 03/21/2024

#### **Summary of Public Hearing**

A hybrid public hearing is being held on March 21, 2024, from 5:00 p.m. to 7:00 p.m. at the St. Armands Key Lutheran Church, in Sarasota, Florida. This facility was selected due to its local proximity to the study area, availability of Americans with Disabilities Act (ADA) accessible-facilities, ability to accommodate the expected number of participants, and the facility's audio/visual resources. *This section will be updated to reflect the public input received following the public hearing.*

## 10. Commitments Summary

1. The FDOT commits to adding a plan note into the General Notes of the project's final design plans to ensure that contractor equipment staging, materials stockpiling or storing activities will not impair public use of the Sarasota Bay Blueway Paddling Trail resource.
2. The FDOT commits to adding a plan note into the General Notes of the project's final design plans to ensure that contractor equipment staging, materials stockpiling or storing activities will not be allowed within City of Sarasota-owned portions of Bird Key Park or in a manner which impairs public use of the Sarasota Bay Blueway Paddling Trail resource.
3. The FDOT will implement the NMFS' SERO's *Vessel Strike Avoidance Measures* and *Protected Species Construction Conditions* during in-water construction activities.
4. In accordance with the use of the USFWS' *Consultation Key for the Florida Bonneted Bat and Florida Bonneted Bat Consultation Guidelines* and the finding of a MANLAA-P effect determination for the Florida bonneted bat, the FDOT will implement bonneted bat BMP #1: If potential roost trees or structures need to be removed, check cavities for bats within 30 days prior to removal of trees, snags, or structures. When possible, remove structure outside of breeding season (e.g., January 1 - April 15). If evidence of use by any bat species is observed, discontinue removal efforts in that area and coordinate with the Service on how to proceed. If the listing status of the tricolored bat is elevated by USFWS to Threatened or Endangered and the Preferred Alternative is located within the consultation area, FDOT commits to re-initiating consultation with the USFWS during the design and permitting phase of the project to determine the appropriate survey methodology and to address USFWS regulations regarding the protection of the tricolored bat.
5. In accordance with the use of the USFWS' *Consultation Key for the Florida Bonneted Bat and Florida Bonneted Bat Consultation Guidelines* and the finding of a MANLAA-P effect determination for the Florida bonneted bat, the FDOT will implement bonneted bat BMP #4: For every 5 acres of impact, retain a minimum of 0.25 acre of native vegetation. If upland habitat is impacted, then upland habitat with native vegetation should be retained.
6. In accordance with the use of the USFWS' *Consultation Key for the Florida Bonneted Bat and Florida Bonneted Bat Consultation Guidelines* and the finding of a MANLAA-P effect determination for the Florida bonneted bat, the FDOT will implement bonneted bat BMP #9: Retain mature trees and snags that could provide roosting habitat. These may include live trees of various sizes and dead or dying trees with cavities, hollows, crevices, and loose bark.
7. In accordance with the use of the USFWS' *Consultation Key for the Florida Bonneted Bat and Florida Bonneted Bat Consultation Guidelines* and the finding of a MANLAA-P effect determination for the Florida bonneted bat, the FDOT will implement bonneted bat BMP #12: Incorporate engineering designs that discourage bats from using buildings or structures. If Florida bonneted bats take residence within a structure, contact the Service and Florida Fish and Wildlife Conservation Commission prior to attempting removal or when conducting maintenance activities on the structure.
8. If the listing status of the monarch butterfly or tricolored bat is elevated by USFWS to Threatened or Endangered and the Preferred Alternative is located within the consultation area, FDOT commits to re-initiating consultation with the USFWS during the design and permitting phase of the project to determine the appropriate survey methodology and to address USFWS regulations regarding the protection of the monarch butterfly or tricolored bat.
9. The FDOT will implement the USFWS' *Standard Manatee Conditions for In-Water Work*.
10. The FDOT will utilize at least one dedicated manatee observer on-site for all in-water construction.

11. The FDOT will only conduct in-water work during daytime hours.
12. The FDOT will require contractors to use a ramp-up procedure during pile driving. This gradual increase in noise level gives species time to leave the impact area prior to initiation of full noise levels.
13. Mooring of work barges or vessels shall maintain at least 1.5-ft clearance above the water body bottom to allow sturgeon passage and to minimize potential disturbance to bottom sediments and submerged aquatic vegetation.
14. The FDOT will delineate project seagrass beds which are not anticipated to be impacted with floating buoys to reduce the potential for unforeseen impacts to these beds.
15. If blasting is required for demolition of existing structures, a blast plan and marine species watch plan shall be developed and submitted to FWS, NMFS, and FWC for approval prior to the commencement of this activity.
16. The FDOT will perform an updated seagrass survey during the project's permitting phase and provide the results to NMFS.

DRAFT

## 11. Technical Materials

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

Sociocultural Data Report (SDR)  
Cultural Resources Assessment Survey (CRAS)  
Water Quality Impact Evaluation (WQIE)  
Natural Resources Evaluation (NRE)  
Location Hydraulics Report (LHR)  
Pond Siting Report (PSR)  
Contamination Screening Evaluation Report (CSER)  
Noise Study Report (NSR)  
Utilities Assessment Memorandum (UAM)  
Project Traffic Analysis Report (PTAR)  
Preliminary Engineering Report (PER)  
Bridge Technical Memorandum - Vertical Profile  
Public Involvement Plan (PIP)



## **Attachments**

### **Planning Consistency**

Project Plan Consistency Documentation

### **Social and Economic**

Land Use Map

### **Cultural Resources**

SHPO Concurrence Letter

Other Documentation for Section 6(f)

436680-1 SHPO Concurrence Letter

Section 4(f) Report

### **Natural Resources**

436680-1 NRE\_USFWS Species Concurrence Letter\_11\_27\_23

436680-1 NRE\_NMFS Response\_11\_28\_23

436680-1 NRE\_FL Fish & Wildlife Conservation Commission Response\_12062023

436680-1 NRE\_US Army Corps of Engineers Response\_12\_15\_23

436680-1 NRE\_Southwest FL Water Management District Responses\_12\_19\_23

436680-1 NMFS\_SERO ESA Concurrence Letter

### **Physical Resources**

Noise Map

## **Planning Consistency Appendix**

Contents:

Project Plan Consistency Documentation

DRAFT

# TRANSFORM 2045

## Cost Feasible Plan Development

October 26, 2020





Facility	From	To	Type	Location	Source	2021-2025				2026-2030				2021-2045
						PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	TOTAL
US 41/ Tamiami Trail 	University Pkwy	Edwards Dr	Complete Street	Sarasota	Other Roads					\$143.4	\$430.2	\$573.5	\$2,867.7	\$4,014.8
John Ringling Blvd 	East of Coon Key Bridge	East of Ringling Bridge	Complete Street	Sarasota	TMA					\$242.5	\$727.4	\$969.8	\$4,849.0	\$6,788.6
US 41/ Tamiami Trail 	at 47th St		Roundabout	Sarasota	Other Roads					\$173.6	\$520.7	\$694.3	\$3,471.6	\$4,860.2
US 41/ Tamiami Trail 	Rockley Blvd	River Rd	Complete Street	North Port	Other Roads					\$972.4	\$2,917.2	\$3,889.6	\$19,448.2	\$27,227.5
US 41 	SR 776	US 41B/Venetia Bay Blvd	ITS infrastructure	Venice	Other Roads					\$65.7	\$65.7	\$98.6	\$657.4	\$887.4
US 41/ Tamiami Trail 	Venice Bypass	Colonia Lane	ITS adaptive control	Venice	Other Roads								\$180.5	\$180.5
E Venice Ave 	US 41	US 41/Bus Tamiami	Complete Street	Venice	TMA Other Roads					\$172.1	\$516.2	\$688.2	\$2,271.2 \$1,170.0	\$3,647.7 \$1,170.0
US 41/ Tamiami Trail 	Colonia Ln	S of Bayshore Dr	ITS adaptive control	Venice	Other Roads								\$467.6	\$467.6
SR 789/ Gulf of Mexico Dr 	on LBK		Off road shared-use path	Longboat Key	Other Roads TALU					\$656.7	\$1,970.1	\$2,626.8	\$12,477.3 \$656.7	\$17,731.0 \$656.7
SR 789/ Gulf of Mexico Dr 	at Longboat Club Rd		Roundabout	Longboat Key	Other Roads					\$173.6	\$520.7	\$694.3	\$3,471.6	\$4,860.2
Laurel Rd 	I-75	Knight TI	Widen to 6 lanes	Venice	TIF Venice					\$162.2	\$486.7	\$2,433.3	\$3,244.4	\$6,326.6
SR 789/ Gulf of Mexico Dr 	at Broadway St		Roundabout	Longboat Key	Other Roads					\$173.6	\$520.7	\$694.3	\$3,471.6	\$4,860.2
Other Roads										\$5,447.1	\$17,304.2	\$25,823.6	\$154,260.0	\$202,835.2



# Sarasota/Manatee Metropolitan Planning Organization Transportation Improvement Program Fiscal Years 2023/24 – 2027/28

Adopted May 22, 2023  
Amended May 22, 2023  
Modified June 26, 2023  
Modified July 19, 2023  
Modified August 18, 2023  
Modified September 14, 2023  
Amended September 18, 2023  
Amended November 20, 2023

<b>Item Number:</b> 420613 4		<b>TOWER</b>		<b>*SIS*</b>		<b>L RTP Page 4-1</b>					
<b>District:</b> 01		<b>County:</b> SARASOTA		<b>Type of Work:</b> MISCELLANEOUS		<b>Project Length:</b> 2.043MI					
				<b>STRUCTURE</b>							
<b>Phase / Responsible Agency</b>		<b>&lt;2024</b>		<b>2024</b>		<b>2025</b>		<b>2026</b>		<b>2027</b>	
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>										<b>2028 &gt;2028</b>	
<b>Fund Code:</b> -TOTAL OUTSIDE YEARS				36,459						36,459	
<b>CONSTRUCTION / MANAGED BY FDOT</b>											
<b>Fund Code:</b> -TOTAL OUTSIDE YEARS				1,451,051						1,451,051	
<b>Item: 420613 4 Totals</b>				<b>1,487,510</b>						<b>1,487,510</b>	
<b>Project Totals</b>				<b>11,761,086</b>				<b>30,252</b>		<b>130,588,194</b>	

<b>Item Number:</b> 433225 1		<b>Project Description:</b> SR 45 (US 41) FROM RINGLING BLVD TO MAIN STREET		<b>*SIS*</b>		<b>L RTP Page 4-1</b>					
<b>District:</b> 01		<b>County:</b> SARASOTA		<b>Type of Work:</b> PD&E/EMO STUDY		<b>Project Length:</b> 0.155MI					
<b>Phase / Responsible Agency</b>		<b>&lt;2024</b>		<b>2024</b>		<b>2025</b>		<b>2026</b>		<b>2027</b>	
<b>P D &amp; E / MANAGED BY FDOT</b>										<b>2028 &gt;2028</b>	
<b>Fund Code:</b> -TOTAL OUTSIDE YEARS				696,302						696,302	
<b>Item: 433225 1 Totals</b>				<b>696,302</b>						<b>696,302</b>	

<b>Item Number:</b> 433225 2		<b>Project Description:</b> SR 45 (US 41) FROM RINGLING BLVD TO MAIN STREET		<b>*SIS*</b>		<b>L RTP Page 4-1</b>					
<b>District:</b> 01		<b>County:</b> SARASOTA		<b>Type of Work:</b> ROUNDABOUT		<b>Project Length:</b> 0.155MI					
<b>Phase / Responsible Agency</b>		<b>&lt;2024</b>		<b>2024</b>		<b>2025</b>		<b>2026</b>		<b>2027</b>	
<b>P D &amp; E / MANAGED BY FDOT</b>										<b>2028 &gt;2028</b>	
<b>Fund Code:</b> DIH-STATE IN-HOUSE PRODUCT SUPPORT								1,000		1,000	
<b>Item: 433225 2 Totals</b>								<b>1,000</b>		<b>1,000</b>	
<b>Project Totals</b>				<b>696,302</b>				<b>1,000</b>		<b>697,302</b>	

<b>Item Number:</b> 436680 1		<b>Project Description:</b> SR 789 (RINGLING) FROM BIRD KEY DRIVE TO SARASOTA HARBOR WEST		<b>*SIS*</b>		<b>L RTP Page 3-1</b>					
<b>District:</b> 01		<b>County:</b> SARASOTA		<b>Type of Work:</b> PD&E/EMO STUDY		<b>Project Length:</b> 0.741MI					
<b>Phase / Responsible Agency</b>		<b>&lt;2024</b>		<b>2024</b>		<b>2025</b>		<b>2026</b>		<b>2027</b>	
<b>P D &amp; E / MANAGED BY FDOT</b>										<b>2028 &gt;2028</b>	
<b>Fund Code:</b> -TOTAL OUTSIDE YEARS				826,655						826,655	
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>											
<b>Fund Code:</b> -TOTAL OUTSIDE YEARS				1,500,472						1,500,472	
<b>Item: 436680 1 Totals</b>				<b>2,327,127</b>						<b>2,327,127</b>	

<b>Project Description:</b> SR 789 (RINGLING) FROM BIRD KEY DRIVE TO SARASOTA		<b>Item Number:</b> 436680 2		<b>HARBOR WEST</b>		<b>LRTP Page 3-1</b>											
<b>District:</b> 01		<b>County:</b> SARASOTA		<b>Type of Work:</b> BRIDGE REPLACEMENT		<b>Project Length:</b> 0.741MI											
<b>Fiscal Year</b>																	
<b>Phase / Responsible Agency</b>		<2024		2024		2025		2026		2027		2028		>2028		All Years	
<b>CONSTRUCTION / MANAGED BY FDOT</b>																	
<b>Fund Code:</b>		ACBR-ADVANCE CONSTRUCTION (BRT)												77,453,051		77,453,051	
		<b>Item: 436680 2 Totals</b>												77,453,051		77,453,051	
		<b>Project Totals</b>		2,327,127										77,453,051		79,780,178	

<b>Project Description:</b> SR 758 AT CR 789		<b>Item Number:</b> 441558 2		<b>INTERSECTION ROUNDABOUT</b>		<b>LRTP Page 4-1</b>											
<b>District:</b> 01		<b>County:</b> SARASOTA		<b>Type of Work:</b> ROUNDABOUT		<b>Project Length:</b> 0.110MI											
<b>Fiscal Year</b>																	
<b>Phase / Responsible Agency</b>		<2024		2024		2025		2026		2027		2028		>2028		All Years	
<b>CONSTRUCTION / MANAGED BY SARASOTA COUNTY BOARD OF COUNTY</b>																	
<b>Fund Code:</b>		ACCM-ADVANCE CONSTRUCTION (CM)				1,190,603										1,190,603	
		ACSA-ADVANCE CONSTRUCTION (SA)				1,734,649										1,734,649	
		<b>Phase: CONSTRUCTION Totals</b>				2,925,252										2,925,252	
		<b>Item: 441558 2 Totals</b>				2,925,252										2,925,252	

<b>Project Description:</b> SR 758 FROM		<b>Item Number:</b> 441558 3		<b>STICKNEY POINT RD TO SHADOWLAWN</b>		<b>LRTP Page 3-1</b>											
<b>District:</b> 01		<b>County:</b> SARASOTA		<b>Type of Work:</b> RESURFACING		<b>Project Length:</b> 1.635MI											
<b>Fiscal Year</b>																	
<b>Phase / Responsible Agency</b>		<2024		2024		2025		2026		2027		2028		>2028		All Years	
<b>CONSTRUCTION / MANAGED BY FDOT</b>																	
<b>Fund Code:</b>		-TOTAL OUTSIDE YEARS		4,726,635												4,726,635	
		<b>Item: 441558 3 Totals</b>		4,726,635												4,726,635	
		<b>Project Totals</b>		4,726,635		2,925,252										7,651,887	

<b>Project Description:</b> I-75 (SR 93) AT N		<b>Item Number:</b> 441984 1		<b>TOLEDO BLADE BLVD INTERCHANGE</b>		<b>LRTP Page 3-1</b>											
<b>District:</b> 01		<b>County:</b> SARASOTA		<b>Type of Work:</b> LANDSCAPING		<b>Project Length:</b> 1.709MI											
<b>Fiscal Year</b>																	
<b>Phase / Responsible Agency</b>		<2024		2024		2025		2026		2027		2028		>2028		All Years	
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>																	
<b>Fund Code:</b>		DDR-DISTRICT DEDICATED REVENUE		178,819												178,819	
		DIH-STATE IN-HOUSE PRODUCT SUPPORT		29,044												29,044	
		DS-STATE PRIMARY HIGHWAYS & PTO		4,154												4,154	
		<b>Phase: PRELIMINARY ENGINEERING Totals</b>		212,017												212,017	
<b>CONSTRUCTION / MANAGED BY FDOT</b>																	



Florida Department of

# TRANSPORTATION

[E-Updates](#) | [FL511](#) | [Site Map](#) | [Translate](#)



- [Home](#)
- [About FDOT](#)
- [Contact Us](#)
- [Maps & Data](#)
- [Offices](#)
- [Performance](#)
- [Projects](#)

Web Application

**Federal Aid Management** David Williams - Manager

## STIP Project Detail and Summaries Online Report

**\*\* Repayment Phases are not included in the Totals \*\***

Selection Criteria	
<b>Current STIP</b> Financial Project: 436680 _ County/MPO Area: Sarasota-Manatee MPO	<b>Detail</b> Related Items Shown As Of: 1/4/2024

HIGHWAYS							
<b>Item Number:</b> 436680 1		<b>Project Description:</b> SR 789 (RINGLING) FROM BIRD KEY DRIVE TO SARASOTA HARBOR WEST					
<b>District:</b> 01	<b>County:</b> SARASOTA	<b>Type of Work:</b> PD&E/EMO STUDY				<b>Project Length:</b> 0.741MI	
		Fiscal Year					
Phase / Responsible Agency	<2024	2024	2025	2026	2027	>2027	All Years



<b>P D &amp; E / MANAGED BY FDOT</b>							
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE	790,541					<b>790,541</b>
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	29,320	5,000				<b>34,320</b>
	DS-STATE PRIMARY HIGHWAYS & PTO	7,571					<b>7,571</b>
	<b>Phase: P D &amp; E Totals</b>	<b>827,432</b>	<b>5,000</b>				<b>832,432</b>
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>							
<b>Fund Code:</b>	DDR-DISTRICT DEDICATED REVENUE	1,480,373	862,500				<b>2,342,873</b>
	DIH-STATE IN-HOUSE PRODUCT SUPPORT	7,837	12,262				<b>20,099</b>
	<b>Phase: PRELIMINARY ENGINEERING Totals</b>	<b>1,488,210</b>	<b>874,762</b>				<b>2,362,972</b>
	<b>Item: 436680 1 Totals</b>	<b>2,315,642</b>	<b>879,762</b>				<b>3,195,404</b>
<b>Item Number: 436680 2</b>		<b>Project Description: SR 789 (RINGLING) FROM BIRD KEY DRIVE TO SARASOTA HARBOR WEST</b>					
<b>District: 01</b>	<b>County: SARASOTA</b>	<b>Type of Work: BRIDGE REPLACEMENT</b>			<b>Project Length: 0.741MI</b>		
		<b>Fiscal Year</b>					
<b>Phase / Responsible Agency</b>	<b>&lt;2024</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>&gt;2027</b>	<b>All Years</b>
<b>CONSTRUCTION / MANAGED BY FDOT</b>							
<b>Fund Code:</b>	ACBR-ADVANCE CONSTRUCTION (BRT)					67,174,185	<b>67,174,185</b>
	<b>Item: 436680 2 Totals</b>					<b>67,174,185</b>	<b>67,174,185</b>
	<b>Project Totals</b>	<b>2,315,642</b>	<b>879,762</b>			<b>67,174,185</b>	<b>70,369,589</b>
	<b>Grand Total</b>	<b>2,315,642</b>	<b>879,762</b>			<b>67,174,185</b>	<b>70,369,589</b>

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399.

For additional information please e-mail questions or comments to:  
Federal Aid Management

David Williams: [David.Williams@dot.state.fl.us](mailto:David.Williams@dot.state.fl.us) Or call 850-414-4449

Or

Denise Strickland: [Denise.Strickland@dot.state.fl.us](mailto:Denise.Strickland@dot.state.fl.us) Or call 850-414-4491

[Reload STIP Selection Page](#)

**Office Home:** [Office of Work Program](#)

[Contact Us](#)

[Employment](#)

[MyFlorida.com](#)

[Performance](#)

[Statement of Agency](#)

## **Social and Economic Appendix**

Contents:

Land Use Map

DRAFT



**LEGEND**

**FLUCFCS**

□ 1200 : Residential Medium Density	□ 6120 : Mangrove Swamps
□ 1800 : Recreational	□ 6540 : Oyster Bars
□ 5400 : Bays and Estuaries	□ 8100 : Transportation
	□ 9110 : Seagrass



**SR 789 (Little Ringling Bridge)  
From Bird Key Drive  
to Sarasota Harbor West  
FPID No.: 436680-1-22-01**

Project Development and Environment Study

**FLUCFCS Maps**

Sources:  
ESRI, 2022; SWFWMD, 2017; RK&K, 2020 (Field Review)

0 100 200 400  
Feet  
1 inch = 100 feet

Page 1 of 3



**LEGEND**

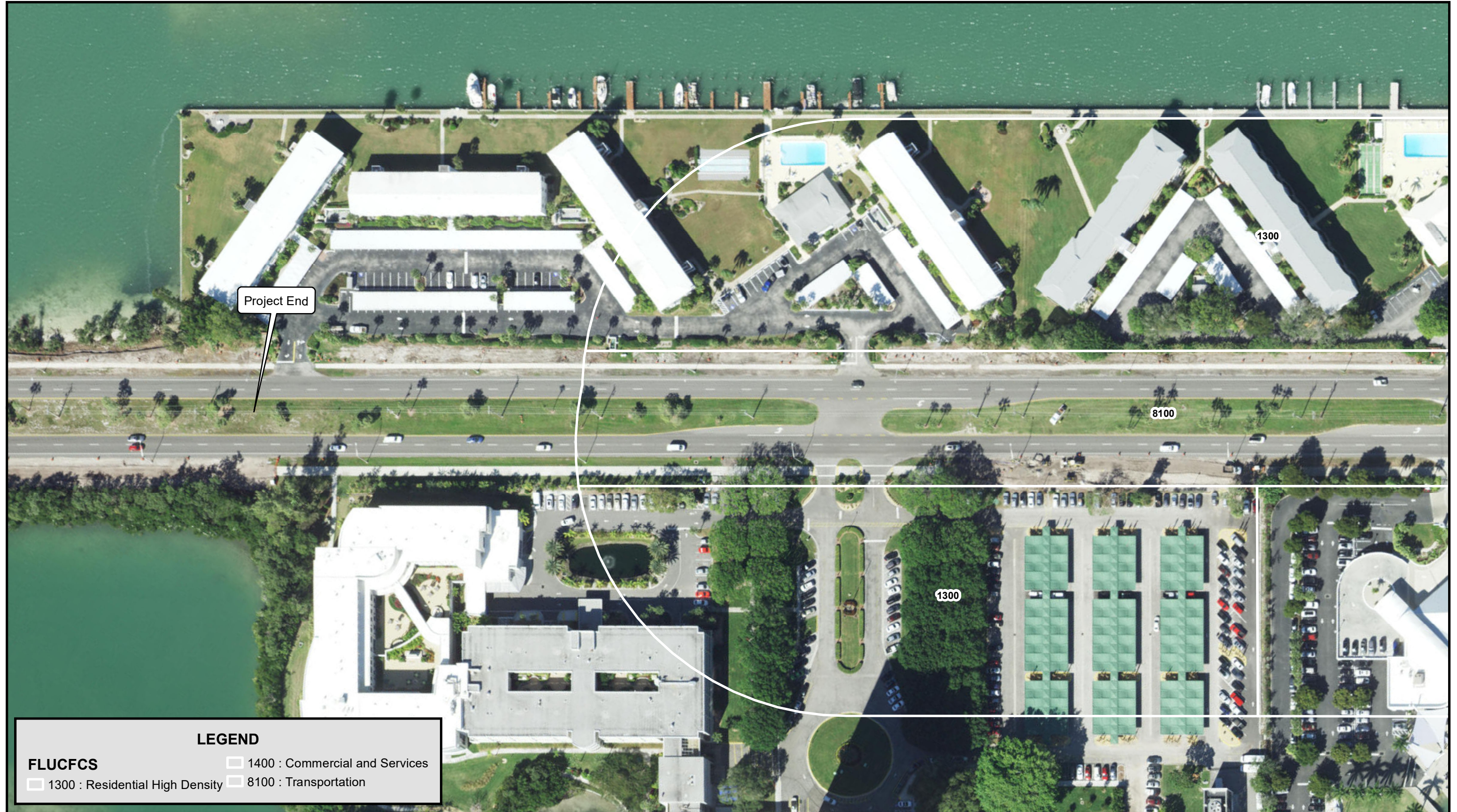
1300 : Residential High Density	5400 : Bays and Estuaries
1400 : Commercial and Services	8100 : Transportation
	9110 : Seagrass



**SR 789 (Little Ringling Bridge)  
From Bird Key Drive  
to Sarasota Harbor West  
FPID No.: 436680-1-22-01**  
Project Development and Environment Study

**FLUCFCS Maps**  
Sources:  
ESRI, 2022; SWFWMD, 2017; RK&K, 2020 (Field Review)

0 100 200 400  
Feet  
1 inch = 100 feet



**LEGEND**

**FLUCFCS**

- 1400 : Commercial and Services
- 1300 : Residential High Density
- 8100 : Transportation



**SR 789 (Little Ringling Bridge)  
From Bird Key Drive  
to Sarasota Harbor West  
FPID No.: 436680-1-22-01**

Project Development and Environment Study

**FLUCFCS Maps**

Sources:  
ESRI, 2022; SWFWMD, 2017; RK&K, 2020 (Field Review)

0 100 200 400  
Feet  
1 inch = 100 feet

## **Cultural Resources Appendix**

### **Contents:**

SHPO Concurrence Letter

Other Documentation for Section 6(f)

436680-1 SHPO Concurrence Letter

Section 4(f) Report

DRAFT



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

801 N. Broadway Avenue  
Bartow, FL 33830

JARED W. PERDUE, P.E.  
SECRETARY

June 1, 2023

Ms. Alissa S. Lotane, Director  
Florida Division of Historical Resources  
Department of State, R.A. Gray Building  
500 South Bronough Street  
Tallahassee, FL 32399-0250

Attn: Transportation Compliance Review Program

**RE: Cultural Resource Assessment Survey  
SR 789 (John Ringling Causeway) Bridge  
Sarasota County, Florida  
Financial Management Numbers: 436680-1-22-01 & 436680-1-32-01**

Dear Ms. Lotane:

Enclosed please find one copy of the report titled *Cultural Resource Assessment Survey SR 789 (John Ringling Causeway) Bridge, Sarasota County, Florida*. This report presents the findings in support of the Florida Department of Transportation (FDOT), District One, proposed improvements to SR 789. The FDOT is conducting a Project Development and Environment (PD&E) Study to evaluate the potential reconstruction of the State Road (SR) 789 (John Ringling Causeway) bridges [Bridge Numbers 170022 and 170951]. The limits of the improvements are from Bird Key Drive to Sarasota Harbour West in Sarasota County, a distance of 0.741 miles. The purpose of the project is to address structural integrity and operational deficiencies of the SR 789 bridges. The ultimate goal of the project is to identify the optimal solution for a bridge structure in need of repair due to deteriorating conditions and to accommodate greater multimodal transportation access. This is a federally funded project.

The Preferred Alternative replaces the existing twin bridges with a single bridge and includes bicycle, pedestrian and transit facilities that provide a connection between nearby neighborhoods and recreational facilities (Ringling Bridge Causeway Park, Bird Key Park and the Sarasota Yacht Club). A no-build (no-action) alternative is also considered as part of the PD&E evaluation. A rehabilitation alternative was also considered; however, due to extensive design and construction effort required to complete this alternative, and the bridges still requiring replacement after 30 years, this option was eliminated as a viable alternative. Based on feedback from a Public Workshop held in April 2022 and the ability to best address the purpose and need of the project, FDOT District One proposes replacing the existing two bridges with a single bridge. The preferred alternative single bridge typical section includes two 10.5-foot (ft) wide travel lanes, a dedicated 11-ft transit lane, 2.5-ft inside shoulder, 5.5-ft bike lane, and 14-ft shared use path in each direction. The total width of the bridge is 114-ft 3-inches (in).

The archaeological APE is defined as the footprint of construction within the existing right-of-way (ROW). The historical/architectural APE was set based on the single bridge replacement alternative. The maximum elevation for this proposed alternative is 27.55-ft, an increase of 11.82-ft compared to the existing bridges. As such, the historical/architectural APE is defined as a 1,000-ft viewshed from the center of the proposed bridge. Furthermore, because the road

[www.fdot.gov](http://www.fdot.gov)

Ms. Alissa Lotane, Director  
SR 789, Sarasota County  
FM Nos: 436680-1-22-01 & 436680-1-32-01  
June 1, 2023  
Page 2 of 3

improvements along SR 789 (John Ringling Causeway) will not introduce new roadway features and will remain within the existing ROW, the APE to the east and west of the bridge replacement is defined as the footprint of construction within the existing ROW.

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 (FDHR 2003). In addition, this survey meets the specifications set forth in Chapter 1A-46, Florida Administrative Code.

Archaeological background research, which included a review of the Florida Master Site File (FMSF), and the NRHP, indicated that no archaeological sites were recorded within the archaeological APE, but one site is recorded within one mile. Although the Efficient Transportation Decision Making (ETDM) report (#14384) evaluated the project as having a moderate archaeological probability, due to the extensive development of SR 789 (John Ringling Causeway), including roadway construction, drainage structures, and buried utilities, the probability was downgraded to low archaeological potential for the discovery of prehistoric or historic archaeological sites. If sites were found, it was anticipated that they would be remnants of prehistoric shell middens or artifact scatters. As a result of field survey, no prehistoric or historic archaeological sites were identified within the APE. In addition, the FMSF, historic maps, aerials, and other documents do not record the location of shipwrecks or other historic maritime resources that would be of concern. Based on the historic coastline and known aboriginal settlement patterns in the area, there is no expectation of submerged aboriginal sites. These, along with the planned scope and impacts, it was determined that maritime archaeology did not appear necessary.

The historical/architectural field survey resulted in the identification of eight (8) historic resources (8SO06906, 8SO06907, 8SO12048, 8SO12111, 8SO12112, 8SO12125, 8SO14518, and 8SO14519) within the APE. This includes two (2) newly identified historic buildings (8SO14518, and 8SO14519) and six previously recorded historic resources (two bridges (8SO06906, 8SO06907) and four buildings 8SO12048, 8SO12111, 8SO12112, and 8SO12125). Of these, six (6) historic resources (8SO12048, 8SO12111, 8SO12112, 8SO12125, 8SO14518, and 8SO14519) were recorded/updated and evaluated within the APE. These include two Mid-Century Modern style buildings (8SO12048 and 8SO14518), one Ranch style building (8SO12111), one Frame Vernacular style building (8SO12112), and two Masonry Vernacular style building (8SO12125 and 8SO14519) built between circa (ca.) 1961 and ca. 1973. The two previously recorded bridges (8SO06906 and 8SO06907) were not updated because they were evaluated by the SHPO as ineligible for listing in the NRHP and no significant changes were observed during the field survey. Furthermore, the bridges are excluded from Section 106 consideration by the Program Comment for Common Post-1945 Concrete and Steel Bridges (Federal Register 2012:68793).

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.



Ms. Alissa Lotane, Director  
SR 789, Sarasota County  
FM Nos: 436680-1-22-01 & 436680-1-32-01  
June 1, 2023  
Page 3 of 3

The CRAS Technical Memorandum is provided for your review and comment. If you have any questions, please do not hesitate to call me at (863) 519-2495 or email at [Jonathon.Bennett@dot.state.fl.us](mailto:Jonathon.Bennett@dot.state.fl.us)



Jonathon Bennett  
Environmental Project Manager  
Florida Department of Transportation, District One

Enclosures: One original copy of the CRAS Report (April 2023), six (6) FMSF forms, One Completed Survey Log

CC: Jim Englert, P.E. Hardesty & Hanover  
Gordon Mullen, RK&K  
Maranda Kles, PhD, RPA (ACI)

The Florida State Historic Preservation Officer (SHPO) finds the attached Cultural Resources Assessment Survey Report complete and sufficient and ✓ concurs/          does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 202303445. Or, the SHPO finds the attached document contains          insufficient information.

SHPO Comments:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



Alissa S. Lotane, Director  
State Historic Preservation Officer  
Florida Division of Historical Resources

6-21-2023  
Date



## Bennett, Jonathon

---

**From:** Reeves, Linda <Linda.Reeves@FloridaDEP.gov>  
**Sent:** Thursday, November 10, 2022 12:13 PM  
**To:** Bennett, Jonathon  
**Subject:** FW: 436680-1 SR 789 Little Ringling PD&E - Section 6(f) Coordination FDEP  
**Attachments:** Location Map 11-5.pdf; Excess Pcl 4427.pdf.pdf; 436680-1 Bird Key Park easement impacts.pdf

**EXTERNAL SENDER: Use caution with links and attachments.**

Please the response below – Let us know if additional information is needed.

Linda D. Reeves, FCCM  
Florida Department of Environmental Protection  
OMC Manager, Land and Recreation Grants  
Mailing: 3900 Commonwealth Boulevard, MS# 585  
Tallahassee, FL 32399  
Physical: Carr Building, Room  
[Linda.Reeves@FloridaDEP.gov](mailto:Linda.Reeves@FloridaDEP.gov)  
Office: 850.245.2702

---

**From:** Bright, Angie <Angie.Bright@dep.state.fl.us>  
**Sent:** Wednesday, November 9, 2022 5:04 PM  
**To:** Reeves, Linda <Linda.Reeves@FloridaDEP.gov>  
**Subject:** RE: 436680-1 SR 789 Little Ringling PD&E - Section 6(f) Coordination FDEP

Linda,  
Below is the park's history pulled from our Access Database (see yellow highlights). In addition, I can also provide the Oculus files, if needed for additional review. However, I do not think that the FDOT improvements will trigger a full blown conversion of use, or for that matter a small conversion or a temporary use conversion. It appears that the road closure will not shut down the park or any of the park's facilities. The general public still has access and use of. Further, Jonathon states that FDOT and FHwy Administration are working together on this project and have entered into an Memorandum of Understanding Agreement as it concerns the project's adherence to all applicable federal laws – including NEPA and Section 106 requirements.

Further, he states, *"The Preferred Alternative will not permanently convert any land owned as part of the City's Bird Key Park, and the MURT will be relocated in-kind adjacent to (slightly northward of) its current location, so there will be no permanent impacts to or conversion of LWCF-funded improvement."* After reviewing the documents provided (e.g. site plan, location map and lease agreement), I say that it would be okay for us, L&R Grants Section staff, to give FDOT consent to move forward with the road project as planned. I do not/did not see anything that is concerning; however, you may want to have Lois look at the lease agreement - from a legal stand point, if you think it will be an issue.

I hope my review explanation helps and please let me know how I can assist further if needed. Thank you 😊

PROJNO	GRANTEE	PROJNAME	FY1	AMOUNT1	COUNTY	TYPE
L0703	Sarasota Conservation Foundation, I	Bay Preserve Improvements	07/08	\$500,000.00	Sarasota	Dev
F07134	Sarasota County	Bee Ridge/Honore Park Site	06/07	\$200,000.00	Sarasota	Dev
12-00128	SARASOTA COUNTY	CASPERSEN BEACH	76/77	\$1,750,000.00	SARASOTA	COM
F03651	Sarasota County	Laurel Park Fitness Trail	02/03	\$50,000.00	Sarasota	trl
F50142	Sarasota County	Nokomis Beach Renovation	04/05	\$185,000.00	Sarasota	Dev
12-00160	SARASOTA COUNTY	NORTH JETTY BEACH	79/80	\$501,178.43	SARASOTA	ACQ
F01364	Sarasota County	Phillippi Estate Park - III	00/01	\$112,500.00	Sarasota	dev
F06294	Sarasota County	Rothenbach Park, Phase I	05/06	\$200,000.00	Sarasota	dev
12-00087	Sarasota County	South Lido Key			Sarasota	conv
12-00087	SARASOTA COUNTY	SOUTH LIDO KEY	72/73	\$943,000.00	SARASOTA	DEV
F86037	SARASOTA COUNTY	SOUTH LIDO PARK	86/87	\$150,000.00	SARASOTA	DEV
12-00426	Sarasota County	Venetian Waterway Park	02/03	\$75,000.00	Sarasota	
F02223	Sarasota County	Venetian Waterway Park	01/02	\$200,000.00	Sarasota	dev
F96054	SARASOTA, CITY OF	6TH STREET CANAL PARK	95/96	\$50,000.00	SARASOTA	DEV
F85013	SARASOTA, CITY OF	ARLINGTON POOL	85/86	\$400,000.00	SARASOTA	DEV
F95050	SARASOTA, CITY OF	FRANKLIN MANOR	94/95	\$100,000.00	SARASOTA	DEV
12-00372	SARASOTA, CITY OF	FRANKLIN MANOR PARK	94/95	\$100,000.00	SARASOTA	DEV
F99029	Sarasota, City of	Ken Thompson Park	98/99	\$100,000.00	Sarasota	dev
F01080	Sarasota, City of	Ken Thompson Park - Phase II	00/01	\$150,000.00	Sarasota	dev
A09222	Sarasota, City of	Lido Beach/West Murt	08/09	\$135,611.00	Sarasota	Dev
F02193	Sarasota, City of	Park East Neighborhood Park	01/02	\$200,000.00	Sarasota	acq
F06021	Sarasota, City of	Payne Park	05/06	\$200,000.00	Sarasota	dev
12-00246	SARASOTA, CITY OF	RINGLING AREA BEACH ACCESSES	85/86	\$174,835.93	SARASOTA	ACQ
F50285	Sarasota, City of	School Avenue Multi-Use Trail	04/05	\$200,000.00	Sarasota	trl
12-00314	SARASOTA, CITY OF	WATERFRONT PARK	91/92	\$100,000.00	SARASOTA	DEV
12-00531	Sarasota, City of	West Murt Bird Key/Coon Key, Phase I		\$200,000.00	Sarasota	Dev
F97032	SARASOTA, CITY OF	WHITAKER GATEWAY (AKA. FRANKLIN MANOR PA	96/97	\$100,000.00	SARASOTA	DEV

~Angela Bright



**Angela Bright, Community Assistance Consultant**  
 Florida Department of Environmental Protection  
 Division of State Lands  
 Land and Recreation Grants Section  
 FRDAP & LWCF Grant Programs  
[Angie.Bright@FloridaDEP.gov](mailto:Angie.Bright@FloridaDEP.gov)  
 Office: 850-245-2156

**Please visit our grants program website:**  
<https://floridadep.gov/Grants>

**From:** Reeves, Linda <[Linda.Reeves@FloridaDEP.gov](mailto:Linda.Reeves@FloridaDEP.gov)>  
**Sent:** Wednesday, November 9, 2022 3:35 PM  
**To:** Bright, Angie <[Angie.Bright@dep.state.fl.us](mailto:Angie.Bright@dep.state.fl.us)>  
**Subject:** FW: 436680-1 SR 789 Little Ringling PD&E - Section 6(f) Coordination FDEP

Can assist me with the research park – it LWCF – unsure how we have handle this task in the past... Thanks

Linda D. Reeves, FCCM  
Florida Department of Environmental Protection  
OMC Manager, Land and Recreation Grants  
Mailing: 3900 Commonwealth Boulevard, MS# 585  
Tallahassee, FL 32399  
Physical: Carr Building, Room  
[Linda.Reeves@FloridaDEP.gov](mailto:Linda.Reeves@FloridaDEP.gov)  
Office: 850.245.2702

**From:** Bennett, Jonathon <[Jonathon.Bennett@dot.state.fl.us](mailto:Jonathon.Bennett@dot.state.fl.us)>  
**Sent:** Wednesday, November 9, 2022 11:08 AM  
**To:** Reeves, Linda <[Linda.Reeves@FloridaDEP.gov](mailto:Linda.Reeves@FloridaDEP.gov)>  
**Cc:** Bateman, Patrick <[Patrick.Bateman@dot.state.fl.us](mailto:Patrick.Bateman@dot.state.fl.us)>; Gordon Mullen <[gmullen@rkk.com](mailto:gmullen@rkk.com)>; James Englert <[jenglert@hardestyhanover.com](mailto:jenglert@hardestyhanover.com)>; Kimberly Warren <[kwarren@rkk.com](mailto:kwarren@rkk.com)>  
**Subject:** RE: 436680-1 SR 789 Little Ringling PD&E - Section 6(f) Coordination FDEP

**EXTERNAL MESSAGE**

This email originated outside of DEP. Please use caution when opening attachments, clicking links, or responding to this email.

Ms. Reeves,

Following up if there are any updates on this consultation request. Please let me know if you have any question.  
Thank you,

**Jonathon A. Bennett**  
Environmental Project Manager  
ETDM Coordinator

Florida Department of Transportation | District One  
801 North Broadway Avenue | Bartow, Florida 33830  
PH: (863) 519-2495 EMAIL: [Jonathon.Bennett@dot.state.fl.us](mailto:Jonathon.Bennett@dot.state.fl.us)



**From:** Bennett, Jonathon  
**Sent:** Tuesday, October 25, 2022 1:36 PM

To: [linda.reeves@dep.state.fl.us](mailto:linda.reeves@dep.state.fl.us)

Cc: Bateman, Patrick <[Patrick.Bateman@dot.state.fl.us](mailto:Patrick.Bateman@dot.state.fl.us)>; Gordon Mullen <[gmullen@rkk.com](mailto:gmullen@rkk.com)>; James W. Englert ([jenglert@hardestyhanover.com](mailto:jenglert@hardestyhanover.com)) <[jenglert@hardestyhanover.com](mailto:jenglert@hardestyhanover.com)>; Kimberly D. Warren ([kwarren@rkk.com](mailto:kwarren@rkk.com)) <[kwarren@rkk.com](mailto:kwarren@rkk.com)>

Subject: 436680-1 SR 789 Little Ringling PD&E - Section 6(f) Coordination FDEP

Ms. Reeves,

Good afternoon. Based on review of the FDEP's Land and Recreation Grants Program website, it appears that you are the point of contact for the Land and Water Conservation Fund (LWCF) program.

The Florida Department of Transportation, District 1 (FDOT) is conducting a Project Development & Environment (PD&E) study to consider the potential reconstruction and/or rehabilitation of the SR 789 (Ringling) bridges in Sarasota County, Florida to address structural integrity and operational deficiencies. The limits of this study are from Bird Key Drive to Sarasota Harbor West, approximately 0.741 miles (see attached Location Map PDF). Within the limits of this project, the FDOT has previously granted a 25-year Public Use Easement to the City of Sarasota which authorized improvements to the City's Bird Key Park facility within the FDOT's existing SR 789/John Ringling Blvd. right of way (ROW) (see attached Excess Pcl 4427 PDF). Based on available information (i.e., existing park signage and the LWCF Mapper website, <https://lwcf.tplgis.org/mappast/>), the City used federal LWCF funds for the construction of at least a portion of the Bird Key Multi-Use Recreational Trail (MURT) within the FDOT's ROW. The total Public Use Easement acreage is 1.59 acres and the estimated impacts from the FDOT's current single-bridge replacement Preferred Alternative are 0.62 acres (~ 39% of the easement acreage) (see attached Bird Key Park easement impacts PDF). The Preferred Alternative will not permanently convert any land owned as part of the City's Bird Key Park, and the MURT will be relocated in-kind adjacent to (slightly northward of) its current location, so there will be no permanent impacts to or conversion of LWCF-funded improvements.

The FDOT's design consultant has reviewed these impacts and has determined that they are unavoidable based on the project's location on an island, the narrow ROW available and the need to avoid impacts to adjacent land uses. Based on the in-kind replacement of the impacted portion of the Bird Key Park MURT within the FDOT's existing ROW, the FDOT's current understanding is that there is no conversion of use for this LWCF-funded feature and no compensatory land/replacement property acquisition is proposed. With this e-mail, we are seeking to begin coordination as required under Section 6(f) of the Federal Land and Water Conservation Act with the FDEP (and National Park Service, if applicable) to discuss these impacts, as well as any "next steps" or mitigative measures required.

This project is subject to all relevant sections of the National Environmental Policy Act and these impacts are anticipated to be presented for public review and comment at a public hearing to be held locally in the Spring of 2023. 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.

Thank you in advance for your earliest possible review and reply to this e-mail. If you have any questions or concerns, please contact me at (863) 519-2495 or via email at [jonathon.bennett@dot.state.fl.us](mailto:jonathon.bennett@dot.state.fl.us).

**Jonathon A. Bennett**  
Environmental Project Manager  
ETDM Coordinator

Florida Department of Transportation | District One  
801 North Broadway Avenue | Bartow, Florida 33830  
PH: (863) 519-2495 EMAIL: [Jonathon.Bennett@dot.state.fl.us](mailto:Jonathon.Bennett@dot.state.fl.us)





DRAFT

## Gordon Mullen

---

**From:** Bennett, Jonathon <Jonathon.Bennett@dot.state.fl.us>  
**Sent:** Tuesday, October 25, 2022 1:36 PM  
**To:** linda.reeves@dep.state.fl.us  
**Cc:** Bateman, Patrick; Gordon Mullen; James Englert; Kimberly Warren  
**Subject:** 436680-1 SR 789 Little Ringling PD&E - Section 6(f) Coordination FDEP  
**Attachments:** Location Map 11-5.pdf; Excess Pcl 4427.pdf.pdf; 436680-1 Bird Key Park easement impacts.pdf  
**Categories:** Red category

**EXTERNAL EMAIL:** Do not click links or open attachments unless you trust the 'Sender' and know the content is safe.

Ms. Reeves,

Good afternoon. Based on review of the FDEP's Land and Recreation Grants Program website, it appears that you are the point of contact for the Land and Water Conservation Fund (LWCF) program.

The Florida Department of Transportation, District 1 (FDOT) is conducting a Project Development & Environment (PD&E) study to consider the potential reconstruction and/or rehabilitation of the SR 789 (Ringling) bridges in Sarasota County, Florida to address structural integrity and operational deficiencies. The limits of this study are from Bird Key Drive to Sarasota Harbor West, approximately 0.741 miles (see attached Location Map PDF). Within the limits of this project, the FDOT has previously granted a 25-year Public Use Easement to the City of Sarasota which authorized improvements to the City's Bird Key Park facility within the FDOT's existing SR 789/John Ringling Blvd. right of way (ROW) (see attached Excess Pcl 4427 PDF). Based on available information (i.e., existing park signage and the LWCF Mapper website, <https://lwcf.tplgis.org/mappast/>), the City used federal LWCF funds for the construction of at least a portion of the Bird Key Multi-Use Recreational Trail (MURT) within the FDOT's ROW. The total Public Use Easement acreage is 1.59 acres and the estimated impacts from the FDOT's current single-bridge replacement Preferred Alternative are 0.62 acres (~ 39% of the easement acreage) (see attached Bird Key Park easement impacts PDF). The Preferred Alternative will not permanently convert any land owned as part of the City's Bird Key Park, and the MURT will be relocated in-kind adjacent to (slightly northward of) its current location, so there will be no permanent impacts to or conversion of LWCF-funded improvements.

The FDOT's design consultant has reviewed these impacts and has determined that they are unavoidable based on the project's location on an island, the narrow ROW available and the need to avoid impacts to adjacent land uses. Based on the in-kind replacement of the impacted portion of the Bird Key Park MURT within the FDOT's existing ROW, the FDOT's current understanding is that there is no conversion of use for this LWCF-funded feature and no compensatory land/replacement property acquisition is proposed. With this e-mail, we are seeking to begin coordination as required under Section 6(f) of the Federal Land and Water Conservation Act with the FDEP (and National Park Service, if applicable) to discuss these impacts, as well as any "next steps" or mitigative measures required.

This project is subject to all relevant sections of the National Environmental Policy Act and these impacts are anticipated to be presented for public review and comment at a public hearing to be held locally in the Spring of 2023. 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.

Thank you in advance for your earliest possible review and reply to this e-mail. If you have any questions or concerns, please contact me at (863) 519-2495 or via email at [jonathon.bennett@dot.state.fl.us](mailto:jonathon.bennett@dot.state.fl.us).



**Jonathon A. Bennett**

**Environmental Project Manager**

**ETDM Coordinator**

Florida Department of Transportation | District One

801 North Broadway Avenue | Bartow, Florida 33830

PH: (863) 519-2495 EMAIL: [Jonathon.Bennett@dot.state.fl.us](mailto:Jonathon.Bennett@dot.state.fl.us)



DRAFT



FPID NO. 436680-1-22-01/436680-1-32-01  
**SR 789 (RINGLING)  
PD&E STUDY**  
**PROJECT LOCATION MAP**

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
LEASE AGREEMENT

Excess Pol # 4427

575-060-33  
RIGHT OF WAY  
OGC - 08/09

Original

ITEM/SEGMENT NO.: 1979421  
MANAGING DISTRICT: One  
F.A.P. NO.: N/A  
STATE ROAD NO.: 789 (Ringling Causeway)  
COUNTY: Sarasota  
PARCEL NO.: 500 (Lease)

THIS AGREEMENT, made this 1st day of April, 2010, by and between the STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION, (hereinafter called the Lessor), and the City of Sarasota

(hereinafter called the Lessee.)

WITNESSETH:

In consideration of the mutual covenants contained herein, the parties agree as follows:

1. Property and Term. Lessor does hereby lease unto Lessee the property described in Exhibit "A", attached and made a part hereof, for a term of 25 years beginning April 1, 2010 and ending April 1, 2035. This Lease may be renewed for an additional 25 year term at Lessee's option, subject to the rent adjustment as provided in Paragraph 3 below. Lessee shall provide Lessor 60 (sixty) days advanced written notice of its exercise of the renewal option.

If Lessee holds over and remains in possession of the property after the expiration of the term specified in this Lease, or any renewals of such term, Lessee's tenancy shall be considered a tenancy at sufferance, subject to the same terms and conditions as herein contained in this Lease.

This Lease is subject to all utilities in place and to the maintenance thereof as well as any other covenants, easements, or restrictions of record.

This Lease shall be construed as a lease of only the interest, if any, of Lessor, and no warranty of title shall be deemed to be given herewith.

2. Use. The leased property shall be used solely for the purpose of (See attached Addendum for details). If the property is used for any other purpose, Lessor shall have the option of immediately terminating this Lease. Lessee shall not permit any use of the property in any manner that would obstruct or interfere with any transportation facilities.

Lessee will further use and occupy the leased property in a careful and proper manner, and not commit any waste thereon. Lessee will not cause, or allow to be caused, any nuisance or objectionable activity of any nature on the property. Lessee will not use or occupy said property for any unlawful purpose and will, at Lessee's sole cost and expense, conform to and obey any present or future ordinances and/or rules, regulations, requirements, and orders of governmental authorities or agencies respecting the use and occupation of the leased property.

Any activities in any way involving hazardous materials or substances of any kind whatsoever, either as those terms may be defined under any state or federal laws or regulations, or as those terms are understood in common usage, are specifically prohibited. The use of petroleum products, pollutants, and other hazardous materials on the leased property is prohibited. Lessee shall be held responsible for the performance of and payment for any environmental remediation that may be necessary, as determined by the Lessor, within the leased property. If any contamination either spread to or was released onto adjoining property as a result of Lessee's use of the leased property, the Lessee shall be held similarly responsible. The Lessee shall indemnify, defend, and hold harmless the Lessor from any claim, loss, damage, costs, charge, or expense arising out of any such contamination.

3. Rent. Lessee shall pay to Lessor as rent, on or before the first day of each rent payment period, the sum of \$0.00 (Public Purpose Lease Agreement) plus applicable tax, for each N/A of the term. If this Lease is terminated prior to the end of any rent payment period, the unearned portion of any rent payment, less any other amounts that may be owed to Lessor, shall be refunded to Lessee. Lessee shall pay any and all state, county, city, and local taxes that may be due during the term hereof, including any real property taxes. Rent payments shall be made payable to the Florida Department of Transportation and shall be sent to N/A-all correspondence should be sent to: Attn.: Property Management, 801 N. Broadway Ave, Bartow, FL 33830. Lessor reserves the right to review and adjust the rental fee biennially and at renewal to reflect market conditions. Any installment of rent not received within ten (10) days after the date due

shall bear interest at the highest rate allowed by law from the due date thereof, per Section 55.03(1), Florida Statutes. This provision shall not obligate Lessor to accept late rent payments or provide Lessee a grace period.

4. **Improvements.** No structures or improvements of any kind shall be placed upon the property without the prior written approval of the District Secretary for District One \_\_\_\_\_ of Lessor. Any such structures or improvements shall be constructed in a good and workmanlike manner at Lessee's sole cost and expense. Subject to any landlord lien, any structures or improvements constructed by Lessee shall be removed by Lessee, at Lessee's sole cost and expense, by midnight on the day of termination of this Lease and the leased property restored as nearly as practical to its condition at the time this Lease is executed. Portable or temporary advertising signs are prohibited.

Lessee shall perform, at the sole expense of Lessee, all work required in the preparation of the leased property for occupancy by Lessee, in the absence of any special provision herein contained to the contrary; and Lessee does hereby accept the leased property as now being in fit and tenable condition for all purposes of Lessee.

Lessor reserves the right to inspect the property and to require whatever adjustment to structures or improvements as Lessor, in its sole discretion, deems necessary. Any adjustments shall be done at Lessee's sole cost and expense.

5. **Maintenance.** Lessee shall keep and maintain the leased property and any building or other structure, now or hereafter erected thereon, in good and safe condition and repair at Lessee's own expense during the existence of this Lease, and shall keep the same free and clear of any and all grass, weeds, brush, and debris of any kind, so as to prevent the same from becoming dangerous, inflammable, or objectionable. Lessor shall have no duty to inspect or maintain any of the leased property or buildings, and other structures thereon, during the term of this Lease; however, Lessor shall have the right, upon twenty-four (24) hours notice to Lessee, to enter the leased property for purposes of inspection, including conducting an environmental assessment. Such assessment may include: surveying; sampling of building materials, soil, and groundwater; monitoring well installations; soil excavation; groundwater remediation; emergency asbestos abatement; operation and maintenance inspections; and, any other actions which may be reasonable and necessary. Lessor's right of entry shall not obligate inspection of the property by Lessor, nor shall it relieve the Lessee of its duty to maintain the leased property. In the event of emergency due to a release or suspected release of hazardous waste on the property, Lessor shall have the right of immediate inspection, and the right, but not the obligation, to engage in remedial action, without notice, the sole cost and expense of which shall be the responsibility of the Lessee.

6. **Indemnification.** To the extent provided by law, Lessee shall indemnify, defend, and hold harmless the Lessor and all of its officers, agents, and employees from any claim, loss, damage, cost, charge, or expense arising out of any act, error, omission, or negligent act by Lessee, its agents, or employees, during the performance of the Lease, except that neither Lessee, its officers, agents, or employees will be liable under this paragraph for any claim, loss, damage, cost, charge, or expense arising out of any act, error, omission, or negligent act by the Lessor or any of its officers, agents, or employees during the performance of the Lease.

When the Lessor receives a notice of claim for damages that may have been caused by the Lessee, the Lessor will immediately forward the claim to the Lessee. Lessee and the Lessor will evaluate the claim and report their findings to each other within fourteen (14) working days and will jointly discuss options in defending the claim. After reviewing the claim, the Lessor will determine whether to require the participation of Lessee in the defense of the claim or to require that Lessee defend the Lessor in such claim as described in this section. The Lessor's failure to promptly notify Lessee of a claim shall not act as a waiver of any right herein to require the participation in or defense of the claim by Lessee. The Lessor and Lessee will each pay its own expenses for the evaluation, settlement negotiations, and trial, if any.

7. **Insurance.** Lessee at its expense, shall maintain at all times during the term of this Lease, public liability insurance protecting Lessor and Lessee against any and all claims for injury and damage to persons and property, and for the loss of life or property occurring in, on, or about the property arising out of the act, negligence, omission, nonfeasance, or malfeasance of Lessee, its employees, agents, contractors, customers, licensees, and invitees. Such insurance shall be carried in a minimum amount of not less than One Million Dollars (\$ 1,000,000.00 ) for bodily injury or death to any one person or any number of persons in any one occurrence and not less than Five Hundred Thousand Dollars (\$ 500,000.00 ) for property damage, or a combined coverage of not less than One Million Five Hundred Thousand (\$ 1,500,000.00 ). All such policies shall be issued by companies licensed to do business in the State of Florida and all such policies shall contain a provision whereby the same cannot be canceled or modified unless Lessor is given at least sixty (60) days prior written notice of such cancellation or modification. Lessee shall provide Lessor certificates showing such insurance to be in place and showing Lessor as additional insured under the policies. If self-insured or under a risk management program, Lessee represents that such minimum coverage for liability will be provided for the leased property.

Lessor may require the amount of any public liability insurance to be maintained by Lessee be increased so that the amount thereof adequately protects Lessor's interest. Lessee further agrees that it shall during the full term of this Lease and at its own expense keep the leased property and any improvements thereon fully insured against loss or damage by fire and other casualty. Lessee also agrees that it shall during the full term of this Lease and at its own expense keep the contents and personal property located on the leased property fully insured against loss or damage by fire or other casualty and does hereby release and waive on behalf of itself and its insurer, by subrogation or otherwise, all claims against Lessor arising out of any fire or other casualty whether or not such fire or other casualty shall have resulted in whole or in part from the negligence of the Lessor.

8. Eminent Domain. Lessee acknowledges and agrees that its relationship with Lessor under this Lease is one of landlord and tenant and no other relationship either expressed or implied shall be deemed to apply to the parties under this Lease. Termination of this Lease for any cause shall not be deemed a taking under any eminent domain or other law so as to entitle Lessee to compensation for any interest suffered or lost as a result of termination of this Lease, including any residual interest in the Lease, or any other facts or circumstances arising out of or in connection with this Lease.

Lessee hereby waives and relinquishes any legal rights and monetary claims which it might have for full compensation, or damages of any sort, including special damages, severance damages, removal costs, or loss of business profits, resulting from Lessee's loss of occupancy of the leased property, or any such rights, claims, or damages flowing from adjacent properties owned or leased by Lessee as a result of Lessee's loss of occupancy of the leased property. Lessee also hereby waives and relinquishes any legal rights and monetary claims which it might have for full compensation, or damages of any sort as set out above, as a result of Lessee's loss of occupancy of the leased property, when any or all adjacent properties owned or leased by Lessee are taken by eminent domain proceedings or sold under the threat thereof. This waiver and relinquishment applies whether this Lease is still in existence on the date of taking or sale; or has been terminated prior thereto.

9. Miscellaneous.

a. This Lease may be terminated by Lessor immediately, without prior notice, upon default by Lessee hereunder, and may be terminated by either party, without cause upon thirty ( 30 ) days prior written notice to the other party.

b. In addition to, or in lieu of, the terms and conditions contained herein, the provisions of any Addendum of even date herewith which is identified to be a part hereof is hereby incorporated herein and made a part hereof by this reference. In the event of any conflict between the terms and conditions hereof and the provisions of the Addendum(s), the provisions of the Addendum(s) shall control, unless the provisions thereof are prohibited by law.

c. Lessee acknowledges that it has reviewed this Lease, is familiar with its terms, and has had adequate opportunity to review this Lease with legal counsel of Lessee's choosing. Lessee has entered into this Lease freely and voluntarily. This Lease contains the complete understanding of the parties with respect to the subject matter hereof. All prior understandings and agreements, oral or written, heretofore made between the parties and/or between Lessee and the previous owner of the leased property and landlord of Lessee are merged in this Lease, which alone, fully and completely expresses the agreement between Lessee and Lessor with respect to the subject matter hereof. No modification, waiver, or amendment of this Lease or any of its conditions or provisions shall be binding upon Lessor or Lessee unless in writing and signed by both parties.

d. Lessee shall not sublet the property or any part thereof, nor assign this Lease, without the prior consent in writing of the Lessor; this Lease is being executed by Lessor upon the credit and reputation of Lessee. Acceptance by Lessor of rental from a third party shall not be considered as an assignment or sublease, nor shall it be deemed as constituting consent of Lessor to such an assignment or sublease.

e. Lessee shall be solely responsible for all bills for electricity, lighting, power, gas, water, telephone, and telegraph services, or any other utility or service used on the property.

f. This Lease shall be governed by the laws of the State of Florida, and any applicable laws of the United States of America.

g. All notices to Lessor shall be sent to the address for rent payments and all notices to Lessee shall be sent to:  
City of Sarasota,

---

CITY OF SARASOTA  
ENGINEERING DEPT.  
P.O. BOX 1058  
SARASOTA, FLA 34230

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed, the day and year first above written.

City of Sarasota  
Lessee (Company Name, if applicable)

By: Richard Clapp

Richard Clapp  
Print Name

Title: Mayor

Attest: Pamela M. Nadalini (SEAL)

Pamela M. Nadalini  
Print Name

Title: City Auditor and Clerk

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION

By: [Signature]  
District Secretary

Stanley M. Cann, P.E.  
Print Name

Attest: Dawn M. Gallon

Name/Title: DAWN M. GALLON, Executive Asst.

LEGAL REVIEW:

[Signature]  
District Counsel

Don Conway  
Print Name

SR 789 (RINGLING) FROM BIRD KEY DRIVE TO SARASOTA HARBOR WEST // 436680-1-22-01

# Impacts to FDOT Public Use Easement for Bird Key Park



ADDENDUM

This is an Addendum to that certain Lease Agreement between City of Sarasota

and the State of Florida Department of Transportation dated the 1st day of April, 2010.  
In addition to the provisions contained in said Agreement, the following terms and conditions shall be deemed to be a part thereof pursuant to Paragraph 9 (b) of said Agreement:

The City intends to construct/modify the following items within the leased area which is described on the attached sketch and legal description: Parking and drive aisles, relocation of the park exit, landscaping and irrigation improvements, signage, hardscape improvements, benches, waste receptacles, and light pole fixtures.

The City of Sarasota agrees that the leased area will be utilized as a public use recreation area and the above referenced improvements/modifications will be constructed to support those activities.

Regardless of the purpose(s) for which the Lessor grants the Lessee to utilize the property, the property's primary purpose will remain as a transportation corridor into perpetuity. All other uses, including the use(s) approved in this lease will remain incidental to the property's primary purpose of a transportation corridor.

City of Sarasota  
Lessee (Company Name, if applicable)

By: Richard Clapp

Richard Clapp  
Print Name

Title: Mayor

Attest: Pamela M. Nadalini (SEAL)

Pamela M. Nadalini  
Print Name

Title: City Auditor and Clerk

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION

By: [Signature]  
District Secretary

Stanley M. Cann  
Print Name

Attest: Dawn M. Gallon

Name/Title: Dawn M. Gallon, Executive Asst.

LEGAL REVIEW:

[Signature] 1/14/10  
District Counsel

DON CONWAY  
Print Name



FP NO. 1979421

SECTION 17030-2509

PARCEL 500 - LEASE

A portion of land lying in Sections 25 and 26, Township 36 South, Range 17 East, Sarasota County, Florida, lying in the right of way of State Road 789 per Florida Department of Transportation right of way map Section 17030-2509 and Official Records Book 139, Page 126, being more particularly described as follows:

Commence at the southwest corner of Section 26, Township 36 South, Range 17 East, Sarasota County, Florida; thence South 59°01'16" West a distance of 5.50 feet to the easterly line of Polk Drive, as shown on Plat No. 3 of the John Ringling Estates, Lido Beach Division "B", as recorded in Plat Book 2, Page 208 of the Public Records of Sarasota County, Florida; thence North 30°58'44" West, along said Polk Drive a distance of 420.95 feet to the centerline of John Ringling Boulevard and Ringling Causeway; thence North 59°01'16" East along said centerline of John Ringling Boulevard and the Ringling Causeway a distance of 5819.24 feet; thence North 30°58'44" West a distance of 100.00 feet to the northwesterly right of way line of said State Road 789; thence along said right of way the following two (2) courses: 1) North 59°01'16" East a distance of 168.74 feet; 2) thence North 59°01'50" East a distance of 51.92 feet to the POINT OF BEGINNING; thence continuing along said right of way North 59°01'50" East a distance of 1349.61 feet; thence South 30°58'10" East a distance of 33.82 feet to a point on a non-tangent curve to the right with a radius of 1113.00 feet, a delta angle of 6°08'20", a chord bearing of South 55°57'40" West and a chord length of 119.19 feet; thence along the arc of said curve a distance of 119.25 feet; thence South 59°01'50" West a distance of 502.24 feet; thence South 30°58'10" East a distance of 20.72 feet; thence South 59°06'28" West a distance of 238.84 feet; thence South 57°32'35" West a distance of 244.47 feet to a point of curvature to the right with a radius 925.00 feet, a delta angle of 10°30'09", a chord bearing of South 62°47'39" West, and a chord length of 169.32 feet; thence along the arc of said curve 169.55 feet; thence South 68°02'44" West a distance of 77.12 feet; thence North 30°58'10" West a distance of 43.74 feet to the POINT OF BEGINNING.

Containing 1.594 acres, more of less.

Legal Description Approved by:

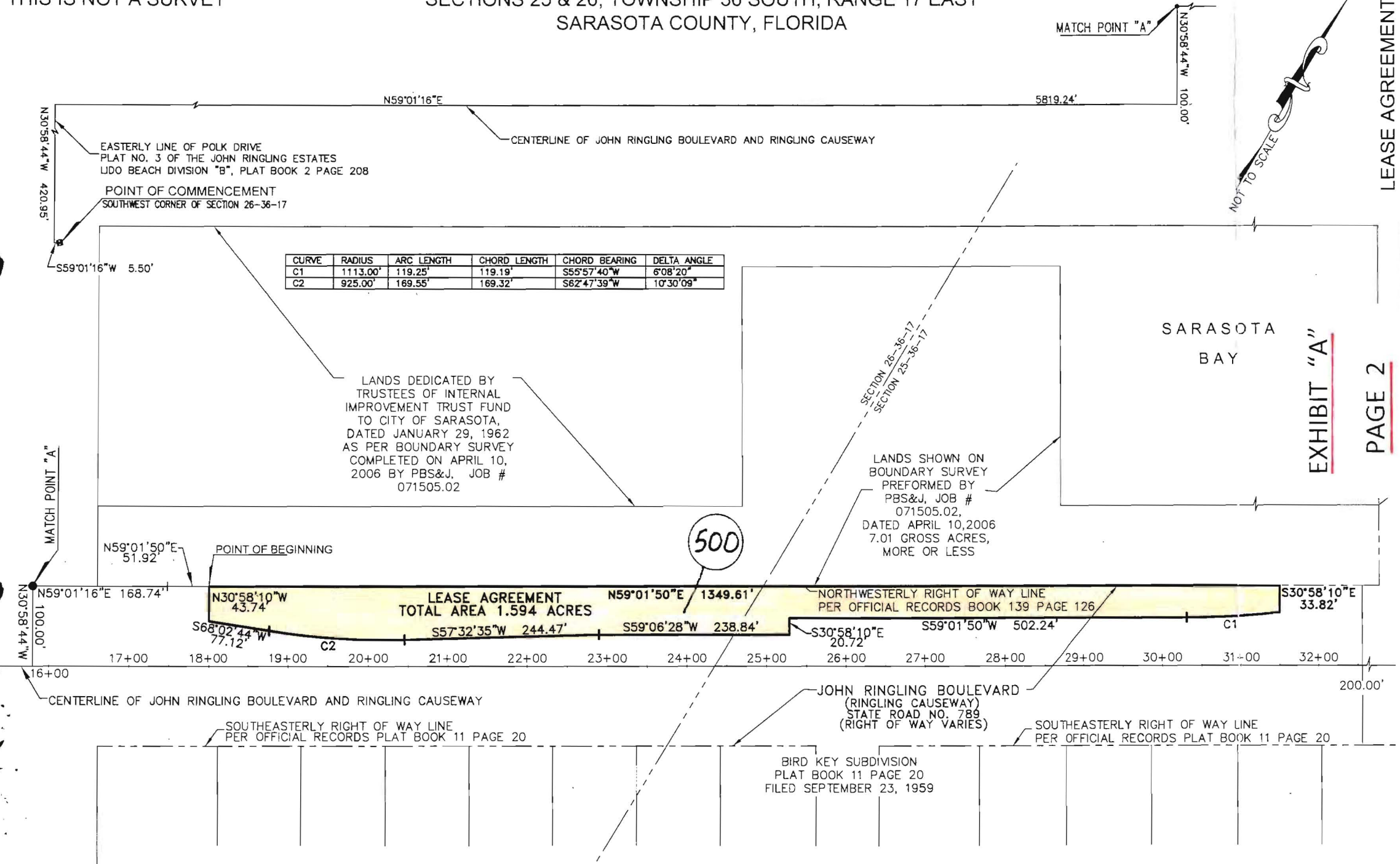
William E. Ray  
William E. Ray P.L.S. #2737  
Date: 01-05-2010  
NOT VALID UNLESS EMBOSSED



EXHIBIT "A"  
Page 1

THIS IS NOT A SURVEY

SECTIONS 25 & 26, TOWNSHIP 36 SOUTH, RANGE 17 EAST  
SARASOTA COUNTY, FLORIDA



CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	1113.00'	119.25'	119.19'	S55°57'40"W	6°08'20"
C2	925.00'	169.55'	169.32'	S62°47'39"W	10°30'09"

LANDS DEDICATED BY TRUSTEES OF INTERNAL IMPROVEMENT TRUST FUND TO CITY OF SARASOTA, DATED JANUARY 29, 1962 AS PER BOUNDARY SURVEY COMPLETED ON APRIL 10, 2006 BY PBS&J, JOB # 071505.02

LANDS SHOWN ON BOUNDARY SURVEY PREFORMED BY PBS&J, JOB # 071505.02, DATED APRIL 10, 2006 7.01 GROSS ACRES, MORE OR LESS

**LEASE AGREEMENT**  
**TOTAL AREA 1.594 ACRES**

16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00 24+00 25+00 26+00 27+00 28+00 29+00 30+00 31+00 32+00

LEASE AGREEMENT

PAGE 2

JOB No:	100002842	DATE	12-30-09
Scale:	NOT TO SCALE	Rev:	
Drawn By:	B BIENKOWSKI	Checked By:	D ADAMS

L:\Survey\08026SarMURT\dwg\Segment A EXHIBIT A 12-30-09.dwg  
ENGINEERS, PLANNERS & SURVEYORS  
5300 WEST CYPRESS STREET, SUITE 200  
TAMPA, FLORIDA 33607-1784  
Ph: (813) 282-7275  
**PBS&J**  
LICENSED BUSINESS 74, STATE OF FLORIDA

RESOLUTION NO. 10R-2152

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF SARASOTA, FLORIDA, AUTHORIZING THE EXECUTION BY THE MAYOR AND ATTESTATION BY THE CITY AUDITOR AND CLERK ON BEHALF OF THE CITY OF SARASOTA, FLORIDA, OF THE FLORIDA DEPARTMENT OF TRANSPORTATION PUBLIC PURPOSE LEASE AGREEMENT FOR CERTAIN PROPERTY LOCATED ON BIRD KEY; PROVIDING FOR READING OF THIS RESOLUTION BY TITLE ONLY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, it is the intent of the City Commission to authorize the Mayor and City Auditor and Clerk to execute on behalf of the City of Sarasota, Florida, a Public Purpose Lease Agreement with the Florida Department of Transportation for the use of certain property by the public in association with the Bird Key Park/MURT (multi-use recreational trail) ; and

WHEREAS, the Florida Department of Transportation has requested a Resolution be adopted by the City Commission formalizing approval by the City Commission of the subject authorization.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF SARASOTA, FLORIDA:

Section 1. Whereas the City Commission hereby authorizes the Mayor to execute on behalf of the City of Sarasota and the City Auditor and Clerk to attest the Florida Department of Transportation Public Purpose Lease Agreement for certain property located on Bird Key, to be used by the public in conjunction with the Bird Key Park/MURT. A copy of said Public Purpose Lease Agreement, including a legal description and survey, is attached hereto and incorporated by reference herein as Exhibit A.

Section 2. The City Auditor and Clerk is hereby directed to forward two (2) certified copies of this Resolution to the

Florida Department of Transportation along with four (4) originals of the Public Purpose Lease Agreement as executed by the Mayor and attested by the City Auditor and Clerk.

Section 3. This Resolution shall take effect immediately upon adoption.

ADOPTED by the City Commission of the City of Sarasota, Florida, upon reading by title only, after posting on the bulleting at City Hall for at least three (3) days prior to adoption, as authorized by Article IV, Section 2, Charter of the City of Sarasota, Florida, this 1st day of March, 2010.

Richard Clapp  
Richard Clapp, Mayor

ATTEST:

Pamela M. Nadalini  
CITY AUDITOR AND CLERK

- Yes Mayor Clapp
- Yes Vice Mayor Kirschner
- Yes Commissioner Atkins
- Yes Commissioner Atwell
- Yes Commissioner Turner

I, PAMELA M. NADALINI, CITY AUDITOR AND CLERK OF THE CITY OF SARASOTA, FLORIDA, DO HEREBY CERTIFY THAT THE ABOVE AND FOREGOING IS A TRUE AND CORRECT COPY OF THE ORIGINAL THEREOF ON FILE IN MY OFFICE. WITNESS MY HAND AND SEAL OF SAID CITY THIS 18th DAY OF

March A.D. 2010

Pamela M. Nadalini  
CITY, AUDITOR AND CLERK OF THE CITY OF SARASOTA, FLORIDA



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

801 N. Broadway Avenue  
Bartow, FL 33830

JARED W. PERDUE, P.E.  
SECRETARY

June 1, 2023

Ms. Alissa S. Lotane, Director  
Florida Division of Historical Resources  
Department of State, R.A. Gray Building  
500 South Bronough Street  
Tallahassee, FL 32399-0250

Attn: Transportation Compliance Review Program

**RE: Cultural Resource Assessment Survey  
SR 789 (John Ringling Causeway) Bridge  
Sarasota County, Florida  
Financial Management Numbers: 436680-1-22-01 & 436680-1-32-01**

Dear Ms. Lotane:

Enclosed please find one copy of the report titled *Cultural Resource Assessment Survey SR 789 (John Ringling Causeway) Bridge, Sarasota County, Florida*. This report presents the findings in support of the Florida Department of Transportation (FDOT), District One, proposed improvements to SR 789. The FDOT is conducting a Project Development and Environment (PD&E) Study to evaluate the potential reconstruction of the State Road (SR) 789 (John Ringling Causeway) bridges [Bridge Numbers 170022 and 170951]. The limits of the improvements are from Bird Key Drive to Sarasota Harbour West in Sarasota County, a distance of 0.741 miles. The purpose of the project is to address structural integrity and operational deficiencies of the SR 789 bridges. The ultimate goal of the project is to identify the optimal solution for a bridge structure in need of repair due to deteriorating conditions and to accommodate greater multimodal transportation access. This is a federally funded project.

The Preferred Alternative replaces the existing twin bridges with a single bridge and includes bicycle, pedestrian and transit facilities that provide a connection between nearby neighborhoods and recreational facilities (Ringling Bridge Causeway Park, Bird Key Park and the Sarasota Yacht Club). A no-build (no-action) alternative is also considered as part of the PD&E evaluation. A rehabilitation alternative was also considered; however, due to extensive design and construction effort required to complete this alternative, and the bridges still requiring replacement after 30 years, this option was eliminated as a viable alternative. Based on feedback from a Public Workshop held in April 2022 and the ability to best address the purpose and need of the project, FDOT District One proposes replacing the existing two bridges with a single bridge. The preferred alternative single bridge typical section includes two 10.5-foot (ft) wide travel lanes, a dedicated 11-ft transit lane, 2.5-ft inside shoulder, 5.5-ft bike lane, and 14-ft shared use path in each direction. The total width of the bridge is 114-ft 3-inches (in).

The archaeological APE is defined as the footprint of construction within the existing right-of-way (ROW). The historical/architectural APE was set based on the single bridge replacement alternative. The maximum elevation for this proposed alternative is 27.55-ft, an increase of 11.82-ft compared to the existing bridges. As such, the historical/architectural APE is defined as a 1,000-ft viewshed from the center of the proposed bridge. Furthermore, because the road

[www.fdot.gov](http://www.fdot.gov)

Ms. Alissa Lotane, Director  
SR 789, Sarasota County  
FM Nos: 436680-1-22-01 & 436680-1-32-01  
June 1, 2023  
Page 2 of 3

improvements along SR 789 (John Ringling Causeway) will not introduce new roadway features and will remain within the existing ROW, the APE to the east and west of the bridge replacement is defined as the footprint of construction within the existing ROW.

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 (FDHR 2003). In addition, this survey meets the specifications set forth in Chapter 1A-46, Florida Administrative Code.

Archaeological background research, which included a review of the Florida Master Site File (FMSF), and the NRHP, indicated that no archaeological sites were recorded within the archaeological APE, but one site is recorded within one mile. Although the Efficient Transportation Decision Making (ETDM) report (#14384) evaluated the project as having a moderate archaeological probability, due to the extensive development of SR 789 (John Ringling Causeway), including roadway construction, drainage structures, and buried utilities, the probability was downgraded to low archaeological potential for the discovery of prehistoric or historic archaeological sites. If sites were found, it was anticipated that they would be remnants of prehistoric shell middens or artifact scatters. As a result of field survey, no prehistoric or historic archaeological sites were identified within the APE. In addition, the FMSF, historic maps, aerials, and other documents do not record the location of shipwrecks or other historic maritime resources that would be of concern. Based on the historic coastline and known aboriginal settlement patterns in the area, there is no expectation of submerged aboriginal sites. These, along with the planned scope and impacts, it was determined that maritime archaeology did not appear necessary.

The historical/architectural field survey resulted in the identification of eight (8) historic resources (8SO06906, 8SO06907, 8SO12048, 8SO12111, 8SO12112, 8SO12125, 8SO14518, and 8SO14519) within the APE. This includes two (2) newly identified historic buildings (8SO14518, and 8SO14519) and six previously recorded historic resources (two bridges (8SO06906, 8SO06907) and four buildings 8SO12048, 8SO12111, 8SO12112, and 8SO12125). Of these, six (6) historic resources (8SO12048, 8SO12111, 8SO12112, 8SO12125, 8SO14518, and 8SO14519) were recorded/updated and evaluated within the APE. These include two Mid-Century Modern style buildings (8SO12048 and 8SO14518), one Ranch style building (8SO12111), one Frame Vernacular style building (8SO12112), and two Masonry Vernacular style building (8SO12125 and 8SO14519) built between circa (ca.) 1961 and ca. 1973. The two previously recorded bridges (8SO06906 and 8SO06907) were not updated because they were evaluated by the SHPO as ineligible for listing in the NRHP and no significant changes were observed during the field survey. Furthermore, the bridges are excluded from Section 106 consideration by the Program Comment for Common Post-1945 Concrete and Steel Bridges (Federal Register 2012:68793).

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.

Ms. Alissa Lotane, Director  
SR 789, Sarasota County  
FM Nos: 436680-1-22-01 & 436680-1-32-01  
June 1, 2023  
Page 3 of 3

The CRAS Technical Memorandum is provided for your review and comment. If you have any questions, please do not hesitate to call me at (863) 519-2495 or email at [Jonathon.Bennett@dot.state.fl.us](mailto:Jonathon.Bennett@dot.state.fl.us)



Jonathon Bennett  
Environmental Project Manager  
Florida Department of Transportation, District One


Enclosures: One original copy of the CRAS Report (April 2023), six (6) FMSF forms, One Completed Survey Log

CC: Jim Englert, P.E. Hardesty & Hanover  
Gordon Mullen, RK&K  
Maranda Kles, PhD, RPA (ACI)

The Florida State Historic Preservation Officer (SHPO) finds the attached Cultural Resources Assessment Survey Report complete and sufficient and ✓ concurs/          does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 202303445. Or, the SHPO finds the attached document contains          insufficient information.

SHPO Comments:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



Alissa S. Lotane, Director  
State Historic Preservation Officer  
Florida Division of Historical Resources

6-21-2023  
Date

Section 4(f) Resources

Florida Department of Transportation

SR 789 (RINGLING) FROM BIRD KEY DRIVE TO SARASOTA HARBOR WEST

District: FDOT District 1

County: Sarasota County

ETDM Number: 14384

Financial Management Number: 436680-1-22-01

Federal-Aid Project Number: N/A

Project Manager: Patrick Bateman

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.



## Table of Contents

Summary and Approval .....	1
Sarasota Bay Blueway Paddling Trail .....	2
Bird Key Park .....	4
Bird Key Park - FDOT-Owned Portion .....	5
Longboat Key Trail SUN Trail segment .....	6
Project-Level Attachments .....	8
Resource Attachments .....	10

DRAFT

## Summary and Approval

Resource Name	Facility Type	Property Classification	Owner/Official with Jurisdiction	Recommended Outcome	OEM SME Action
Sarasota Bay Blueway Paddling Trail	Paddling Trail	Park/Rec Area	Sarasota County	Exception/Exemption	Determination 05-17-2023
Bird Key Park	Public recreational park	Park/Rec Area	City of Sarasota	No Use	Determination 04-17-2023
Bird Key Park - FDOT-Owned Portion	Public recreational park	Park/Rec Area	Florida Department of Transportation	Not Applicable	Determination 04-17-2023
Longboat Key Trail SUN Trail segment	Recreational trail	Park/Rec Area	FDOT / City of Sarasota	Exception/Exemption	Determination 04-17-2023

DRAFT

## Sarasota Bay Blueway Paddling Trail

**Facility Type:** Paddling Trail

**Property Classification:** Park/Rec Area

**Address and Coordinates:**

Address: 200 John Ringling Blvd, Sarasota, FL, 34236, USA

Latitude: 27.31672 Longitude: -82.58000

**Description of Property:**

The Sarasota Bay Paddling Trail is located in the northwestern portion of Sarasota County and extends approximately 12 miles in length from the Sarasota/Manatee County Line to downtown Sarasota. This trail is designated as part of Sarasota County's Blueway Paddling Trails Program. The Sarasota Bay Paddling Trail is an unimproved, open water facility lacking amenities. It is available for various public recreation activities such as kayak/canoeing, fishing, wildlife viewing and sight-seeing.

The underlying portions of Sarasota Bay are owned by the State of Florida's Trustees of the Internal Improvements Trust Fund (TIITF) and overseen by the Florida Department of Environmental Protection's Division of State Lands, with the exception of a portion along the north side of Bird Key which is owned by the City of Sarasota as part of Bird Key Park. Within the project limits, the Sarasota Bay Paddling Trail is accessed by shallow-water kayaks/canoe ramps within Bird Key Park. Within Sarasota Bay, access to this trail is provided by a total 4 launch points, 2 landing points and 2 boat ramps. The trail provides connections to 12 different park/public recreation facilities. Use of this facility is generally 24 hours/day, 7 days/week.

Based on a January 2020 field review, there are no public restroom facilities available to serve the Sarasota Bay Paddling Trail within the project limits. The nearest public restroom accommodations are on St. Armands Key approximately one mile west of the park or at Hart's Landing (East Causeway Park) on the east side of the John Ringling Bridge approximately 0.72 mile east.

**Owner/Official with Jurisdiction:** Sarasota County

**Recommended Outcome:** Exception/Exemption

**Exception/Exemption Type:** Temporary occupancies of land that are so minimal as to not constitute a use within the meaning of Section 4(f) and that meet all of the conditions in (23 CFR 774.13(d)(1-5).

**Exception/Exemption Justification:**

The Preferred Alternative requires the installation of bridge-related materials (i.e., support piles, substructure, decking/superstructure and slope/channel stabilization). As detailed in the OWJ Statement of Significance coordination with Sarasota County Parks, Recreation and Natural Resources, the navigation clearance underneath the bridge is not anticipated to be adversely impacted by the project. With the reconstructed bridge, the vertical clearance over the paddling trail will not decrease and may increase slightly.

Construction activities may result in temporary impacts to the aesthetic attributes and function of the paddling trail or public usage thereof. These effects may include visual and noise impacts which affect user experience/enjoyment, and the potential installation of in-water turbidity barriers, underwater noise attenuation measures, trestle bridge platforms and

boat/barge/crane traffic which may require users to use another portion of the Coon Key Waterway or alternate facilities. If bridge construction requires the closure of the Coon Key Waterway, detours or portage locations will be clearly signed so that use of the paddling trail will be uninterrupted.

**OEM SME Determination Date:** 05-17-2023

DRAFT

## Bird Key Park

**Facility Type:** Public recreational park

**Property Classification:** Park/Rec Area

**Address and Coordinates:**

Address: 200 John Ringling Blvd, Sarasota, FL, 34236, USA

Latitude: 27.31672 Longitude: -82.58000

**Description of Property:**

Bird Key Park is a City of Sarasota park property on the north side of SR 789 on Bird Key, approximately 1.2 miles due southwest of downtown Sarasota. This property consists two portions. The first portion is a 19.71-acre portion owned by the City, discussed here. The second portion is a 1.594-acre portion of FDOT right-of-way (ROW) for which the FDOT and City have completed a 25-year lease agreement. The FDOT-owned portion is addressed separately, later within this document. Landward portions of the park have been developed with various recreational amenities including parking and drive isles, landscaping and irrigation improvements, signage, hardscape improvements, benches, waste receptacles and light pole fixtures. The park is open (i.e., public use allowed) from 5 AM to 11 PM daily.

**Owner/Official with Jurisdiction:** City of Sarasota

**Relationship Between the Property and the Project**

While the project will utilize a small portion of the Bird Key Park which is within FDOT ROW, it will not have any impacts on the City of Sarasota-owned portion of the park. Additionally, the project will maintain public access to the park and its various amenities throughout construction. Therefore, there will be no temporary occupancies of the city-owned recreational property, nor will there be any proximity impacts (temporary or otherwise) which would significantly impair the protected functions of Bird Key Park. There is "no use" of the Bird Key Park with regards to Section 4(f) protections.

**Yes No**

Will the property be "used" within the meaning of Section 4(f)?

**Recommended Outcome:** No Use

**OEM SME Determination Date:** 04-17-2023

## Bird Key Park - FDOT-Owned Portion

**Facility Type:** Public recreational park

**Property Classification:** Park/Rec Area

**Address and Coordinates:**

Address: 200 John Ringling Blvd, Sarasota, FL, 34236, USA

Latitude: 27.31672 Longitude: -82.58000

**Description of Property:**

Bird Key Park is a City of Sarasota park property on the north side of SR 789 on Bird Key, approximately 1.2 miles due southwest of downtown Sarasota. This property consists two portions. The first portion is a 19.71-acre portion owned by the City, discussed previously. The second portion is a 1.594-acre portion of FDOT right-of-way (ROW) for which the FDOT and City have completed a 25-year lease agreement. For the lease agreement portion, the easement is scheduled to run from April 1, 2010 through April 1, 2035 (subject to lease cancellation or extension per the attached lease agreement). Landward portions, including the lease agreement portion, have been developed with various recreational amenities including parking and drive isles, landscaping and irrigation improvements, signage, hardscape improvements, benches, waste receptacles and light pole fixtures. The park is open (i.e., public use allowed) from 5 AM to 11 PM daily. The lease agreement specifies that although the portion within FDOT ROW will be used as a public use recreation area, its primary purpose will remain as a transportation corridor into perpetuity (see attached lease agreement).

**Owner/Official with Jurisdiction:** Florida Department of Transportation

**Recommended Outcome:** Not Applicable

**Rationale:**

The project will utilize a small portion (0.62 acres) of Bird Key Park which is within FDOT ROW. The project will only utilize this FDOT-owned portion of the park to relocate a portion of the Bird Key Park Multi-Use Recreational Trail (MURT). The project's proposed utilization of the park is consistent with the lease agreement in place which specifies that the primary purpose of the of the ROW (e.g., where the park and MURT occur) is as a transportation corridor. Additionally, the project will maintain public access to the park and its various amenities throughout construction. Under 23 CFR 774.11(h), when a property formally reserved for a future transportation facility temporarily functions for park, recreation, or wildlife and waterfowl refuge purposes in the interim, the interim activity, regardless of duration, will not subject the property to Section 4(f).

**OEM SME Determination Date:** 04-17-2023

## Longboat Key Trail SUN Trail segment

**Facility Type:** Recreational trail

**Property Classification:** Park/Rec Area

**Address and Coordinates:**

Address:

Latitude: 27.32363 Longitude: -82.56198

**Description of Property:**

The Florida Shared-Use Nonmotorized (SUN) Trail Program was created pursuant to Section 339.81, Florida Statutes (F.S.) in 2015 in coordination with the Florida Department of Environmental Protection (FDEP) to establish a statewide system of interconnected multi-use trails for bicyclists and pedestrians. Today, the SUN Trail network includes a combination of existing, planned, and conceptual multiple-use trails that increase the reliability of Florida's transportation system.

The general segment of the SUN Trail network within the subject project limits is the Longboat Key Trail segment extending from North Washington Drive (mile post 6.72) on St. Armands Key to Sunset Drive (mile post 8.79) in Sarasota. Specific to the project limits, there are three sub-segments of the Longboat Key Trail. Below is a summary of the sub-segments and funding status:

- Sub-segment 1 - Mile post 6.72 to 7.38; Existing (0.65-mile overall length, 0.35-mile within project limits. Previously constructed by the City of Sarasota under FPID# 438255-2-58-01 via Local Agency Program/LAP agreement with FDOT).
- Sub-segment 2 - Mile post 7.38 to 7.58; Programmed / Funded (0.2-mile, entire length within project limits)
- Sub-segment 3 - Mile post 7.58 to 8.79; Existing (1.2-mile overall length; 0.22-mile known as the Coon Key Multi-Use Recreational Trail within the FDOT ROW portion of Bird Key Park within and adjacent to the project limits).

This project involves the reconstruction of the SR 789 (John Ringling Causeway) bridges [Structure Numbers 170022 and 170951] from Bird Key Drive to Sarasota Harbour West in Sarasota County. While the Longboat Key Trail SUN Trail segment exists throughout most of the project, Sub-segment 2 does not currently exist on either of the bridges over the Coon Key Waterway being traversed by this project. Through the incorporation of a 14-foot-wide shared use path on both sides of the proposed SR 789 bridge and adjacent 10-foot-wide shared use path for the roadway portions connecting to the proposed bridge, this segment will be constructed as part of the transportation network under this project. These 10-foot-wide connections will require the relocation of existing trail portions within Sub-segments 1 and 3 to accommodate the proposed roadway improvements.

**Owner/Official with Jurisdiction:** FDOT / City of Sarasota

**Recommended Outcome:** Exception/Exemption

**Exception/Exemption Type:** Certain trails, paths, bikeways, and sidewalks that meet one of the circumstances in 23 CFR 774.13(f)(1-4).

**Exception/Exemption Justification:**

Since this is a part of the SUN Trail Network, the Longboat Key Trail segment is exempt from Section 4(f) in accordance with 23

CFR 774.13(f)(4) Trails, paths, bikeways, and sidewalks that are part of the local transportation system and which function primarily for transportation. FDOT will construct this project and continue coordination with the City of Sarasota on trail and project construction specifics as the project proceeds.

**OEM SME Determination Date:** 04-17-2023

DRAFT



## Project-Level Attachments

436680-1 SR 789 PD&E Project Location Map

DRAFT



## Resource Attachments

### Sarasota Bay Blueway Paddling Trail

Sarasota Bay Blueway

436680-1 Sarasota Bay Blueway Paddling Trl BOCC 7-7-2020 Letter of Concurrence

### Bird Key Park

Bird Key Property Appraiser Map

Bird Key Park Map

ROW Map - Bird Key

### Bird Key Park - FDOT-Owned Portion

ROW Map - Bird Key

Bird Key Park Map

Lease Agreement

### Longboat Key Trail SUN Trail segment

436680-1 Longboat Key SUN Trail Map

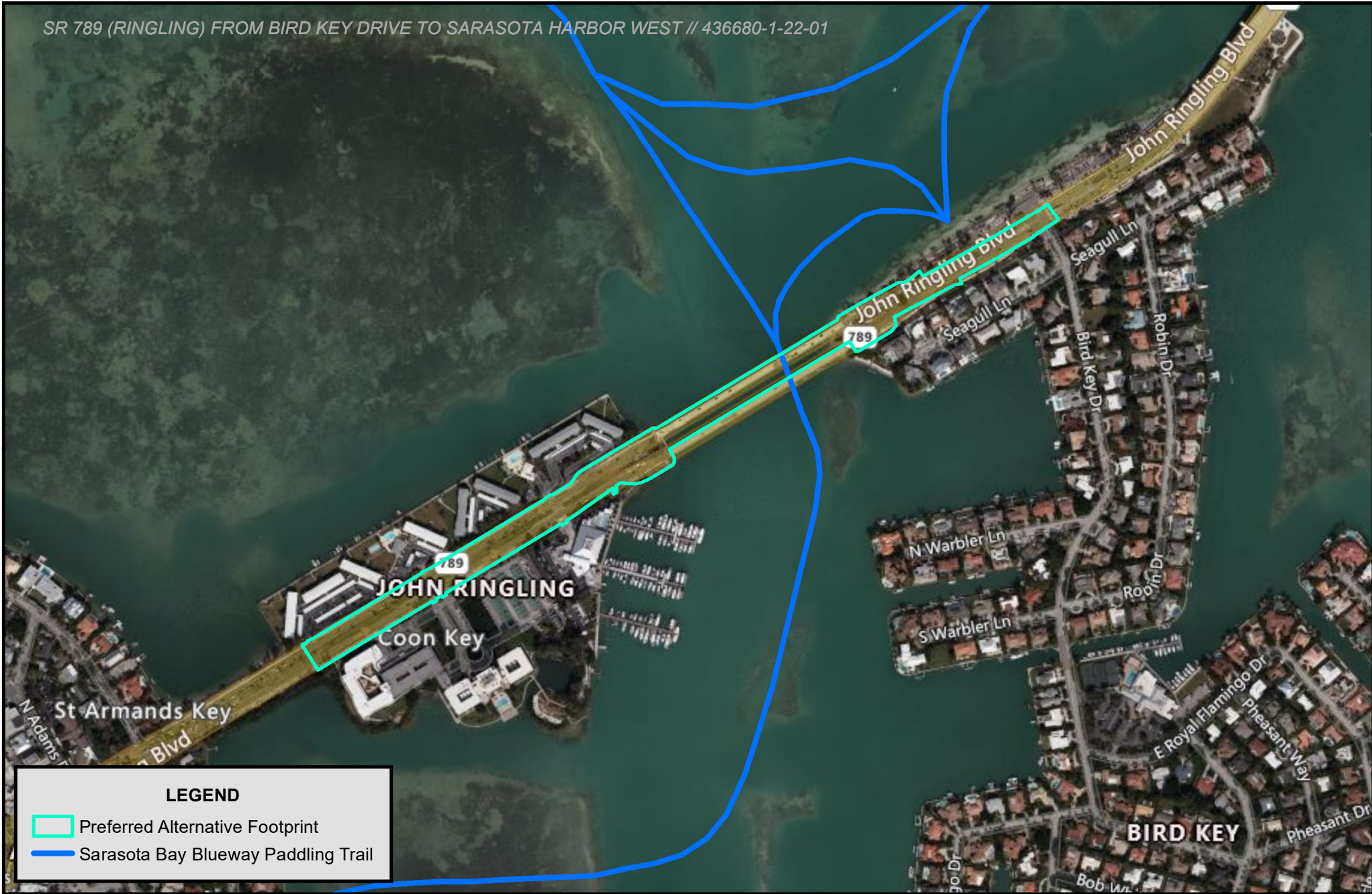
## **Sarasota Bay Blueway Paddling Trail**

### **Contents:**

Sarasota Bay Blueway

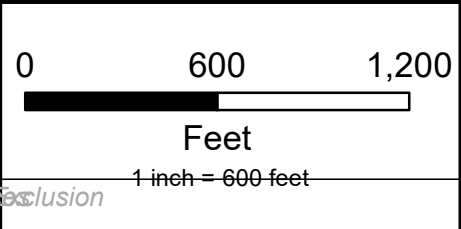
436680-1 Sarasota Bay Blueway Paddling Trl BOCC 7-7-2020 Letter of Concurrence

DRAFT



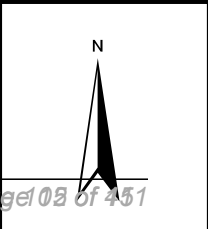
**LEGEND**

-  Preferred Alternative Footprint
-  Sarasota Bay Blueway Paddling Trail



### Sarasota Bay Blueway Paddling Trail Project Map

SR 789 from Bird Key Drive to Sarasota Harbor West  
FPID: 436680-1-22-01  
Sarasota County, Florida





*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

801 N. Broadway Avenue  
Bartow, FL 33830

KEVIN J. THIBAUT, P.E.  
SECRETARY

April 27, 2020

Nicole Rissler  
Director, Parks, Recreation and Natural Resources  
Sarasota County Administration Center  
1660 Ringling Boulevard  
Sarasota, FL 34236

**RE: Sarasota Bay Blueway Paddling Trail  
State Road 789 (John Ringling Causeway) from Bird Key Drive to Sarasota Harbor  
West Project Development and Environment Study  
From Bird Key Drive to Sarasota Harbor West (MP 1.206 to MP 1.947)  
Sarasota County, Florida  
Financial Project IDs. 436680-1-22-01 & 436680-1-32-01  
Efficient Transportation Decision Making No. 14384**

Dear Ms. Rissler:

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study to evaluate the proposed reconstruction and/or rehabilitation of the existing State Road (SR) 789 (Little Ringling) bridges in Sarasota County from Bird Key Drive to Sarasota Harbor West. SR 789 is a four-lane roadway and the twin bridges (Bridge Nos. 170022, 170951) provide two-lanes in each direction. The bridges are being evaluated to correct structural integrity and operational deficiencies. The proposed alternatives being evaluated include the no-build alternative, rehabilitation and/or reconstruction of the bridges with consideration of bicycle/pedestrian and transit facilities. All alternatives will maintain the existing four lanes, no capacity increase is proposed. The overall project length is approximately 0.75 mile.

The FDOT has identified the Sarasota Bay Blueway Paddling Trail as publicly owned, officially designated, and managed by your agency, Sarasota County Parks, Recreation and Natural Resources, and as a potential Section 4(f) resource under the U.S. Department of Transportation Act of 1966. We believe that the Sarasota Bay Blueway Paddling Trail is a significant public recreation resource. Significance means that in comparing the availability and function of the Sarasota Bay Blueway Paddling Trail with the recreational, park and trail objectives of the community, the resource in question plays an important role in meeting those objectives. Enclosed are maps showing the paddling trail and its relationship to the proposed bridge improvements.

The FDOT understands that the Sarasota Bay Blueway Paddling Trail is important resource for providing public recreational needs at both local and regional levels. This recreational resource

provides various amenities including: kayak/canoeing, fishing, wildlife viewing and sight-seeing. As part of the use of federal funds for this PD&E study, the FDOT's Office of Environmental Management (OEM) requires a statement of significance from an official with jurisdiction over publicly held recreation facilities.

It is the FDOT OEM's policy to avoid and/or minimize impacts to potential Section 4(f) resources. As the anticipated bridge reconstruction and/or rehabilitation project can be accommodated within the existing SR 789 right-of-way (ROW), the project's conceptual design requires no right-of-way from the Sarasota Bay Blueway Paddling Trail. Likewise, we do not expect that the aesthetic attributes, access, or function of the recreational use of this trail will be impacted by this project. Therefore, there will be no use of this resource. Additional coordination will take place with your office during the project's Design and Construction phases to avoid and/or minimize impacts to the paddling trail. The FDOT will ensure that contractor staging or storing activities will not be allowed within the Sarasota Bay Blueway Paddling Trail during construction.

The horizontal navigation clearance underneath the bridge is not anticipated to change with any of the alternatives being evaluated. With the anticipated reconstruction and/or rehabilitation of the existing bridge, the vertical clearance over the paddling trail will not decrease and may increase slightly. Aesthetic attributes and the function of the trail will only be impacted on a temporary basis during construction.

Prior to making a determination of whether Section 4(f) applies, the FDOT OEM requires a statement of significance from the official who has jurisdiction over the subject resource. We are requesting Sarasota County's concurrence with the determination that the Sarasota Bay Blueway Paddling Trail is both a significant resource (as discussed previously) and that there will be no use of this resource during construction due to implementing the proposed project.

In addition, the FDOT OEM requires that FDOT District One undertake further coordination with your agency regarding the proposed project's involvement with the paddling trail during construction and possible temporary impacts associated with construction activities. Accordingly, as part of its pursuit of a Section 4(f) Exemption, FDOT District One will adhere to the following conditions that would be associated with implementing the proposed project:

- (1) Construction activities within the Sarasota Bay Blueway Paddling Trail "property" that would be associated with the improvements to the SR 789 bridge will be of a temporary duration (i.e., less than the time needed for the construction of the entire project) and there will be no change in the ownership of the trail "property". The replacement of the bridge will occur within the existing SR 789 ROW.
- (2) Construction activities within the Sarasota Bay Blueway Paddling Trail "property" will be minor and changes, if any, will be minimal. Adequate vertical and horizontal navigational clearances will be provided for trail users.

- (3) Construction activities within the Sarasota Bay Blueway Paddling Trail "property" will create no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property on a permanent basis. The FDOT will ensure that contractor equipment staging, materials stockpiling or storing activities will not be allowed within the Sarasota Bay Blueway Paddling Trail "property".
- (4) The Sarasota Bay Blueway Paddling Trail "property" within the limits of the project's construction area will be restored to a condition which is at least as good as that which existed prior to the project being started.



We are requesting your concurrence with the determination that the Sarasota Bay Blueway Paddling Trail meets the Section 4(f) definition of significant resources. We are also requesting your concurrence with the determination of temporary impacts from construction assessment. If you concur, please sign and date the concurrence block below and return it to me at the address shown in the letterhead or preferably by e-mail to [jonathon.bennett@dot.state.fl.us](mailto:jonathon.bennett@dot.state.fl.us) as soon as possible, or by May 29, 2020.

If you have any questions or concerns regarding the findings of this letter, please contact me at (863) 519-2495 or at the email address listed above. Thank you for your assistance with this request.

Sincerely,




Jonathon Bennett  
Environmental Project Manager  
Florida Department of Transportation, District One  
801 North Broadway Avenue  
Bartow, Florida 33830

Concurrence for Sarasota Bay Blueway Paddling Trail	
 (Signature)	 (Date)
Michael A. Moran, Chair Board of County Commissioners of Sarasota County, Florida	

Enclosures: Project Location Map, Sarasota Bay Paddling Trail Guide/Map Excerpts

Cc: Patrick Bateman, EI – FDOT District One  
James Englert, PE – Hardesty and Hanover  
Kimberly Warren – RK&K

**ATTEST**  
**KAREN E. RUSHING, Clerk of**  
**The Circuit Court and**  
**Ex-Officio Clerk of the Board**  
**Of County Commissioners of**  
**Sarasota County, Florida**

By:   
Deputy Clerk



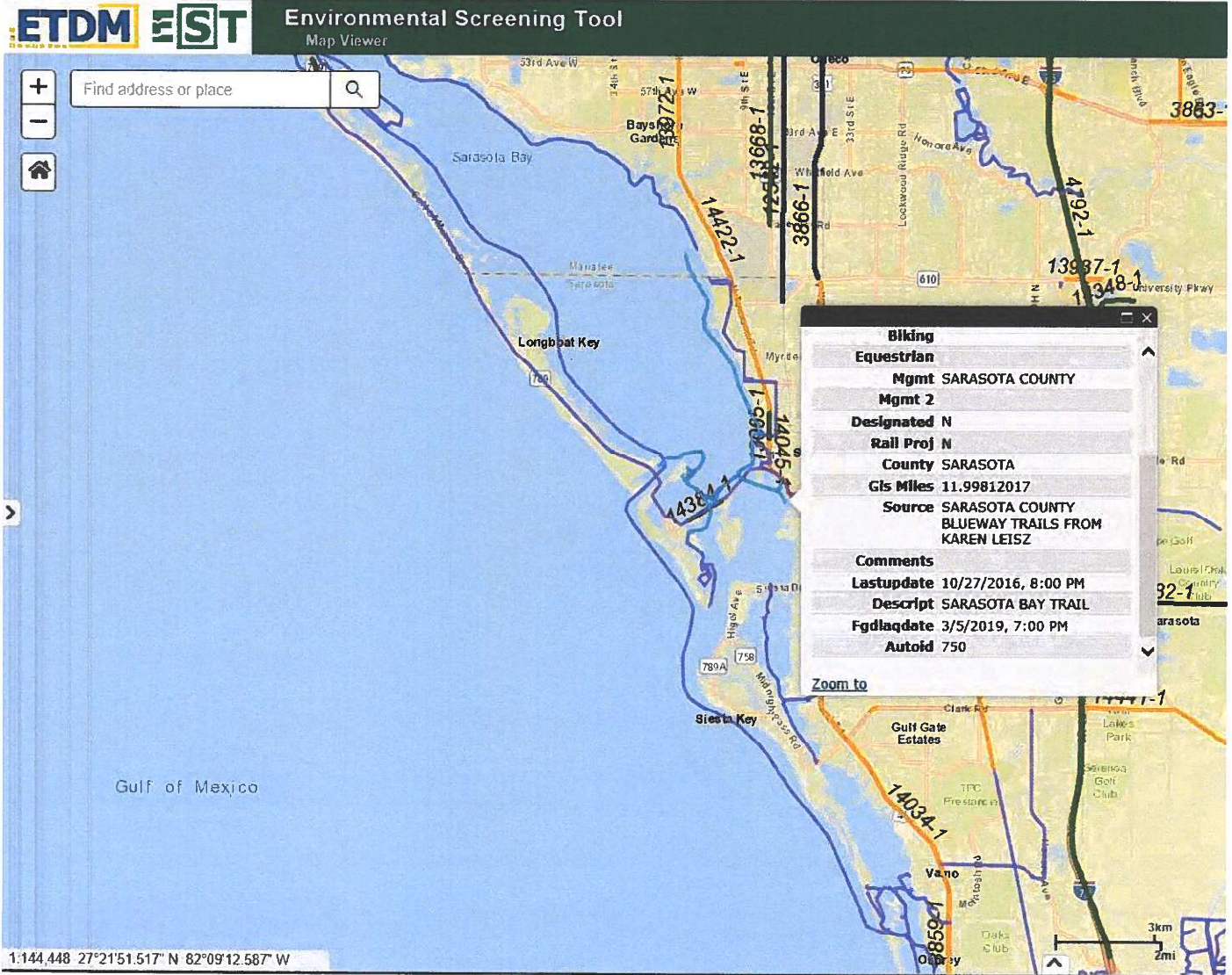
**ATTACHMENT 1.**

**SR 789/LITTLE RINGLING BRIDGE PROJECT  
LOCATION MAP**

**SARASOTA BAY PADDLING TRAIL GUIDE/MAP  
EXCERPTS**



**Sarasota County Blueways – Sarasota Bay Paddling Trail Limits**  
**FPID# 436680-1-22-01 – SR 789/Little Ringling Bridge PD&E Study**



**SARASOTA COUNTY**  
Parks, Recreation and Natural Resources

# Blueways Paddling Guide

**Get into  
the flow**



**Sarasota County**

# Reference Map



The numbered triangles identify the paddle trail areas in this guide.

### TABLE OF CONTENTS

About This Guide.....	2
1 ► Sarasota Bay Trail.....	4
2 ► Lido Trail.....	8
3 ► South Lido Trail.....	12
4 ► Phillippi Creek Trail.....	14
5 ► Neville Marine Preserve Trail.....	18
6 ► South Creek Trail.....	22
7 ► Dona Bay/Roberts Bay Trails.....	26
8 ► Caspersen Trail.....	30
9 ► Lemon Bay Trail.....	34
10 ► Myakka River/Carlton Trail.....	38
11 ► Myakka River/Myakkahatchee Creek Trails.....	42
Resource Directory.....	inside back cover

Please help to protect our coastal habitats, waterways and wildlife. Pack out trash and recyclables and place in appropriate containers.



SARASOTA COUNTY

To view this publication online:  
[scgov.net](http://scgov.net) (Keyword Parks/Blueways Paddle Guide)



# About this Guide



## THE BLUEWAYS PADDLING GUIDE IS A GUIDE TO SARASOTA'S KAYAK AND CANOE TRAILS

Discover Sarasota County's natural beauty, its unique wildlife and habitat as you explore the beautiful waterways of this county.

There are 11 area waterways to explore with suggested blueways (paddling trails) highlighted in this guide. The trail systems from the northern area of Sarasota County going south are as follows: the **Sarasota Bay Trail**, the **Lido and South Lido Trails**, the **Phillippi Creek Trail**, the **Neville Marine Preserve Trail**, the **South Creek Trail**, the **Dona Bay/Roberts Bay Trails**, the **Caspersen Trail** and the **Lemon Bay Trail**. The last two trails in this guide are systems that are located in the eastern part of the county: the **Myakka River/**

### Carlton Trail and the Myakka River/ Myakkahatchee Creek Trails.

Sarasota County has a uniquely diverse blend of natural areas to explore while paddling the blueways. Paddle through a mangrove forest and view the wildlife of the estuaries. Paddle along the bays, bayous, lagoons and creeks and explore the natural areas of Florida's designated "Wild and Scenic" Myakka River.

It has been said that in life, the journey is more important than the destination. This is a guide for your journey . . . to explore beyond the Florida you know. So take a journey and enjoy Sarasota County and all it has to offer.

## HOW TO USE THIS GUIDE

This guide can be used to navigate designated paddling routes through open water as well as mangrove trails. Each paddling trail has detailed directions to **Launch Points**. Each trail includes suggested **Short Trips**, **Navigational Notes** and **Paddle Tips** to help ensure a safe and enjoyable outing.

Each trail includes some **Points of Interest** that can be enjoyed while on your journey. Site descriptions list related activities and amenities such as picnicking, birding, nature trails, fishing piers and camping, as well as sightseeing, historic and cultural sites.

Throughout this guide there are **Nature Notes** about the Gulf Coast area's habitat and wildlife that can be observed while on a paddling adventure.

Please keep this guide for future visits or share with a friend or family member. We hope you will enjoy the beautiful Blueways of Sarasota County for years to come.

### Key to icons used throughout this guide:

- ▲ Launch Points
- Boat Ramps
- Parks
- Points of Interest



# 1 Sarasota Bay Trail



## ROUTE

This trail is located in the northwestern portion of Sarasota County and extends from the Sarasota/Manatee County line to downtown Sarasota.

## NAVIGATIONAL NOTES

A majority of the Sarasota Bay Trail is on open water. The technical difficulty of the Sarasota Bay Trail varies depending on the weather, particularly on the open bay. If paddling on the bay, a slight breeze (even 2-3 mph) can make paddling very difficult. This portion of the trail should be avoided by first-time paddlers and those with little experience with waves.

## SHORT TRIPS

### Whitaker Bayou

The paddle north from Centennial Park Boat Ramp is approximately 1/2 mile following the shoreline into Whitaker Bayou. This bayou provides a mile or so of gentle paddling. You will pass the Ringling College of Art and Design and homes, and eventually the trail narrows into drainage canals. These canals are narrow and have high banks which limit the paddlers' view. A portion of the winding trail on the actual bayou provides a great view of native vegetation.

### Island Park to Eloise Werlin Park

This urban paddling trail is a two-mile loop. Restaurants and public restrooms are available.

### Ted Sperling Nature Park to Bird Key Park or Ken Thompson Park

This trail is approximately a four to six-mile loop depending on the route you take.

## LAUNCH POINTS/ BOAT RAMPS

See map for additional launch points.

### ▲ Overlook Park

**101 Gulf of Mexico Drive, Longboat Key.** Take the Ringling Causeway onto Lido Key. Go north on John Ringling Parkway onto Longboat Key. Immediately after crossing the New Pass Bridge take the first left. The launch is a sandy patch located on the Gulf side. Limited parking.

### ▲ Island Park/ Bayfront Park

Bayfront Drive is a section of U.S. 41, located in downtown Sarasota on the bayfront. There is a small beach to launch from located at the south end of the park. Parking is limited to 3 hours Monday-Friday.

### 1 Centennial Park

**1059 N. Tamiami Trail at 10th Street, Sarasota.** There is a small section of sandy beach to the north of the boat basin, on Sarasota Bay, that provides a great launch point to avoid the motorized traffic in the boat basin and channel. Ample parking.

### 2 Ken Thompson Park

**1700 Ken Thompson Parkway, Lido Key.** From U.S. 41 take the John Ringling Causeway west. Go north on John Ringling Parkway, onto Longboat Key. At the spotlight before the New Pass Bridge turn right on Ken Thompson Parkway. The boat ramp is located on the right beyond Mote Marine Laboratory and Aquarium.

## POINTS OF INTEREST

### 1 Powel Crosley Estate

**1 Seagate Drive, N. Tamiami Trail, Bradenton.** This was the home of Powel Crosley, the entrepreneur (especially known for soap operas). This 1929 historic home has towering walls of cast stone, hand carved wooden doors, a stone portico, and fireplaces that feature the graceful style and architecture of a bygone era. 941-722-3244  
powelcrosleymuseum.com

### 1 Indian Beach Park

Located at the south end of Bayshore Road, Sarasota. A one-acre coastal park that is a landing site only. No motor vehicle parking available. sarasotagov.com

### 3 John and Mable Ringling Museum of Art & Ca d'Zan Mansion

**5401 Bayshore Road, Sarasota.** Ca d'Zan was the home of John and Mable Ringling, the "crown jewel" of the Ringling complex with stained glass windows, whimsical carvings, marble terraces, gardens, and historical furnishings. The museum has a large collection of internationally recognized works of art by Italian and Northern European Renaissance artists, in addition to French, Dutch, Flemish, and Spanish works from the past five centuries. 941-351-1660 ringling.org

### 2 Whitaker-Gateway Park

**1446 N. Tamiami Trail, Sarasota.** Fishing pier, pavilion, playground and restrooms. sarasotagov.com

### 4 Van Wezel Performing Arts Hall

**777 N. Tamiami Trail, Sarasota.** This landmark building was designed by the Frank Lloyd Wright Foundation. It features world-class music, dance and theater. 941-953-3366  
vanwezel.org



Ringling Mansion — Ca d'Zan (top image) and the Van Wezel Performing Arts Hall (bottom image) are two structures you can see as you paddle along the Sarasota Bay Trail.

## GENERAL EXPERIENCE

View the cultural, historic and landmark buildings from the water. As you paddle north along the Sarasota Bay Trail you will see structures that were homes to residents of Sarasota from times past, as well as buildings that are internationally recognized as landmarks for their unique designs.

## PADDLE TIP

### CHECK THE MARINE FORECAST

Whether your trip is on Sarasota Bay or any coastal waters, be sure to heed any small craft advisories.

### KNOW CURRENT CONDITIONS WIND, TIDES AND RIVER LEVELS

Paddling against strong winds and tides can make the trip very difficult. Some trails may not be navigable at low tide. Check tide tables and plan your trip accordingly so you don't get stranded at low tide.



# Sarasota Bay Trail

Refer to Manatee County Blueways Guide for more paddling trails north of Sarasota County.

**LEGEND**

Most sites listed offer some amenities

**BLUEWAY TRAIL**

Mangroves

**CAUTION AREAS**  
High Boat Traffic or Strong Currents

# Exit Numbers

**LAUNCH POINTS**

- Overlook Park
- Island Park/Bayfront Park
- Bird Key Park
- Ted Sperling Nature Park

**BOAT RAMPS**  
All boat ramps accommodate canoe and kayak launching

- Centennial Park
- Ken Thompson Park

**LANDING POINTS**  
Water access

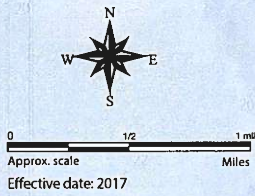
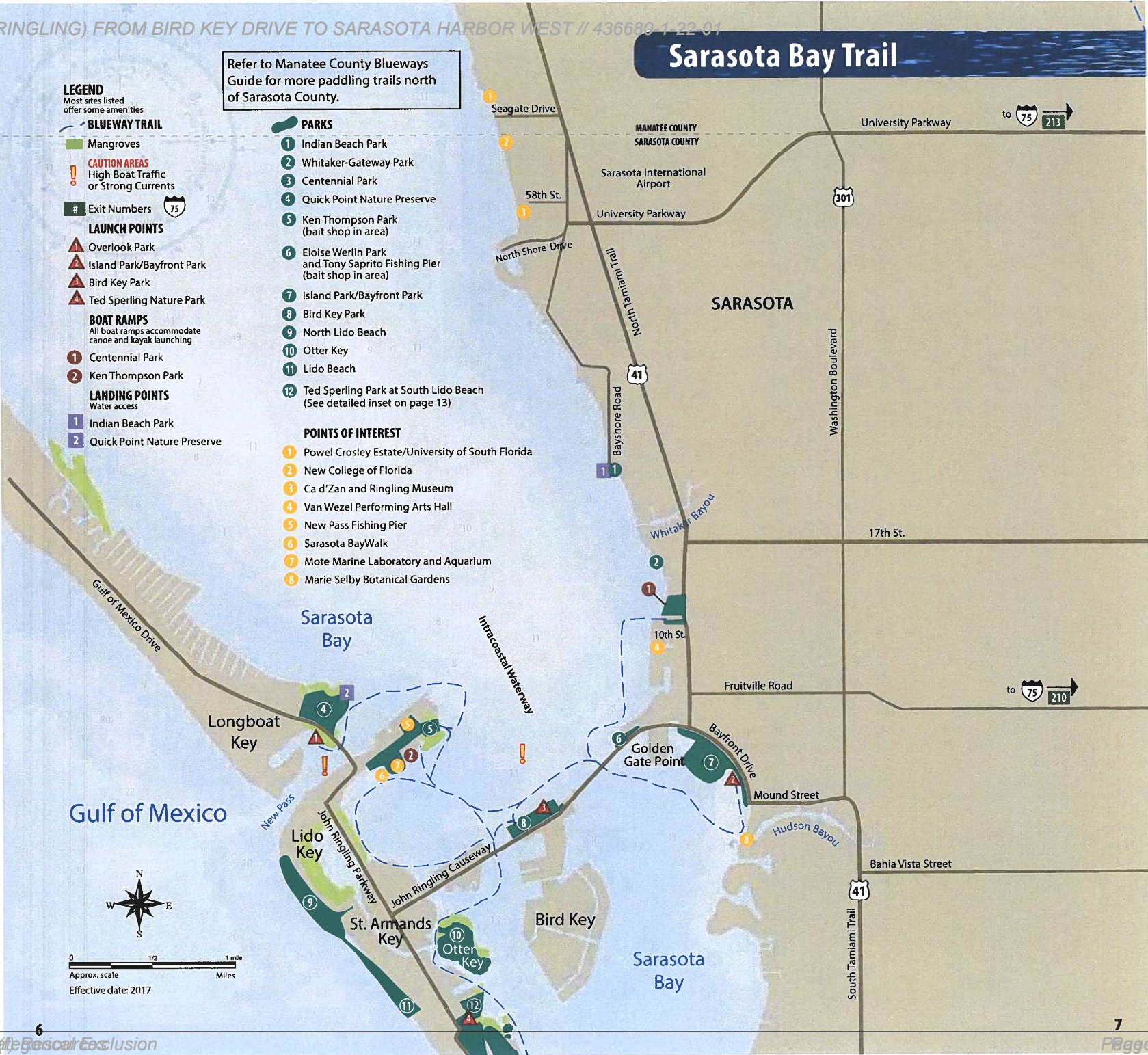
- Indian Beach Park
- Quick Point Nature Preserve

**PARKS**

- 1 Indian Beach Park
- 2 Whitaker-Gateway Park
- 3 Centennial Park
- 4 Quick Point Nature Preserve
- 5 Ken Thompson Park (bait shop in area)
- 6 Eloise Werlin Park and Tony Saprito Fishing Pier (bait shop in area)
- 7 Island Park/Bayfront Park
- 8 Bird Key Park
- 9 North Lido Beach
- 10 Otter Key
- 11 Lido Beach
- 12 Ted Sperling Park at South Lido Beach (See detailed inset on page 13)

**POINTS OF INTEREST**

- 1 Powel Crosley Estate/University of South Florida
- 2 New College of Florida
- 3 Ca d'Zan and Ringling Museum
- 4 Van Wezel Performing Arts Hall
- 5 New Pass Fishing Pier
- 6 Sarasota BayWalk
- 7 Mote Marine Laboratory and Aquarium
- 8 Marie Selby Botanical Gardens





## **Bird Key Park**

### Contents:

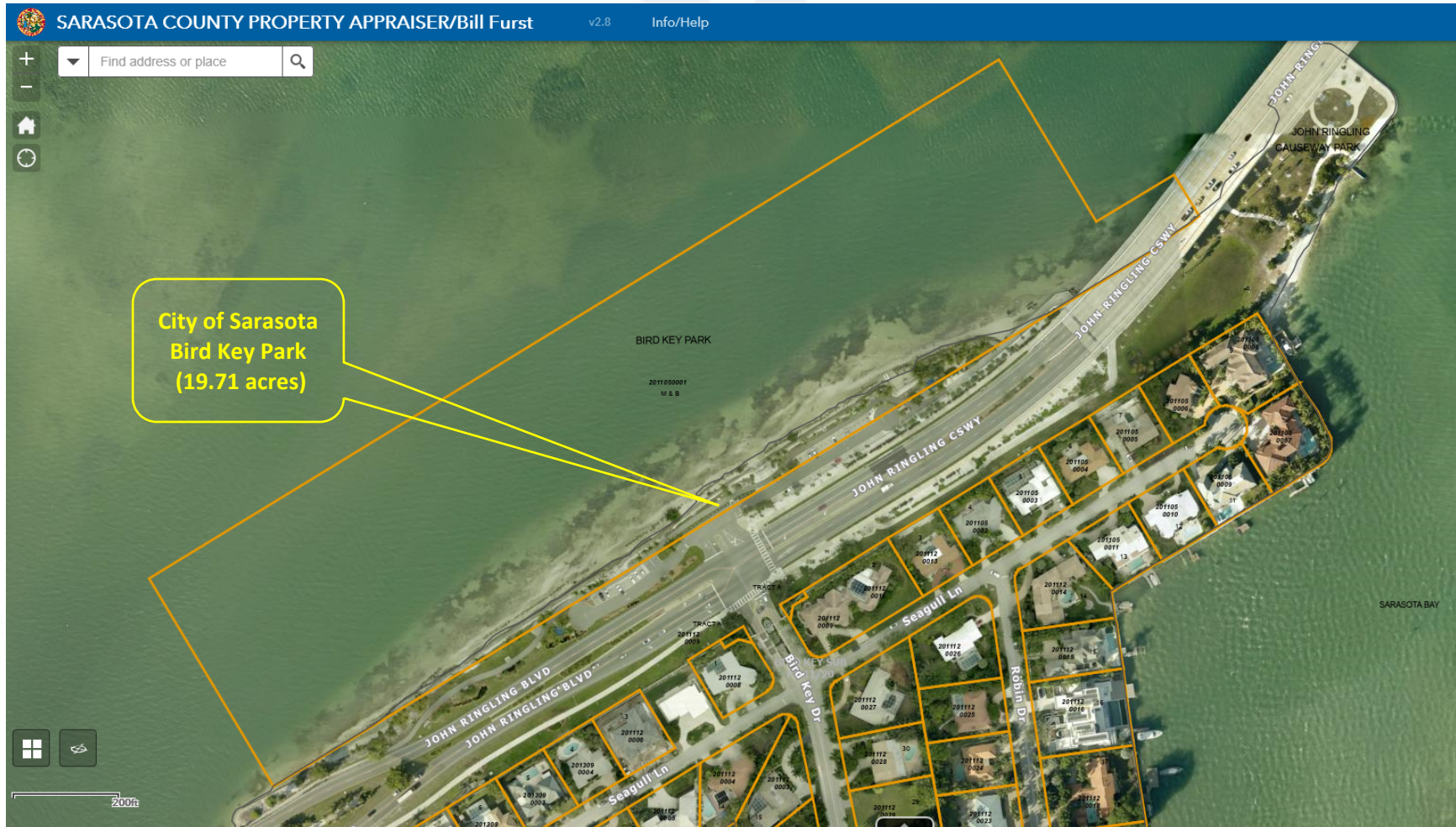
Bird Key Property Appraiser Map

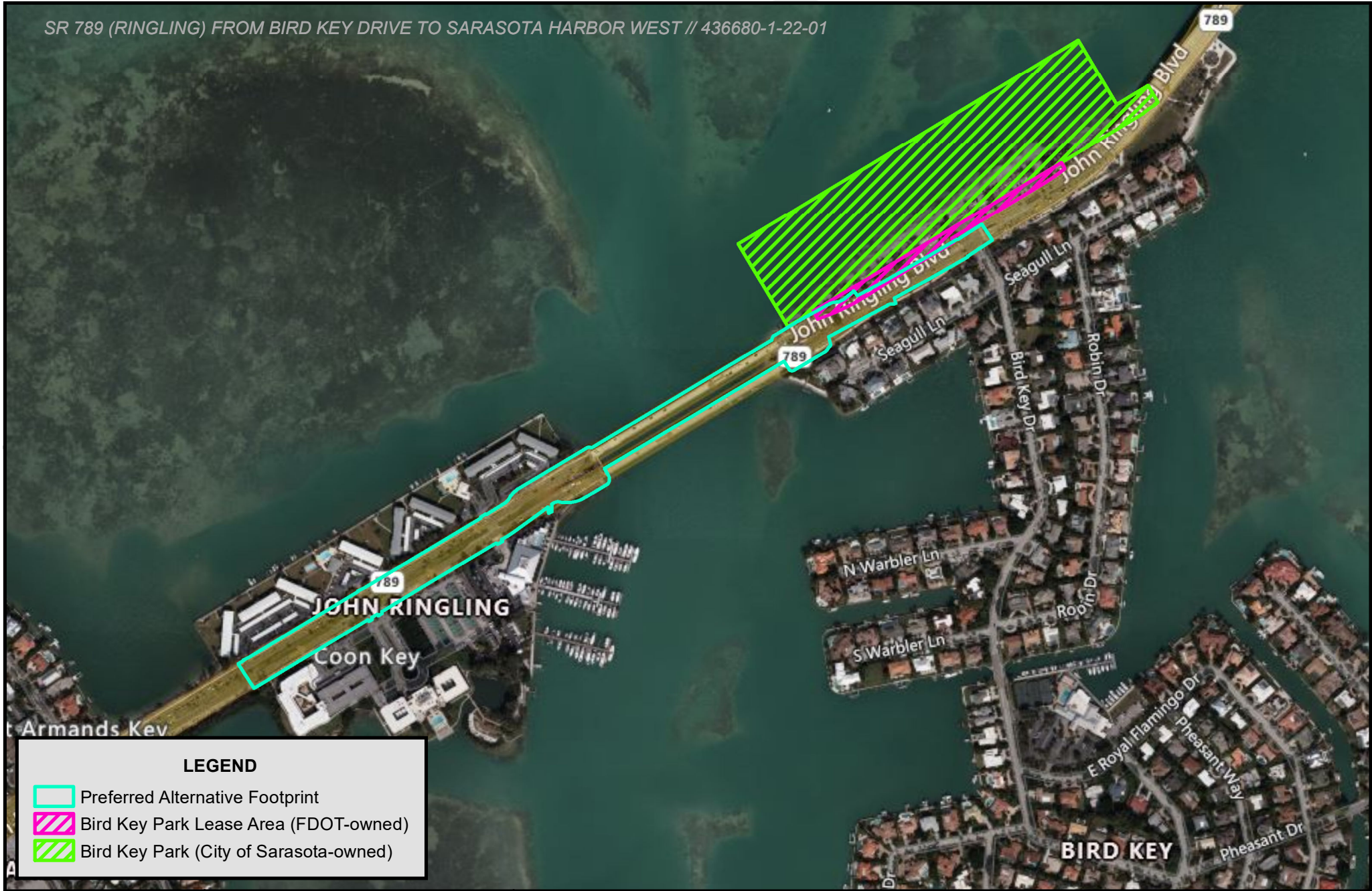
Bird Key Park Map

ROW Map - Bird Key




DRAFT

Bird Key Park (image source: Sarasota County Property Appraiser, <https://ags3.scgov.net/scpa/>, accessed March 17, 2020)



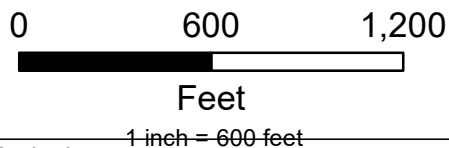


**LEGEND**

-  Preferred Alternative Footprint
-  Bird Key Park Lease Area (FDOT-owned)
-  Bird Key Park (City of Sarasota-owned)



Special Use Geospatial Data



**Bird Key Park  
Project Map**

SR 789 from Bird Key Drive to  
Sarasota Harbor West  
FPID: 436680-1-22-01  
Sarasota County, Florida



MEAN HIGH WATER LINE TABLE

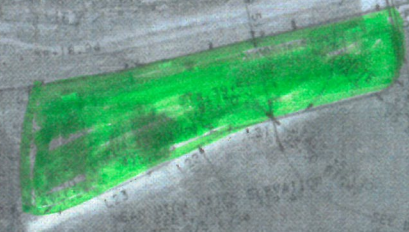
LINE	DIRECTION	STATION	MEAN HIGH WATER LINE
1	N 89° 15' 00" E	100.00	100.00
2	N 89° 15' 00" E	100.00	100.00
3	N 89° 15' 00" E	100.00	100.00
4	N 89° 15' 00" E	100.00	100.00
5	N 89° 15' 00" E	100.00	100.00
6	N 89° 15' 00" E	100.00	100.00
7	N 89° 15' 00" E	100.00	100.00
8	N 89° 15' 00" E	100.00	100.00
9	N 89° 15' 00" E	100.00	100.00
10	N 89° 15' 00" E	100.00	100.00
11	N 89° 15' 00" E	100.00	100.00
12	N 89° 15' 00" E	100.00	100.00
13	N 89° 15' 00" E	100.00	100.00
14	N 89° 15' 00" E	100.00	100.00
15	N 89° 15' 00" E	100.00	100.00
16	N 89° 15' 00" E	100.00	100.00
17	N 89° 15' 00" E	100.00	100.00
18	N 89° 15' 00" E	100.00	100.00
19	N 89° 15' 00" E	100.00	100.00
20	N 89° 15' 00" E	100.00	100.00
21	N 89° 15' 00" E	100.00	100.00
22	N 89° 15' 00" E	100.00	100.00
23	N 89° 15' 00" E	100.00	100.00
24	N 89° 15' 00" E	100.00	100.00

CITY OF SARASOTA

SEC. 24, TWP. 36 S - RGE. 17 E

CITY OF SARASOTA PARK

25 year lease Area  
 Portion of RW Leased to City of Sarasota April 1, 2010



SEC. 25, TWP. 36 S - RGE. 17 E

THIS MAP IS NOT A SURVEY  
 SEE SHEET ONE FOR LEGEND AND GENERAL NOTES

S.R. 789  
 AT BRIDGE No. 170021  
 (RINGLING CAUSEWAY)

FLORIDA DEPARTMENT OF TRANSPORTATION  
 RIGHT OF WAY MAPPING  
**RIGHT OF WAY MAP**

STATE ROAD NO. 789		SARASOTA COUNTY	
BY	DATE	APPROVED BY	DATE
PRELIM.	RNJ 9/94	<i>David A. May</i> DISTRICT SECRETARY	
FINAL	S.C. 3-05		
CHECKED	PRBSJ 4-00		
MAPS PREPARED BY KUNDE SPRECHER & ASSOC. INC. 800 E. MAIN STREET, BARTON FL.		FIELD BOOK NO. 5 00634	
W.P. 1. NO. 1119232		SCALE: 1"=100'	

REVISION	BY	DATE	SECTION 17030-2506	SHEET 3 OF 5
----------	----	------	--------------------	--------------

## **Bird Key Park - FDOT-Owned Portion**

### Contents:

ROW Map - Bird Key

Bird Key Park Map

Lease Agreement

DRAFT

MEAN HIGH WATER LINE TABLE

LINE	DIRECTION	STATION	MEAN HIGH WATER LINE
1	N 89° 12' 00" E	100.00	100.00
2	N 89° 12' 00" E	100.00	100.00
3	N 89° 12' 00" E	100.00	100.00
4	N 89° 12' 00" E	100.00	100.00
5	N 89° 12' 00" E	100.00	100.00
6	N 89° 12' 00" E	100.00	100.00
7	N 89° 12' 00" E	100.00	100.00
8	N 89° 12' 00" E	100.00	100.00
9	N 89° 12' 00" E	100.00	100.00
10	N 89° 12' 00" E	100.00	100.00
11	N 89° 12' 00" E	100.00	100.00
12	N 89° 12' 00" E	100.00	100.00
13	N 89° 12' 00" E	100.00	100.00
14	N 89° 12' 00" E	100.00	100.00
15	N 89° 12' 00" E	100.00	100.00
16	N 89° 12' 00" E	100.00	100.00
17	N 89° 12' 00" E	100.00	100.00
18	N 89° 12' 00" E	100.00	100.00
19	N 89° 12' 00" E	100.00	100.00
20	N 89° 12' 00" E	100.00	100.00
21	N 89° 12' 00" E	100.00	100.00
22	N 89° 12' 00" E	100.00	100.00
23	N 89° 12' 00" E	100.00	100.00
24	N 89° 12' 00" E	100.00	100.00

CITY OF SARASOTA

SEC. 24, TWP. 36 S - RGE. 17 E



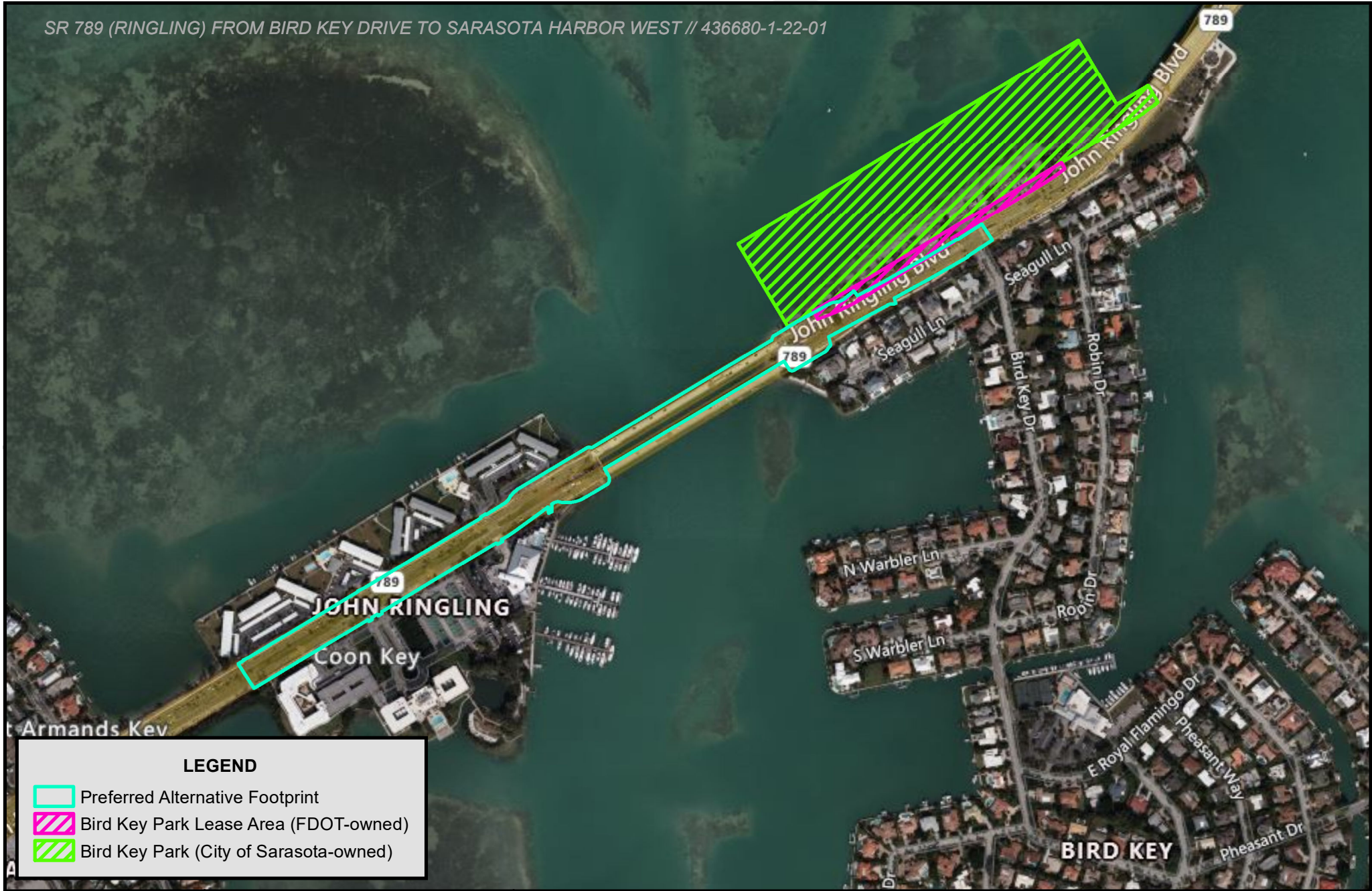
SEC. 25, TWP. 36 S - RGE. 17 E

S.R. 789  
AT BRIDGE No. 170021  
(RINGLING CAUSEWAY)




FLORIDA DEPARTMENT OF TRANSPORTATION  
RIGHT OF WAY MAPPING  
**RIGHT OF WAY MAP**

STATE ROAD NO. 789		SARASOTA COUNTY	
BY	DATE	APPROVED BY	DATE
PRELIM. RNJ	9/94	<i>David A. May</i> DISTRICT SECRETARY	
FINAL S.C.	3-95		
CHECKED PRS/J	4-95		
MAPS PREPARED BY KUNDE SPRECHER & ASSOC. INC. 800 E. MAIN STREET, BARTON FL.		FIELD BOOK NO. 5 00634	
W.P. I. NO. 1119232		SCALE: 1"=100'	

THIS MAP IS NOT A SURVEY  
SEE SHEET ONE FOR LEGEND AND GENERAL NOTES

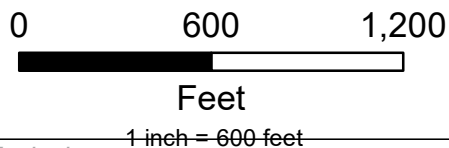


**LEGEND**

-  Preferred Alternative Footprint
-  Bird Key Park Lease Area (FDOT-owned)
-  Bird Key Park (City of Sarasota-owned)



Special Use Geospatial Data



**Bird Key Park  
Project Map**

SR 789 from Bird Key Drive to  
Sarasota Harbor West  
FPID: 436680-1-22-01  
Sarasota County, Florida



LEASE AGREEMENT

Excess Pol # 4427

Original

ITEM/SEGMENT NO.: 1979421  
MANAGING DISTRICT: One  
F.A.P. NO.: N/A  
STATE ROAD NO.: 789 (Ringling Causeway)  
COUNTY: Sarasota  
PARCEL NO.: 500 (Lease)

THIS AGREEMENT, made this 1st day of April, 2010, by and between the STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION, (hereinafter called the Lessor), and the City of Sarasota

(hereinafter called the Lessee.)

WITNESSETH:

In consideration of the mutual covenants contained herein, the parties agree as follows:

1. Property and Term. Lessor does hereby lease unto Lessee the property described in Exhibit "A", attached and made a part hereof, for a term of 25 years beginning April 1, 2010 and ending April 1, 2035. This Lease may be renewed for an additional 25 year term at Lessee's option, subject to the rent adjustment as provided in Paragraph 3 below. Lessee shall provide Lessor 60 (sixty) days advanced written notice of its exercise of the renewal option.

If Lessee holds over and remains in possession of the property after the expiration of the term specified in this Lease, or any renewals of such term, Lessee's tenancy shall be considered a tenancy at sufferance, subject to the same terms and conditions as herein contained in this Lease.

This Lease is subject to all utilities in place and to the maintenance thereof as well as any other covenants, easements, or restrictions of record.

This Lease shall be construed as a lease of only the interest, if any, of Lessor, and no warranty of title shall be deemed to be given herewith.

2. Use. The leased property shall be used solely for the purpose of (See attached Addendum for details). If the property is used for any other purpose, Lessor shall have the option of immediately terminating this Lease. Lessee shall not permit any use of the property in any manner that would obstruct or interfere with any transportation facilities.

Lessee will further use and occupy the leased property in a careful and proper manner, and not commit any waste thereon. Lessee will not cause, or allow to be caused, any nuisance or objectionable activity of any nature on the property. Lessee will not use or occupy said property for any unlawful purpose and will, at Lessee's sole cost and expense, conform to and obey any present or future ordinances and/or rules, regulations, requirements, and orders of governmental authorities or agencies respecting the use and occupation of the leased property.

Any activities in any way involving hazardous materials or substances of any kind whatsoever, either as those terms may be defined under any state or federal laws or regulations, or as those terms are understood in common usage, are specifically prohibited. The use of petroleum products, pollutants, and other hazardous materials on the leased property is prohibited. Lessee shall be held responsible for the performance of and payment for any environmental remediation that may be necessary, as determined by the Lessor, within the leased property. If any contamination either spread to or was released onto adjoining property as a result of Lessee's use of the leased property, the Lessee shall be held similarly responsible. The Lessee shall indemnify, defend, and hold harmless the Lessor from any claim, loss, damage, costs, charge, or expense arising out of any such contamination.

3. Rent. Lessee shall pay to Lessor as rent, on or before the first day of each rent payment period, the sum of \$0.00 (Public Purpose Lease Agreement) plus applicable tax, for each N/A of the term. If this Lease is terminated prior to the end of any rent payment period, the unearned portion of any rent payment, less any other amounts that may be owed to Lessor, shall be refunded to Lessee. Lessee shall pay any and all state, county, city, and local taxes that may be due during the term hereof, including any real property taxes. Rent payments shall be made payable to the Florida Department of Transportation and shall be sent to N/A-all correspondence should be sent to: Attn.: Property Management, 801 N. Broadway Ave, Bartow, FL 33830. Lessor reserves the right to review and adjust the rental fee biennially and at renewal to reflect market conditions. Any installment of rent not received within ten (10) days after the date due



shall bear interest at the highest rate allowed by law from the due date thereof, per Section 55.03(1), Florida Statutes. This provision shall not obligate Lessor to accept late rent payments or provide Lessee a grace period.

4. **Improvements.** No structures or improvements of any kind shall be placed upon the property without the prior written approval of the District Secretary for District One \_\_\_\_\_ of Lessor. Any such structures or improvements shall be constructed in a good and workmanlike manner at Lessee's sole cost and expense. Subject to any landlord lien, any structures or improvements constructed by Lessee shall be removed by Lessee, at Lessee's sole cost and expense, by midnight on the day of termination of this Lease and the leased property restored as nearly as practical to its condition at the time this Lease is executed. Portable or temporary advertising signs are prohibited.

Lessee shall perform, at the sole expense of Lessee, all work required in the preparation of the leased property for occupancy by Lessee, in the absence of any special provision herein contained to the contrary; and Lessee does hereby accept the leased property as now being in fit and tenable condition for all purposes of Lessee.

Lessor reserves the right to inspect the property and to require whatever adjustment to structures or improvements as Lessor, in its sole discretion, deems necessary. Any adjustments shall be done at Lessee's sole cost and expense.

5. **Maintenance.** Lessee shall keep and maintain the leased property and any building or other structure, now or hereafter erected thereon, in good and safe condition and repair at Lessee's own expense during the existence of this Lease, and shall keep the same free and clear of any and all grass, weeds, brush, and debris of any kind, so as to prevent the same from becoming dangerous, inflammable, or objectionable. Lessor shall have no duty to inspect or maintain any of the leased property or buildings, and other structures thereon, during the term of this Lease; however, Lessor shall have the right, upon twenty-four (24) hours notice to Lessee, to enter the leased property for purposes of inspection, including conducting an environmental assessment. Such assessment may include: surveying; sampling of building materials, soil, and groundwater; monitoring well installations; soil excavation; groundwater remediation; emergency asbestos abatement; operation and maintenance inspections; and, any other actions which may be reasonable and necessary. Lessor's right of entry shall not obligate inspection of the property by Lessor, nor shall it relieve the Lessee of its duty to maintain the leased property. In the event of emergency due to a release or suspected release of hazardous waste on the property, Lessor shall have the right of immediate inspection, and the right, but not the obligation, to engage in remedial action, without notice, the sole cost and expense of which shall be the responsibility of the Lessee.

6. **Indemnification.** To the extent provided by law, Lessee shall indemnify, defend, and hold harmless the Lessor and all of its officers, agents, and employees from any claim, loss, damage, cost, charge, or expense arising out of any act, error, omission, or negligent act by Lessee, its agents, or employees, during the performance of the Lease, except that neither Lessee, its officers, agents, or employees will be liable under this paragraph for any claim, loss, damage, cost, charge, or expense arising out of any act, error, omission, or negligent act by the Lessor or any of its officers, agents, or employees during the performance of the Lease.

When the Lessor receives a notice of claim for damages that may have been caused by the Lessee, the Lessor will immediately forward the claim to the Lessee. Lessee and the Lessor will evaluate the claim and report their findings to each other within fourteen (14) working days and will jointly discuss options in defending the claim. After reviewing the claim, the Lessor will determine whether to require the participation of Lessee in the defense of the claim or to require that Lessee defend the Lessor in such claim as described in this section. The Lessor's failure to promptly notify Lessee of a claim shall not act as a waiver of any right herein to require the participation in or defense of the claim by Lessee. The Lessor and Lessee will each pay its own expenses for the evaluation, settlement negotiations, and trial, if any.

7. **Insurance.** Lessee at its expense, shall maintain at all times during the term of this Lease, public liability insurance protecting Lessor and Lessee against any and all claims for injury and damage to persons and property, and for the loss of life or property occurring in, on, or about the property arising out of the act, negligence, omission, nonfeasance, or malfeasance of Lessee, its employees, agents, contractors, customers, licensees, and invitees. Such insurance shall be carried in a minimum amount of not less than One Million Dollars (\$ 1,000,000.00 ) for bodily injury or death to any one person or any number of persons in any one occurrence and not less than Five Hundred Thousand Dollars (\$ 500,000.00 ) for property damage, or a combined coverage of not less than One Million Five Hundred Thousand (\$ 1,500,000.00 ). All such policies shall be issued by companies licensed to do business in the State of Florida and all such policies shall contain a provision whereby the same cannot be canceled or modified unless Lessor is given at least sixty (60) days prior written notice of such cancellation or modification. Lessee shall provide Lessor certificates showing such insurance to be in place and showing Lessor as additional insured under the policies. If self-insured or under a risk management program, Lessee represents that such minimum coverage for liability will be provided for the leased property.

Lessor may require the amount of any public liability insurance to be maintained by Lessee be increased so that the amount thereof adequately protects Lessor's interest. Lessee further agrees that it shall during the full term of this Lease and at its own expense keep the leased property and any improvements thereon fully insured against loss or damage by fire and other casualty. Lessee also agrees that it shall during the full term of this Lease and at its own expense keep the contents and personal property located on the leased property fully insured against loss or damage by fire or other casualty and does hereby release and waive on behalf of itself and its insurer, by subrogation or otherwise, all claims against Lessor arising out of any fire or other casualty whether or not such fire or other casualty shall have resulted in whole or in part from the negligence of the Lessor.

8. Eminent Domain. Lessee acknowledges and agrees that its relationship with Lessor under this Lease is one of landlord and tenant and no other relationship either expressed or implied shall be deemed to apply to the parties under this Lease. Termination of this Lease for any cause shall not be deemed a taking under any eminent domain or other law so as to entitle Lessee to compensation for any interest suffered or lost as a result of termination of this Lease, including any residual interest in the Lease, or any other facts or circumstances arising out of or in connection with this Lease.

Lessee hereby waives and relinquishes any legal rights and monetary claims which it might have for full compensation, or damages of any sort, including special damages, severance damages, removal costs, or loss of business profits, resulting from Lessee's loss of occupancy of the leased property, or any such rights, claims, or damages flowing from adjacent properties owned or leased by Lessee as a result of Lessee's loss of occupancy of the leased property. Lessee also hereby waives and relinquishes any legal rights and monetary claims which it might have for full compensation, or damages of any sort as set out above, as a result of Lessee's loss of occupancy of the leased property, when any or all adjacent properties owned or leased by Lessee are taken by eminent domain proceedings or sold under the threat thereof. This waiver and relinquishment applies whether this Lease is still in existence on the date of taking or sale; or has been terminated prior thereto.

9. Miscellaneous.

a. This Lease may be terminated by Lessor immediately, without prior notice, upon default by Lessee hereunder, and may be terminated by either party, without cause upon thirty ( 30 ) days prior written notice to the other party.

b. In addition to, or in lieu of, the terms and conditions contained herein, the provisions of any Addendum of even date herewith which is identified to be a part hereof is hereby incorporated herein and made a part hereof by this reference. In the event of any conflict between the terms and conditions hereof and the provisions of the Addendum(s), the provisions of the Addendum(s) shall control, unless the provisions thereof are prohibited by law.

c. Lessee acknowledges that it has reviewed this Lease, is familiar with its terms, and has had adequate opportunity to review this Lease with legal counsel of Lessee's choosing. Lessee has entered into this Lease freely and voluntarily. This Lease contains the complete understanding of the parties with respect to the subject matter hereof. All prior understandings and agreements, oral or written, heretofore made between the parties and/or between Lessee and the previous owner of the leased property and landlord of Lessee are merged in this Lease, which alone, fully and completely expresses the agreement between Lessee and Lessor with respect to the subject matter hereof. No modification, waiver, or amendment of this Lease or any of its conditions or provisions shall be binding upon Lessor or Lessee unless in writing and signed by both parties.

d. Lessee shall not sublet the property or any part thereof, nor assign this Lease, without the prior consent in writing of the Lessor; this Lease is being executed by Lessor upon the credit and reputation of Lessee. Acceptance by Lessor of rental from a third party shall not be considered as an assignment or sublease, nor shall it be deemed as constituting consent of Lessor to such an assignment or sublease.

e. Lessee shall be solely responsible for all bills for electricity, lighting, power, gas, water, telephone, and telegraph services, or any other utility or service used on the property.

f. This Lease shall be governed by the laws of the State of Florida, and any applicable laws of the United States of America.

g. All notices to Lessor shall be sent to the address for rent payments and all notices to Lessee shall be sent to:  
City of Sarasota,

---

CITY OF SARASOTA  
ENGINEERING DEPT.  
P.O. BOX 1058  
SARASOTA, FLA 34230

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed, the day and year first above written.

City of Sarasota  
Lessee (Company Name, if applicable)

By: Richard Clapp

Richard Clapp  
Print Name

Title: Mayor

Attest: Pamela M. Nadalini (SEAL)

Pamela M. Nadalini  
Print Name

Title: City Auditor and Clerk

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION

By: Stanley M. Cann  
District Secretary

Stanley M. Cann, P.E.  
Print Name

Attest: Dawn M. Gallon

Name/Title: DAWN M. GALLON, Executive Asst.

LEGAL REVIEW:

Don Conway  
District Counsel

Don Conway  
Print Name

ADDENDUM

This is an Addendum to that certain Lease Agreement between City of Sarasota

and the State of Florida Department of Transportation dated the 1st day of April, 2010.  
In addition to the provisions contained in said Agreement, the following terms and conditions shall be deemed to be a part thereof pursuant to Paragraph 9 (b) of said Agreement:

The City intends to construct/modify the following items within the leased area which is described on the attached sketch and legal description: Parking and drive aisles, relocation of the park exit, landscaping and irrigation improvements, signage, hardscape improvements, benches, waste receptacles, and light pole fixtures.

The City of Sarasota agrees that the leased area will be utilized as a public use recreation area and the above referenced improvements/modifications will be constructed to support those activities.

Regardless of the purpose(s) for which the Lessor grants the Lessee to utilize the property, the property's primary purpose will remain as a transportation corridor into perpetuity. All other uses, including the use(s) approved in this lease will remain incidental to the property's primary purpose of a transportation corridor.

City of Sarasota  
Lessee (Company Name, if applicable)

By: Richard Clapp

Richard Clapp  
Print Name

Title: Mayor

Attest: Pamela M. Nadalini (SEAL)

Pamela M. Nadalini  
Print Name

Title: City Auditor and Clerk

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION

By: [Signature]  
District Secretary

Stanley M. Cann  
Print Name

Attest: Dawn M. Gallon

Name/Title: Dawn M. Gallon, Executive Asst.

LEGAL REVIEW:

[Signature] 1/14/10  
District Counsel

DON CONWAY  
Print Name

FP NO. 1979421

SECTION 17030-2509

PARCEL 500 - LEASE

A portion of land lying in Sections 25 and 26, Township 36 South, Range 17 East, Sarasota County, Florida, lying in the right of way of State Road 789 per Florida Department of Transportation right of way map Section 17030-2509 and Official Records Book 139, Page 126, being more particularly described as follows:

Commence at the southwest corner of Section 26, Township 36 South, Range 17 East, Sarasota County, Florida; thence South 59°01'16" West a distance of 5.50 feet to the easterly line of Polk Drive, as shown on Plat No. 3 of the John Ringling Estates, Lido Beach Division "B", as recorded in Plat Book 2, Page 208 of the Public Records of Sarasota County, Florida; thence North 30°58'44" West, along said Polk Drive a distance of 420.95 feet to the centerline of John Ringling Boulevard and Ringling Causeway; thence North 59°01'16" East along said centerline of John Ringling Boulevard and the Ringling Causeway a distance of 5819.24 feet; thence North 30°58'44" West a distance of 100.00 feet to the northwesterly right of way line of said State Road 789; thence along said right of way the following two (2) courses: 1) North 59°01'16" East a distance of 168.74 feet; 2) thence North 59°01'50" East a distance of 51.92 feet to the POINT OF BEGINNING; thence continuing along said right of way North 59°01'50" East a distance of 1349.61 feet; thence South 30°58'10" East a distance of 33.82 feet to a point on a non-tangent curve to the right with a radius of 1113.00 feet, a delta angle of 6°08'20", a chord bearing of South 55°57'40" West and a chord length of 119.19 feet; thence along the arc of said curve a distance of 119.25 feet; thence South 59°01'50" West a distance of 502.24 feet; thence South 30°58'10" East a distance of 20.72 feet; thence South 59°06'28" West a distance of 238.84 feet; thence South 57°32'35" West a distance of 244.47 feet to a point of curvature to the right with a radius 925.00 feet, a delta angle of 10°30'09", a chord bearing of South 62°47'39" West, and a chord length of 169.32 feet; thence along the arc of said curve 169.55 feet; thence South 68°02'44" West a distance of 77.12 feet; thence North 30°58'10" West a distance of 43.74 feet to the POINT OF BEGINNING.

Containing 1.594 acres, more of less.

Legal Description Approved by:

William E. Ray  
William E. Ray P.L.S. #2737  
Date: 01-05-2010  
NOT VALID UNLESS EMBOSSED



EXHIBIT "A"  
Page 1



RESOLUTION NO. 10R-2152

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF SARASOTA, FLORIDA, AUTHORIZING THE EXECUTION BY THE MAYOR AND ATTESTATION BY THE CITY AUDITOR AND CLERK ON BEHALF OF THE CITY OF SARASOTA, FLORIDA, OF THE FLORIDA DEPARTMENT OF TRANSPORTATION PUBLIC PURPOSE LEASE AGREEMENT FOR CERTAIN PROPERTY LOCATED ON BIRD KEY; PROVIDING FOR READING OF THIS RESOLUTION BY TITLE ONLY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, it is the intent of the City Commission to authorize the Mayor and City Auditor and Clerk to execute on behalf of the City of Sarasota, Florida, a Public Purpose Lease Agreement with the Florida Department of Transportation for the use of certain property by the public in association with the Bird Key Park/MURT (multi-use recreational trail) ; and

WHEREAS, the Florida Department of Transportation has requested a Resolution be adopted by the City Commission formalizing approval by the City Commission of the subject authorization.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF SARASOTA, FLORIDA:

Section 1. Whereas the City Commission hereby authorizes the Mayor to execute on behalf of the City of Sarasota and the City Auditor and Clerk to attest the Florida Department of Transportation Public Purpose Lease Agreement for certain property located on Bird Key, to be used by the public in conjunction with the Bird Key Park/MURT. A copy of said Public Purpose Lease Agreement, including a legal description and survey, is attached hereto and incorporated by reference herein as Exhibit A.

Section 2. The City Auditor and Clerk is hereby directed to forward two (2) certified copies of this Resolution to the

Florida Department of Transportation along with four (4) originals of the Public Purpose Lease Agreement as executed by the Mayor and attested by the City Auditor and Clerk.

Section 3. This Resolution shall take effect immediately upon adoption.

ADOPTED by the City Commission of the City of Sarasota, Florida, upon reading by title only, after posting on the bulleting at City Hall for at least three (3) days prior to adoption, as authorized by Article IV, Section 2, Charter of the City of Sarasota, Florida, this 1st day of March, 2010.

Richard Clapp  
Richard Clapp, Mayor

ATTEST:

Pamela M. Nadalini  
CITY AUDITOR AND CLERK

- Yes Mayor Clapp
- Yes Vice Mayor Kirschner
- Yes Commissioner Atkins
- Yes Commissioner Atwell
- Yes Commissioner Turner

I, PAMELA M. NADALINI, CITY AUDITOR AND CLERK OF THE CITY OF SARASOTA, FLORIDA, DO HEREBY CERTIFY THAT THE ABOVE AND FOREGOING IS A TRUE AND CORRECT COPY OF THE ORIGINAL THEREOF ON FILE IN MY OFFICE. WITNESS MY HAND AND SEAL OF SAID CITY THIS 18th DAY OF March A.D. 2010

Pamela M. Nadalini  
CITY, AUDITOR AND CLERK OF THE CITY OF SARASOTA, FLORIDA



## Longboat Key Trail SUN Trail segment

Contents:

436680-1 Longboat Key SUN Trail Map

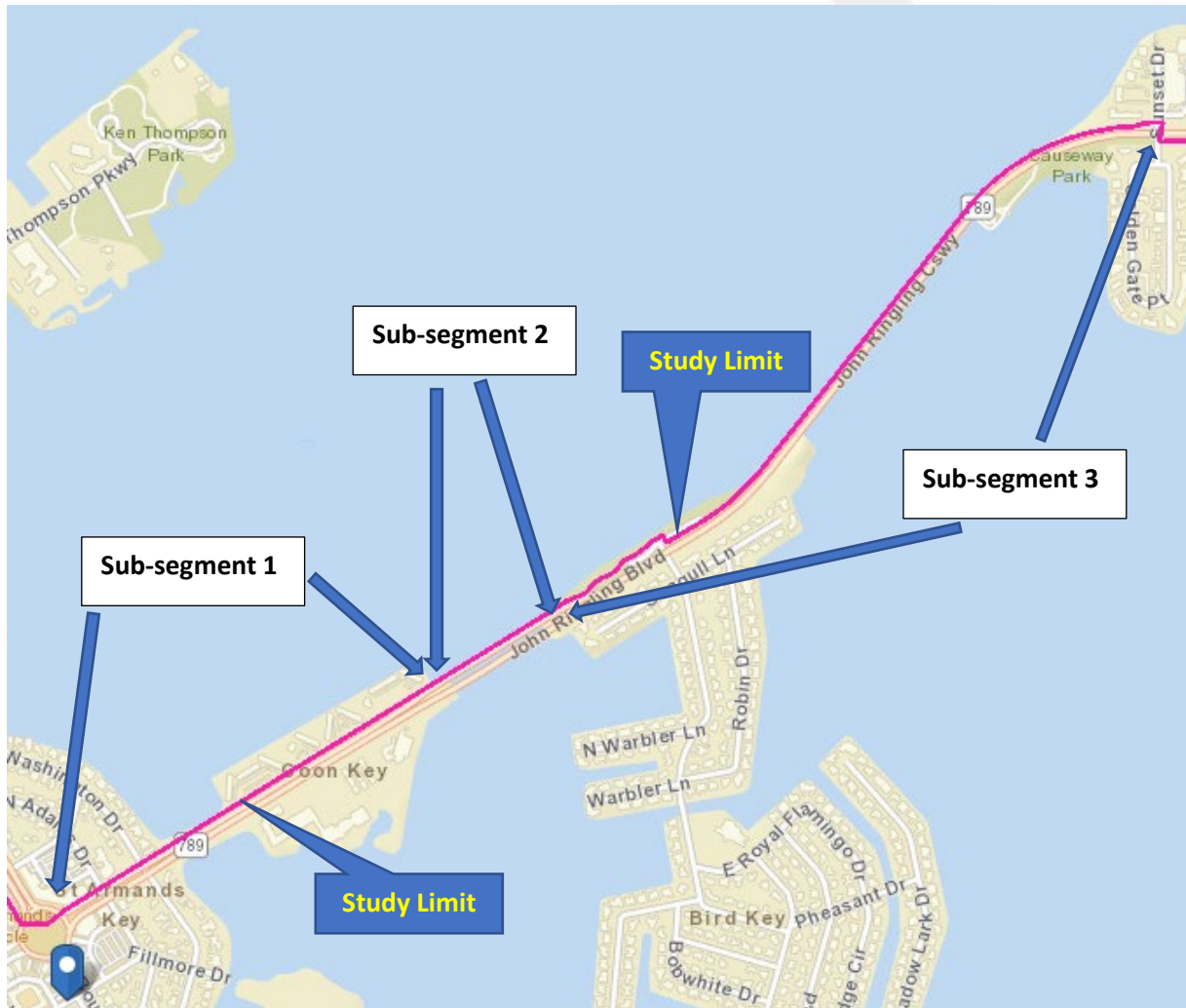
DRAFT

### Longboat Key SUN Trail

Sub-segment 1 - Mile post 6.72 to 7.38 Existing (0.65-mile overall length, 0.35-mile within project limits)

Sub-segment 2 - Mile post 7.38 to 7.58 Programmed / Funded (0.2-mile, entire length within project limits)

Sub-segment 3 - Mile post 7.58 to 8.79 Existing (1.2-mile overall length; 0.22-mile aka Coon Key MURT within project limits)



## **Natural Resources Appendix**

### **Contents:**

- 436680-1 NRE\_USFWS Species Concurrence Letter\_11\_27\_23
- 436680-1 NRE\_NMFS Response\_11\_28\_23
- 436680-1 NRE\_FL Fish & Wildlife Conservation Commission Response\_12062023
- 436680-1 NRE\_US Army Corps of Engineers Response\_12\_15\_23
- 436680-1 NRE\_Southwest FL Water Management District Responses\_12\_19\_23
- 436680-1 NMFS\_SERO ESA Concurrence Letter

DRAFT

**[EXTERNAL] Notice: Document Review has begun for FPID 43668-1 SR 789 (Little Ringling Bridge)**

est\_update@fla-etat.org &lt;est\_update@fla-etat.org&gt;

Fri 11/17/2023 3:47 PM

To:Wrublik, John <john\_wrublik@fws.gov>;David.Rydene@noaa.gov <David.Rydene@noaa.gov>;Chris.Stahl@FloridaDEP.gov <Chris.Stahl@FloridaDEP.gov>;chaz.lariche@swfwmd.state.fl.us <chaz.lariche@swfwmd.state.fl.us>; Lisa.S.Lovvorn@usace.army.mil <Lisa.S.Lovvorn@usace.army.mil>;Cantrell, Mark A <mark\_a\_cantrell@fws.gov>;Hight, Jason <Jason.Hight@MyFWC.com>;Veronica.C.Beech@usace.army.mil <Veronica.C.Beech@usace.army.mil>;Rivera, Jose J <jose\_rivera@fws.gov>;laura.digruttolo@myfwc.com <laura.digruttolo@myfwc.com>;Chris.Kuzlo@swfwmd.state.fl.us <Chris.Kuzlo@swfwmd.state.fl.us>;josh.cucinella@myfwc.com <josh.cucinella@myfwc.com>;Heather.m.mason@usace.army.mil <Heather.m.mason@usace.army.mil>;Lucille.R.Brandenburg@usace.army.mil <Lucille.R.Brandenburg@usace.army.mil> Cc:ryan.ellis@dot.state.fl.us <ryan.ellis@dot.state.fl.us>;Emily.Barnett@dot.state.fl.us <Emily.Barnett@dot.state.fl.us>; jeffrey.james@dot.state.fl.us <jeffrey.james@dot.state.fl.us>;patrick.bateman@dot.state.fl.us <patrick.bateman@dot.state.fl.us>; state.clearinghouse@dep.state.fl.us <state.clearinghouse@dep.state.fl.us>;dave.rydene@verizon.net <dave.rydene@verizon.net>;ConservationPlanningServices@MyFWC.com <ConservationPlanningServices@MyFWC.com>

**This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.**

A Document Review event has begun on the Environmental Screening Tool (EST).

To whom it may concern:

Please find enclosed the Natural Resource Evaluation (NRE) prepared for the above-referenced project. The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study to evaluate the proposed replacement of the SR 789 (Little Ringling Bridge) over the Coon Key Waterway in Sarasota County, Florida. The purpose of the project is to address structural integrity and operational deficiencies of the SR 789 bridges [Structure Numbers 170022 and 170951]. The goal of the project is to identify the optimal solution for a bridge structure in need of repair due to deteriorating conditions and to accommodate greater multimodal transportation access. The project has evaluated twin bridge and single bridge reconstruction and rehabilitation alternatives, with consideration of bicycle/pedestrian and transit facilities, for approximately 0.741 miles of roadway that provides a connection between nearby neighborhoods and recreational facilities (Bird Key Park, West Causeway Park, and the Sarasota Yacht Club). The Preferred Alternative will replace the existing twin bridges with a single bridge.

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 FDOT.

The NRE assesses potential effects of the Preferred Alternative on wetlands and other surface waters, and federal and state protected species and their respective habitats. This NRE is being submitted to the federal and state resource agencies with jurisdiction over wetlands and protected species. The evaluation includes field inspections by qualified biologists, wildlife and habitat surveys, literature and database reviews, and coordination with natural resource agencies. Details on the study methodologies, results, conceptual mitigation alternatives and protection measures for avoidance and minimization of impacts to the resources are provided in the NRE.

Based on the evaluation completed, unavoidable wetland impacts resulting from construction of the preferred alternative project will occur. Based on the evaluation completed, approximately 26.63 acres of wetlands and other surface waters occur within the study area. Of these 26.63 acres, 0.04 acre (0.03 acre to mangroves and 0.01 to the waters of Sarasota Bay) will be directly impacted by the Preferred Alternative. The Preferred Alternative will also directly impact 0.05 acre of seagrass and 0.01 acre of oyster bars. It is also assumed that mapped seagrasses within 100 ft of the existing bridge will be subject to temporary construction impacts, likely from the movement of waterborne construction vessels and platforms (such as barges) and potential shading from these vessels. These temporary impacts are estimated at 0.12 acre.

The study area was evaluated for the presence of federal and/or state protected species and their suitable habitat in accordance with Section 7 of the ESA and the Protected Species and Habitat Chapter of the PD&E Manual. Based on this evaluation the proposed project "**may affect, not likely to adversely affect**" the Gulf sturgeon, smalltooth sawfish, giant manta, green sea turtle, hawksbill sea turtle, Kemp's Ridley sea turtle, leatherback sea turtle, loggerhead sea turtle, piping plover, red knot, wood stork, Florida bonneted bat, and West Indian manatee. The project is anticipated to have "**no effect**" on the aboriginal prickly-apple, Florida bonamia, Florida golden aster, pygmy fringe tree, eastern indigo snake, eastern black rail, and Florida scrub jay. Regarding state-listed species, there is "**no adverse effect anticipated**" for the American oystercatcher, black skimmer, Florida sandhill crane, least tern, little blue heron, reddish egret, roseate spoonbill, tricolored heron, and snowy plover. There is "**no effect anticipated**" for the Sanibel Island lovegrass, gopher tortoise, and Florida burrowing owl.

The Preferred Alternative is located within an area designated as EFH for three FMPs: Gulf of Mexico, Coastal Migratory Pelagic, and Highly Migratory Species management plans. NOAA Fisheries has identified and described EFH for 59 managed species within the project study area. These include 4 managed shrimp species, the red drum, 43 managed reef species, 3 managed coastal migratory pelagic species, and 8 managed highly migratory species. Local EFH consists of mangroves, seagrass/submerged aquatic vegetation (SAV); estuarine water column; oyster bars, and mud, sand, shell, and rock substrates. It has been determined that the project will have "minimal" potential adverse effects on EFH. The project will impact 2.81 acres (0.35 acre of fill and 2.46 acre of shading) of the 51.09 acres of EFH occurring within the project study area.

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 31 days. If you have any questions or require additional information, please contact me at 863.519.2515 or [Ryan.Ells@dot.state.fl.us](mailto:Ryan.Ells@dot.state.fl.us).

The review period **starts today, Friday, 11/17/2023 and will end in 31 calendar days on Monday, 12/18/2023.**

Click this link to access the document(s) and begin your review:  
<https://www.fla-etat.org/est/secure/documentReview/DocReviewTool.do?eventId=2881>

**EVENT\_DETAILS:**

<b>Event Name</b>	FPID 43668-1 SR 789 (little Ringling Bridge)
<b>Event Description</b>	NRE review  SR 789 (Little Ringling Bridge) Project Development and Environment Study
<b>Document(s) to Review</b>	<a href="https://www.fla-etat.org/est/secure/documentReview/DocReviewTool.do?eventId=2881">https://www.fla-etat.org/est/secure/documentReview/DocReviewTool.do?eventId=2881</a>
<b>Related Document Review Event(s)</b>	None
<b>Related ETDM Project(s)</b>	<a href="#">SR 789 (Ringling) Bridge Reconstruction/Rehabilitation</a>

**INSTRUCTIONS FOR REVIEWING AND PROVIDING COMMENTS ON DOCUMENTS:**  
The link above will take you to an online document review tool which will provide you access to the specific documents and a tool which will capture your comments for consideration. You can provide comments specific to a certain sentence, paragraph or section of the document. Some of the documents have numbered lines which you can use for specifying a location in the document for the comment. Here is a link that shows you how to use the comment form:  
<https://etdmpub.fla-etat.org/est/servlet/blobViewer?blobID=33960>

Additionally, we have a fully staffed Help Desk capable of answering questions regarding the access and use of the document review tool. Email: [help@fla-etat.org](mailto:help@fla-etat.org) and phone: 850-414-5334.

Thank you,

Ryan Ellis

11/21/23, 12:31 PM

Mail - Wrublik, John - Outlook

SR 789 (RINGLING) FROM BIRD KEY DRIVE TO SARASOTA HARBOR WEST // 436680-1-22-01

Environmental Project Manager

FDOT District 1

(863) 519-2515

Ryan.Ellis@dot.state.fl.us

DRAFT

**From:** [Ellis, Ryan](#)  
**To:** [Gordon Mullen](#)  
**Subject:** Fw: Document Review Confirmation for SR 789 (Little Ringling Bridge) Project Development and Environment Study  
**Date:** Wednesday, December 6, 2023 8:21:23 AM  
**Attachments:** [Outlook-y5yslv41.png](#)

**EXTERNAL EMAIL:** Do not click links or open attachments unless you trust the 'Sender' and know the content is safe.

NMFS comments

Ryan Ellis  
Environmental Project Manager  
Florida Department of Transportation, District One  
801 North Broadway Avenue  
Bartow, Florida 33830  
(863) 519-2515  
[ryan.ellis@dot.state.fl](mailto:ryan.ellis@dot.state.fl)



**From:** [admin@fla-etat.org](mailto:admin@fla-etat.org) <[admin@fla-etat.org](mailto:admin@fla-etat.org)>  
**Sent:** Tuesday, November 28, 2023 11:07 AM  
**To:** [David.Rydene@noaa.gov](mailto:David.Rydene@noaa.gov) <[David.Rydene@noaa.gov](mailto:David.Rydene@noaa.gov)>  
**Cc:** [Ellis, Ryan <Ryan.Ellis@dot.state.fl.us>](mailto:Ryan.Ellis@dot.state.fl.us); [James, Jeffrey W <Jeffrey.James@dot.state.fl.us>](mailto:Jeffrey.James@dot.state.fl.us); [Barnett, Emily <Emily.Barnett@dot.state.fl.us>](mailto:Emily.Barnett@dot.state.fl.us); [Bateman, Patrick <Patrick.Bateman@dot.state.fl.us>](mailto:Patrick.Bateman@dot.state.fl.us); [dave.rydene@verizon.net <dave.rydene@verizon.net>](mailto:dave.rydene@verizon.net)  
**Subject:** Document Review Confirmation for SR 789 (Little Ringling Bridge) Project Development and Environment Study

**EXTERNAL SENDER:** Use caution with links and attachments.

A review was received for the following:

**Event:** FPID 43668-1 SR 789 (little Ringling Bridge)  
**Document:** SR 789 (Little Ringling Bridge) Project Development and Environment Study  
**Submitted By:** David Rydene



**Global:** Yes

**Comments:**

National Marine Fisheries Service (NMFS) staff has reviewed the Natural Resource Evaluation (NRE) for the SR 789 Little Ringling Bridge replacement (Financial Project ID 436680-1-22-01 and 436680-1-32-01; ETDM 14384) in Sarasota County, Florida, as part of the project's Project Development and Environment (PD&E) Study. NMFS offers the following comments. In general, NMFS finds the NRE to be accurate and complete at this stage in project development. Upon request, NMFS will conduct an Endangered Species Act Section 7 consultation based on the determinations provided in the NRE for ESA-listed species under NMFS's purview. However, NMFS recommends that leatherback and hawksbill sea turtles not be included in the Section 7 request as they are highly unlikely to occur in the project area due to their respective life history strategies (Leatherback sea turtles have a pelagic, deepwater life history, where they forage primarily on jellyfish. Hawksbill sea turtles typically inhabit inshore reef and hard bottom areas where they forage primarily on encrusting sponges.) In addition, NMFS will complete an Essential Fish Habitat consultation when compensatory mitigation plans for unavoidable impacts to NMFS trust resources have been finalized. Thank you for the opportunity to provide comments on this project's NRE.

DRAFT



**Florida Fish and Wildlife Conservation Commission**

Commissioners  
**Rodney Barreto**  
Chairman  
Coral Gables

**Steven Hudson**  
Vice Chairman  
Fort Lauderdale

**Preston Farris**  
Tampa

**Gary Lester**  
Oxford

**Albert Maury**  
Coral Gables

**Gary Nicklaus**  
Jupiter

**Sonya Rood**  
St. Augustine

Office of the  
Executive Director  
**Roger A. Young**  
Executive Director

**Jessica Crawford**  
Chief of Staff  
  
850-487-3796  
850-921-5786 FAX

*Managing fish and wildlife resources for their long-term well-being and the benefit of people.*

620 South Meridian Street  
Tallahassee, Florida  
32399-1600  
Voice: 850-488-4676

Hearing/speech-impaired:  
800-955-8771 (T)  
800 955-8770 (V)

MyFWC.com

December 6, 2023

Ryan Ellis  
Environmental Project Manager  
Florida Department of Transportation District One  
801 North Broadway Avenue  
Bartow, Florida 33830  
[Ryan.Ellis@dot.state.fl.us](mailto:Ryan.Ellis@dot.state.fl.us)

Re: SR 789 (Little Ringling Bridge), Natural Resource Evaluation, Sarasota County

Dear Mr. Ellis:

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 District One (FDOT D1) is conducting a Project Development and Environment (PD&E) study (ETDM Number 14384) to evaluate the potential environmental effects of replacing the State Road (SR) 789 (John Ringling Causeway) bridges over the Coon Key Waterway and providing for bicycle, pedestrian, and transit lanes. The limits of the improvements are from Bird Key Drive to Sarasota Harbour West in the City of Sarasota within Sarasota County, for approximately 0.74 miles.

The NRE report was prepared as part of the PD&E study to document wetlands, surface waters, protected species, critical habitat, and Essential Fish Habitat (EFH) 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. 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 [KristeeBooth@MyFWC.com](mailto:KristeeBooth@MyFWC.com). All other inquiries may be directed to [ConservationPlanningServices@MyFWC.com](mailto:ConservationPlanningServices@MyFWC.com).

Sincerely,

Laura DiGruttolo  
Land Use Planning Supervisor  
Office of Conservation Planning Services

ld/kb  
SR 72 at SR 70 Street NRE\_57528\_11272023

**From:** [Ellis, Ryan](#)  
**To:** [Gordon Mullen](#)  
**Subject:** Fw: Document Review Confirmation for SR 789 (Little Ringling Bridge) Project Development and Environment Study  
**Date:** Friday, December 15, 2023 3:01:02 PM  
**Attachments:** [Outlook-lwxxqff.png](#)

**EXTERNAL EMAIL:** Do not click links or open attachments unless you trust the 'Sender' and know the content is safe.

Gordon,

see ACOE comment from ETAT

Ryan Ellis  
Environmental Project Manager  
Florida Department of Transportation, District One  
801 North Broadway Avenue  
Bartow, Florida 33830  
(863) 519-2515  
[ryan.ellis@dot.state.fl](mailto:ryan.ellis@dot.state.fl)



**From:** [admin@fla-etat.org](mailto:admin@fla-etat.org) <[admin@fla-etat.org](mailto:admin@fla-etat.org)>  
**Sent:** Friday, December 15, 2023 2:39 PM  
**To:** [Heather.m.mason@usace.army.mil](mailto:Heather.m.mason@usace.army.mil) <[Heather.m.mason@usace.army.mil](mailto:Heather.m.mason@usace.army.mil)>  
**Cc:** [Ellis, Ryan <Ryan.Ellis@dot.state.fl.us>](mailto:Ryan.Ellis@dot.state.fl.us); [James, Jeffrey W <Jeffrey.James@dot.state.fl.us>](mailto:James.Jeffrey@dot.state.fl.us); [Barnett, Emily <Emily.Barnett@dot.state.fl.us>](mailto:Emily.Barnett@dot.state.fl.us); [Bateman, Patrick <Patrick.Bateman@dot.state.fl.us>](mailto:Patrick.Bateman@dot.state.fl.us)  
**Subject:** Document Review Confirmation for SR 789 (Little Ringling Bridge) Project Development and Environment Study

**EXTERNAL SENDER:** Use caution with links and attachments.

A review was received for the following:

**Event:** FPID 43668-1 SR 789 (little Ringling Bridge)  
**Document:** SR 789 (Little Ringling Bridge) Project Development and Environment Study  
**Submitted By:** Heather Mason  
**Global:** Yes

**Comments:**

Please avoid and minimize impacts to wetlands and surface waters to the greatest extent practicable.

Proposed mitigation will be evaluated in accordance with the 2008 mitigation rule including the mitigation hierarchy. An explanation will be required for any proposed mitigation that does not meet the preference hierarchy.

There are currently no mitigation bank service areas in the project area. However, there are proposed banks currently under review. Mitigation bank credits would be preferred to offset the proposed impacts if a bank with appropriate credits becomes available for use prior to permit issuance.

Use of the Sunshine Skyway Wave Attenuation Devices (WADS) Permittee Responsible Mitigation Area (PROMA)(SAJ-2022-02866) was mentioned as possible mitigation for the project. This project is listed in the PROMA, and credits from the PROMA may be used for this project if the PROMA has been determined to be successful in writing by the Corps, and if the Corps determines that the PROMA is the most appropriate form of mitigation to offset the project impacts in accordance with the 2008 mitigation rule during permitting review.





## Event Details

**Event:** FPID 43668-1 SR 789 (little Ringling Bridge)

**Managing Organization:** FDOT District 1

**End Date:** 12/18/2023

**Start Date:** 11/17/2023

**Description:**

NRE review

SR 789 (Little Ringling Bridge) Project Development and Environment Study

**Related Document Review Event(s):** There are no other Document Review events related to this event.

**Related ETDM Project(s):** #14384 - SR 789 (Ringling) Bridge Reconstruction/Rehabilitation

## Event Notification

[Event Announcement](#)

## Event Documents

Document (PDF)	Size	Description
<a href="#">SR 789 (Little Ringling Bridge) Project Development and Environment Study</a>	21.11 MB	NRE SR 789 (John Ringling Causeway)

## Agency Reviewers

Organization	Name
US Army Corps of Engineers	Heather M Mason
US Army Corps of Engineers	Lucy R Brandenburg
Southwest Florida Water Management District	Chastity LaRiche
US Fish and Wildlife Service	Mark Cantrell
FL Department of Environmental Protection	Chris Stahl
FL Fish and Wildlife Conservation Commission	Jason Hight
FL Fish and Wildlife Conservation Commission	Josh Cucinella
Southwest Florida Water Management District	Przemyslaw Kuzlo
FL Fish and Wildlife Conservation Commission	Laura DiGruttolo
US Army Corps of Engineers	Veronica del Carmen Beech
US Army Corps of Engineers	Lisa Lovvorn
National Marine Fisheries Service	David A. Rydene
US Fish and Wildlife Service	Jose Rivera
US Fish and Wildlife Service	John Wrublik

## Responders

Organization	Name
FDOT District 1	Emily Barnett
FDOT District 1	Patrick Bateman
FDOT District 1	Jeffrey James

## Document Reviews

### Document

SR 789 (Little Ringling Bridge) Project Development and Environment Study

### Official Reviews

Organization	Reviewer	Review Date	Global
Southwest Florida Water Management District	Przemyslaw Kuzlo	12/11/2023	Global: Yes

**Comments:**

The Southwest Florida Water Management District (SWFWMD) has reviewed the Natural Resources Evaluation (NRE) for the referenced project. The SWFWMD is providing the following comments for consideration for the provided NRE:

1. The replacement of the Little Ringling Bridge over Sarasota Bay, which is a retained waterbody pursuant to 404 permitting, has wetland and surface water impacts associated with the improvements. As a result, additional permitting may be required from the Army Corp of Engineers (ACOE) in accordance with federal permitting regulations and United State Coast Guard (USGS) to address the navigability under the Little Ringling Bridge.
2. The NRE report identified wetland systems located outside of the project limits but within the 300-foot buffer used for this stage of project review. Please note that Subsection 7.2.2(e)(2)(e) of the Environmental Resource Permit (ERP) Applicant's Handbook Vol I, indicates regulated activities within 200 feet of the landward extent of a wetland will require field established flags pursuant to Chapter 62-340, F.A.C.
3. Sarasota Bay is classified as an Outstanding Florida Waterway (OFW) and will require a mixing zone for any work proposed in water, if the proposed activity qualifies for a General Permit or an Individual ERP. Pursuant to Rule 62-4.242(2)(a) and (b), F.A.C., the required mixing zone located within the OFW may not be degraded for a period exceeding 30 days and will not exceed 29 Nephelometric Turbidity Units (NTUs) above the natural background for this specific area. The construction plans will be required to show the limits of the mixing zone and include a turbidity monitoring plan.
4. Seagrass impacts will occur with the replacement of the SR 789 (Little Ringling) bridge. It is possible the seagrass coverage will increase prior to the commencement of construction. A Submerged Aquatic Vegetation (SAV) Survey will need to be conducted between the months of April and October. The SAV Survey will be reviewed as part of the permit application process. As a general guideline, the SAV Survey should be no older than 2 years due to the dynamic nature of seagrasses.
5. The NRE provided the Uniform Mitigation Assessment Method (UMAM) forms for the impacted wetlands. Please note that the UMAMs will only be reviewed during the permitting process with the District and the Florida Department of Environmental Protection (FDEP) and are not being agreed upon through this NRE review. Additionally, the mitigation conceptual plan outlined in the NRE will need to be agreed upon with review staff during the permitting process. It may be beneficial to the Department to have a meeting with the Environmental Manager prior to the permit submittal to determine if the plan will meet Rule criteria.
6. The Florida Manatee has been observed in Sarasota Bay. The Florida Manatee is a listed threatened species and will require additional measures to be in place in order to protect this mammal during the construction process for this site. Please be advised that stormwater outfall pipes and structures extending below the Mean High-Water Line, exceeding 8 inches in diameter, will require manatee grating to be installed over the waterward end to ensure no manatees can become entrapped. [FWC "Grates and Other Manatee Exclusion Devices for Culverts and Pipes (February 2011)" [http://myfwc.com/media/415238/manatee\\_grates.pdf](http://myfwc.com/media/415238/manatee_grates.pdf) ]
7. Additionally, with regards to the Florida Manatee, the ERP will most likely have specific conditions detailing the need for additional protection for the Florida Manatee during demolition of the existing bridges and construction of the new single bridge.



F/SER46:DR  
SERO-2023-03083

Ryan Ellis  
Environmental Project Manager  
Environmental Management Office  
Florida Department of Transportation District 1  
801 North Broadway Avenue  
Bartow, Florida 33830-3809

Ref.: Financial Project ID 436680-1-22-01 & 436680-1-32-01, SR 789 Little Ringling Bridge replacement, Sarasota, Sarasota County, Florida – EXPEDITED TRACK

Dear Ryan Ellis,

This letter responds to your December 15, 2023, request pursuant to Section 7 of the Endangered Species Act (ESA) for consultation with the National Marine Fisheries Service (NMFS) on the subject action.

We reviewed the action agency’s consultation request document and related materials. Based on our knowledge, expertise, and the action agency’s materials, we concur with the action agency’s conclusions that the proposed action is not likely to adversely affect the NMFS ESA-listed species and/or designated critical habitat.

On July 5, 2022, the U.S. District Court for the Northern District of California issued an order vacating the 2019 regulations that were revised or added to 50 CFR part 402 in 2019 (“2019 Regulations,” see 84 FR 44976, August 27, 2019) without making a finding on the merits. On September 21, 2022, the U.S. Court of Appeals for the Ninth Circuit granted a temporary stay of the district court’s July 5 order. On November 14, 2022, the Northern District of California issued an order granting the government’s request for voluntary remand without vacating the 2019 regulations. The District Court issued a slightly amended order two days later on November 16, 2022. As a result, the 2019 regulations remain in effect, and we are applying the 2019 regulations here. For purposes of this consultation and in an abundance of caution, we considered whether the substantive analysis and conclusions articulated in the letter of concurrence would be any different under the pre-2019 regulations. We have determined that our analysis and conclusions would not be any different.

This concludes your consultation responsibilities under the ESA for species and/or designated critical habitat under NMFS’s purview. Reinitiation of consultation is required and shall be requested by the action agency or by NMFS where discretionary Federal involvement or control over the action has been retained or is authorized by law and: (a) take occurs; (b) new information reveals effects of the action that may affect listed species or critical habitat in a manner or to an extent not previously considered in this consultation; (c) the action is subsequently modified in a manner that causes an effect to the listed species or critical habitat not previously considered in this consultation; or (d) if a new species is listed or critical habitat designated that may be affected by the action.



We look forward to further cooperation with you on other projects to ensure the conservation of our threatened and endangered marine species and designated critical habitat. If you have any questions on this consultation, please contact Dr. Dave Rydene, Consultation Biologist, at (727) 824-5379 or by email at [David.Rydene@noaa.gov](mailto:David.Rydene@noaa.gov).

Sincerely,

David Bernhart  
Assistant Regional Administrator  
for Protected Resources

File: 1514-22.1.4

DRAFT

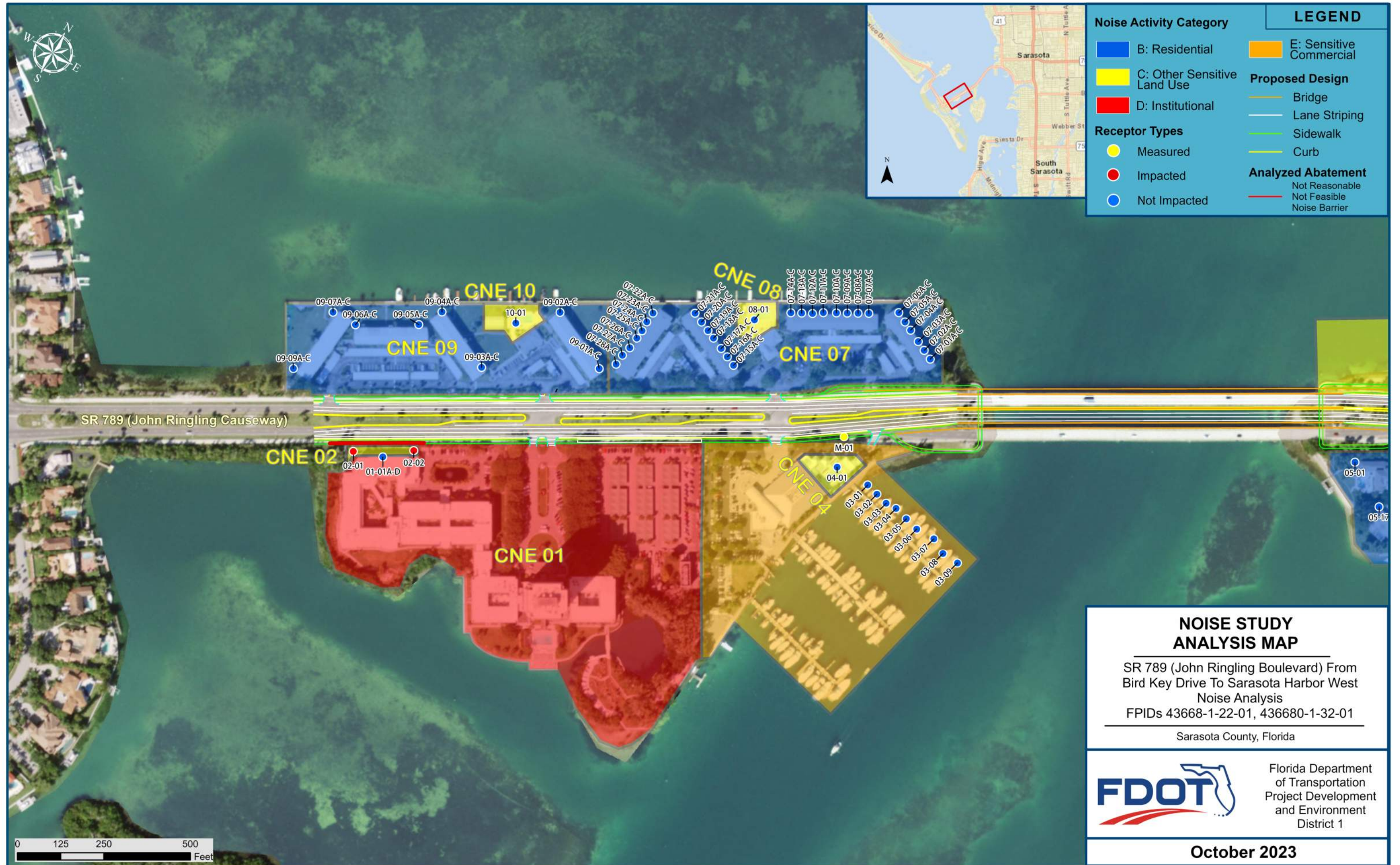


## Physical Resources Appendix

Contents:

Noise Map


DRAFT



**NOISE STUDY  
ANALYSIS MAP**

SR 789 (John Ringling Boulevard) From  
Bird Key Drive To Sarasota Harbor West  
Noise Analysis  
FPIDs 43668-1-22-01, 436680-1-32-01

Sarasota County, Florida


 Florida Department  
of Transportation  
Project Development  
and Environment  
District 1

**October 2023**



