



*Florida Department of Transportation*

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SECRETARY

January 24, 2020

Mr. Chris Stahl, Clearinghouse Coordinator  
State Clearinghouse Project Review  
Office of Intergovernmental Programs  
Department of Environmental Protection  
2600 Blair Stone Road, Mail Station 47  
Tallahassee, FL 32399-2400

**SUBJECT: Advance Notification**  
**SR 789 (Ringling) Bridge Reconstruction/Rehabilitation:**  
**Bird Key Drive to Sarasota Harbor West**  
**ETDM Number:14384**  
**Federal Aid Project Number: TBD**  
**Work Program Item Segment Number: 436680-1-22-01**  
**Sarasota County, Florida**

Dear Mr. Stahl:

This Advance Notification (AN) Package is being sent to your office for distribution to state agencies that conduct federal consistency reviews (consistency reviewers) in accordance with the Coastal Zone Management Act and Presidential Executive Order 12372. Although we will request specific comments during the permitting process, we are asking that consistency reviewers examine the attached information and provide us with their comments.

Consistency reviewers have forty-five (45) days from the Programming Screen Notification to provide their comments. Once you have received their comments, please submit a consistency determination for the State of Florida within sixty (60) days of the Programming Screen Notification. If you need more review time, please send a written request for an extension to our office within the initial sixty (60)-day comment period.

This is a federal action. 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 December 14, 2016 and executed by the Federal Highway Administration and FDOT. FDOT will determine what type of environmental documentation will be necessary. The determination will be based upon in-house environmental evaluations and comments received through coordination with other agencies. Please provide a consistency review for this project in accordance with the State's Coastal Zone Management Program.

Mr. Chris Stahl  
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In addition, please review this project's consistency, to the maximum extent feasible, with the requirements of Chapter 163 of the Florida Statutes.

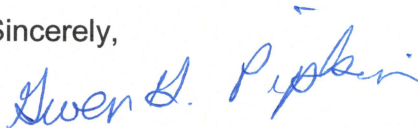
The project is currently under review through the Environmental Screening Tool (EST) as part of the Efficient Transportation Decision Making (ETDM) Programming Screen phase. The project is listed as #14384 SR 789 (Ringling) Bridge Reconstruction/Rehabilitation from Bird Key Drive to Sarasota Harbor West [Sarasota County]. There is one proposed analysis area for review in the EST.

The ETAT members may review this project on the ETDM website. Non-ETAT agencies may review this project on the public access website located at: <http://etdmpub.fl.a-etat.org/>.

Your comments should be submitted via the EST if you are an ETAT representative or emailed or mailed to the District contact below:

Ms. Gwen G. Pipkin  
District Environmental Manager & ETDM Coordinator  
Florida Department of Transportation District One  
P.O. Box 1249  
Bartow, Florida 33831  
[gwen.pipkin@dot.state.fl.us](mailto:gwen.pipkin@dot.state.fl.us)

Sincerely,

A handwritten signature in blue ink that reads "Gwen G. Pipkin". The signature is written in a cursive style with a small mark above the 'i' in Pipkin.

Gwen G. Pipkin  
District Environmental Manager & ETDM Coordinator

Enclosures

# Advance Notification Package

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Project #14384 - SR 789 (Ringling) Bridge Reconstruction/Rehabilitation

Programming Screen - Published on 01/24/2020

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## I. Location Maps



# 14384-SR 789 (Ringling) Bridge Reconstruction/Rehabilitation

## Bird Key Drive TO Sarasota Harbor West



### Project Aerial Map

- ETDM Alternative
- ETDM Alternative Terminus
- ETDM Alternative Eliminated
- Major Road
- Local Road or Trail

Data Sources:  
Highways - NAVTEQ  
Digital Orthophotograph - ArcGIS Online

0 0.0325 0.065 0.13 Miles



# 14384-SR 789 (Ringling) Bridge Reconstruction/Rehabilitation

## Bird Key Drive TO Sarasota Harbor West



### Project Base Map

- ETDM Alternative
- ETDM Alternative Terminus
- ETDM Alternative Eliminated
- Local Road or Trail
- Major Road
- City Limits
- Managed Conservation Lands

Data Sources:  
NAVTEQ  
US Geological Survey  
US Census Bureau  
County Property Appraisers  
Florida Natural Areas Inventory

0 0.025 0.05 0.1 Miles



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## II. Fact Sheet

### Disclaimer

DISCLAIMER: The Fact Sheet data consists of the most up-to-date information available at the time the Advance Notification Package is published. Updates to this information may be found on the ETDM website at <http://etdmpub.fl.a-etat.org>

**Special Note:** Please be aware of the selected Milestone date when viewing project data on the ETDM website. Snapshots of project and analysis data have been taken for Project #14384 at various points throughout the project's life-cycle. On the website these **Project Milestone Dates** are listed in the the project header immediately after the project contact information. Click on any of the dates listed to view the information available on that date.

### Overview

#### #14384 SR 789 (Ringling) Bridge Reconstruction/Rehabilitation

**District:** District 1

**County:** Sarasota

**Planning Organization:** FDOT District 1

**Plan ID:** Not Available

**Federal Involvement:** FHWA Funding Other Federal Permit

**Phase:** Programming Screen

**From:** Bird Key Drive

**To:** Sarasota Harbor West

**Financial Management No.:** 436680-1-22-01

**Contact Information:** Jonathon Adam Bennett (863) 519-2495 x2495 Jonathon.Bennett@dot.state.fl.us

**Snapshot Data From:** Current Draft Data

### a. Purpose and Need

The purpose of the project is to address structural integrity and operational deficiencies of the SR 789 (Ringling) bridge [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 will evaluate alternatives for the reconstruction/rehabilitation, with consideration of bicycle/pedestrian and transit facilities, of approximately 0.741 miles of roadway that provides a connection between nearby neighborhoods and recreational facilities (Ringling Bridge Causeway Park and Bird Key Yacht Club). The need for the project is based on the following criteria:

#### BRIDGE DEFICIENCIES: Address Structural Integrity and Operational Deficiencies

The current SR 789 (Ringling) bridge opened in 2003; however, the original structure was built in 1958. Despite being less than fifty-years old, the typical expected design life for transportation infrastructure, the SR 789 (Ringling) bridge between downtown Sarasota and St. Armand's Key and Lido Key is operationally deficient, particularly for transit. SR 789 (Ringling), including the bridge, 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 2017 FDOT bridge inspection report, the SR 789 (Ringling) bridge received a sufficiency rating of 78.1 (northbound) and 77.9 (southbound) on a scale of 0-100. Sufficiency rating is essentially an overall rating of a bridge's fitness to remain in service. A bridge with a sufficiency rating of 80 or less is eligible for bridge rehabilitation funding. The bridge conditions are as follows:

- Northbound
  - Overall Condition: Fair
  - Deck: Satisfactory
  - Superstructure: Satisfactory
  - Substructure: Satisfactory
  - Deck Geometry Appraisal: basically intolerable requiring a high priority replacement
  - Countermeasures have been installed to mitigate an existing problem with scour.
  
- Southbound
  - Overall Condition: Fair
  - Deck: Satisfactory
  - Superstructure: Good

- Substructure: Satisfactory
- Deck Geometry Appraisal: basically intolerable requiring a high priority replacement
- Countermeasures have been installed to mitigate an existing problem with scour.

### **MODAL INTERRELATIONSHIPS: Improve Multimodal Transportation Options**

SR 789 (Ringling) serves as the primary connection from downtown Sarasota to St. Armand's Key and Lido Key is frequently used by bicyclists and pedestrians due to the adjacent parks and recreational facilities [Bird Key Park South / Bird Key Park, West MURT Bird Key / Coon Key Phase I, John Ringling Trail and Longboat Key Trail Corridor]. While there are five-foot wide sidewalks on both sides of the bridge, there are currently no shoulders or designated bicycle facilities across the bridge. 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/rehabilitation with consideration of bicycle/pedestrian and transit facilities on approximately 0.74 miles of roadway on SR 789 (Ringling).

### **SAFETY: Improve Emergency Evaluation and Response Times**

Serving as part of the emergency evacuation route network designated by the Florida Division of Emergency Management and City of Sarasota, SR 789 (Ringling) 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 Storm Surge Category "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, and wastewater systems; public lands; and critical buildings. Thirty-four transportation assets were evaluated of which 15 were deemed most vulnerable, including SR 789 (Ringling) [Project ID T15, pg. 31]. When prioritizing transportation vulnerabilities, the SR 789 (Ringling) bridge received a risk score of 64.4 (on a scale of 0-100). The potential reconstruction and/or rehabilitation of SR 789 (Ringling) bridge would make it more resilient to climate vulnerabilities.

### **PROJECT STATUS**

The proposed project is identified in the Florida Department of Transportation (FDOT) FY 2019/2020 - FY 2023/2024 Work Program with \$422,500 programmed for a Project Development and Environment (PD&E) Study and \$1,732,500 programmed for Preliminary Engineering, both in FY 2020. The project is also included in the FDOT State Transportation Improvement Program. Additionally, the project is identified in the Sarasota / Manatee MPO's FY 2019/2020 - FY 2023/2024 Transportation Improvement Program (TIP) as MPO Priority #18a3 [page 45]. SR 789 (Ringling) is identified in the Sarasota County Comprehensive Plan [Element 4: Mobility - Chapter 10 - Transportation] Table 10-5. 2040 Future Thoroughfare Plan Roads [pg. V 1-437] as a roadway needed to accommodate the traffic circulation system needs through the year 2040. The project is not identified in the Sarasota City Plan (2030) [Comprehensive Plan, Capital Improvements Plan (CIP)]; however, it should be noted that Project Number L-O-S 001659 in the CIP is the design and construction of various Multi-Use-Recreational-Trails (MURTS) including connections between John Ringling Bridge and Lido Beach or South Lido Park. Coordination will need to take place between the FDOT, Sarasota/Manatee MPO, Sarasota County, and City of Sarasota to ensure the project is consistent with the STIP, LRTP, TIP, and local government comprehensive plans.

### **b. Project Description**

This project involves the potential reconstruction and/or rehabilitation of SR 789 (Ringling) bridge [Structure Numbers 170022 and 170951] in Sarasota County to address structural integrity and operational deficiencies. SR 789 (Ringling) is classified as an Urban, Minor Arterial and consists of a four-lane, divided typical section between Bird Key Drive and Sarasota Harbor West. SR 789 (Ringling) serves as the primary connection from downtown Sarasota to St. Armand's Key and Lido Key. The bridge crosses the Coon Key Waterway, a non-navigable waterway. The current prestressed stringer/multi-beam or girder bridge is the third bridge that has existed at its location, with the original constructed in 1958. The existing bridge opened in 2003 after the previous bridge was unable to handle increasing amounts of traffic. Several



sections of the deck were replaced on the northbound bridge in 2016 along with other repair-type work throughout the years. The bridge spans are 48' while the total length of the bridge is 1,006'-10" feet. The existing bridge has four twelve-foot travel lanes and a five-foot wide sidewalk on both sides. There are currently no shoulders or designated bicycle facilities across the bridge.

If bridge replacement is determined to be the best option, alternate alignments within the existing right-of-way including single-bridge and twin bridge alternatives, as well as alternate vertical alignments, will be evaluated. Specific right-of-way requirements will be determined during the Project Development and Environment Study. The project segment is 0.741 miles in length.

## **c. Preliminary Environmental Discussion**

### **i. Social and Economic**

#### **1. Land Use Changes**

##### **Project PED Comments**

##### **Analysis Area PED Comments**

##### **Alternative 1**

The project segment of SR 789 (Little Ringling) bridge borders one U.S. Census Designated Place, Sarasota. The project area primarily consists of residential with some recreational land uses. According to the Future Land Use Map of the *Sarasota City Plan* [City of Sarasota's Comprehensive Plan], the area surrounding the project corridor is expected to consist primarily of single family (very low density) residential with some multiple family (medium density) residential, open space/recreational/conservation (uplands), community office/institutional, and metropolitan/regional [retirement center] land uses. The project is anticipated to accommodate existing and proposed development within the area. For these reasons, minimal impacts or changes to proximate land uses are anticipated as a result of the project. It should be noted that positive and negative impacts to sociocultural resources will be assessed further as part of the Project Development phase; however, a standalone Sociocultural Effects Evaluation Technical Memorandum will not be prepared as part of the Project Development and Environment Study.

#### **2. Social**

##### **Project PED Comments**

##### **Analysis Area PED Comments**

##### **Alternative 1**

The project segment of SR 789 (Little Ringling) bridge borders one U.S. Census Designated Place, Sarasota. The project area primarily consists of residential with some recreational land uses. Community features within the 500-foot project buffer include: two homeowner and condominium associations, one group care facility [nursing home], one marina, two local parks / recreation facilities [Bird Key Park South / Bird Key Park], one National Park Project [West MURT Bird Key / Coon Key Phase I], two Office of Greenways and Trails (OGT) multi-use trail opportunities/hiking trail priorities [John Ringling Trail and Longboat Key Trail Corridor], and one OGT paddling trail opportunity [Paddle Sarasota Blueway]. Compared to the demographic characteristics for Sarasota County, the 500-foot project buffer contains a lower percentage of African American, Hispanic, and Other Race individuals, a notably higher percentage of individuals age 65 and over, a slightly lower percentage of individuals under the age of 18, a lower percentage of housing units with no vehicle available, and a significantly higher median family income [\$82,505 more]. Limited English Proficiency (LEP) accommodations will not be required during public involvement efforts of the Project Development phase as less than one percent or 11 persons within the census block groups containing the project corridor "speak English less than very well". No neighborhood division or social isolation is expected to occur as a result of the project. Minor impacts on the social environment as a result of the project are anticipated given that access to proximate residences and recreational features could temporarily be affected during project construction. However, in the long term, the proposed improvements to SR 789 (Little Ringling) bridge are intended to enhance the overall social fabric and cohesion of the community by evaluating alternatives for reconstruction/rehabilitation with consideration of bicycle/pedestrian and transit facilities on approximately 0.74 miles of roadway that provides a connection between nearby neighborhoods and recreational facilities (Ringling Bridge Causeway Park and Bird Key Yacht Club). It should be noted that positive and negative impacts to sociocultural resources will be assessed further as part of the Project Development phase; however, a standalone Sociocultural Effects Evaluation Technical Memorandum will not be prepared as part of the Project Development and Environment Study. A Public Involvement Plan will be included in the Project Development and Environment Study scoping recommendations.

### **3. Relocation Potential**

#### **Project PED Comments**

#### **Analysis Area PED Comments**

##### **Alternative 1**

The project area primarily consists of residential with some recreational land uses. Existing right-of-way along the project corridor is between 90-100 feet in width. SR 789 (John Ringling Boulevard / John Ringling Causeway), which includes the bridge, is identified as a constrained roadway by the Sarasota / Manatee Metropolitan Planning Organization (MPO). Encroachment into surrounding parcels (if necessary) will be coordinated with the appropriate property owners. Specific right-of-way requirements will be determined during the Project Development and Environment Study. For these reasons, minimal involvement regarding relocation potential is anticipated. It should be noted that positive and negative impacts to sociocultural resources will be assessed further as part of the Project Development phase; however, a standalone Sociocultural Effects Evaluation Technical Memorandum will not be prepared as part of the Project Development and Environment Study. A Conceptual Stage Relocation Plan may be included in the Project Development and Environment Study scoping recommendations.

### **4. Farmlands**

#### **Project PED Comments**

#### **Analysis Area PED Comments**

##### **Alternative 1**

There are no agricultural lands or soils classified as Farmlands of Unique Importance reported within the 200-foot project buffer. In addition, the project occurs within the Sarasota-Bradenton Urbanized Area, and the Future Land Use Map of the *Sarasota City Plan* [City of Sarasota's Comprehensive Plan] shows that the project area will continue to support residential and recreational land uses with some community office/institutional and metropolitan/regional [retirement center] activities. Therefore, no involvement regarding farmlands is anticipated.

### **5. Aesthetic Effects**

#### **Project PED Comments**

#### **Analysis Area PED Comments**

##### **Alternative 1**

The project area primarily consists of residential with some recreational land uses. According to the Future Land Use Map of the *Sarasota City Plan* [City of Sarasota's Comprehensive Plan], the area surrounding the project corridor is expected to consist primarily of single family (very low density) residential with some multiple family (medium density) residential, open space/recreational/conservation (uplands), community office/institutional, and metropolitan/regional [retirement center] land uses. Overall, the proposed project appears to be consistent with the future land use vision and aesthetic character of the corridor as the improvements intend to enhance safety conditions and the visual appeal of the bridge and corridor with the inclusion of multimodal facilities. However, given that viewsheds of the area may be altered depending on the bridge alternative selected, moderate involvement regarding aesthetic effects is anticipated. It should be noted that positive and negative impacts to sociocultural resources will be assessed further as part of the Project Development phase; however, a standalone Sociocultural Effects Evaluation Technical Memorandum will not be prepared as part of the Project Development and Environment Study.

### **6. Economic**

#### **Project PED Comments**

#### **Analysis Area PED Comments**

##### **Alternative 1**

The project area primarily consists of residential with some recreational land uses. According to the Future Land Use Map of the *Sarasota City Plan* [City of Sarasota's Comprehensive Plan], the area surrounding the project corridor is expected to consist primarily of single family (very low density) residential with some multiple family (medium density) residential, open space/recreational/conservation (uplands), community office/institutional, and metropolitan/regional [retirement center] land uses. A business of the area includes Sarasota Yacht Club, located adjacent to the western bridge approach on the southern side. SR 789

(John Ringling Boulevard / John Ringling Causeway), which includes the bridge, not only carries local traffic to and from communities in the area but it also serves as a primary link between downtown Sarasota and St. Armand's Circle [a major shopping and dining destination of the area]. By increasing the operational capacity along the corridor, the proposed project is intended to enhance the economic vitality of the area by evaluating alternatives for reconstruction/rehabilitation with consideration of bicycle/pedestrian and transit facilities on approximately 0.74 miles of roadway that provides a connection between downtown Sarasota and the beaches. However, due to the fact that access to/from downtown Sarasota and the beaches may temporarily be affected during project construction, minimal economic impacts are anticipated. It should be noted that positive and negative impacts to sociocultural resources will be assessed further as part of the Project Development phase; however, a standalone Sociocultural Effects Evaluation Technical Memorandum will not be prepared as part of the Project Development and Environment Study.

## **7. Mobility**

### **Project PED Comments**

#### **Analysis Area PED Comments**

##### **Alternative 1**

Located in the northwest quadrant of Sarasota County, the SR 789 (John Ringling Boulevard / John Ringling Causeway) corridor (which includes the bridge) serves as the primary east-west connection between downtown Sarasota and St. Armand's Key and Lido Key. SR 789 (John Ringling Boulevard / John Ringling Causeway) not only carries local traffic to and from communities in the area but also serves as a primary link between downtown Sarasota and St. Armand's Circle [a major shopping and dining destination of the area]. Additionally, the corridor serves as part of the emergency evacuation route network designated by the Florida Division of Emergency Management and City of Sarasota. The existing bridge has four twelve-foot travel lanes and a five-foot wide sidewalk on both sides. There are currently no shoulders or designated bicycle facilities across the bridge. Due to the minimal sidewalk width, there are often conflicts between pedestrians and bicyclists as observed on a March 28, 2019 field review. Other mobility related features within the vicinity of the project corridor include two bus transit routes [Sarasota County Area Transit Routes 4 and 18], two Office of Greenways and Trails (OGT) multi-use trail opportunities/hiking trail priorities [John Ringling Trail and Longboat Key Trail Corridor], and one OGT paddling trail opportunity [Paddle Sarasota Blueway]. Overall, the proposed project intends to enhance mobility by 1) evaluating alternatives for reconstruction/rehabilitation with consideration of bicycle/pedestrian and transit facilities on approximately 0.74 miles of roadway that provides a connection between nearby neighborhoods and recreational facilities (Ringling Bridge Causeway Park and Bird Key Yacht Club) and 2) enhancing emergency evacuation and response times through improved operational capacity. It should be noted that positive and negative impacts to sociocultural resources will be assessed further as part of the Project Development phase; however, a standalone Sociocultural Effects Evaluation Technical Memorandum will not be prepared as part of the Project Development and Environment Study.

## **ii. Cultural**

### **1. Section 4(f) Potential**

#### **Project PED Comments**

#### **Analysis Area PED Comments**

##### **Alternative 1**

Potentially protected Section 4(f) resources within the 200-foot project buffer include two Office of Greenways and Trails (OGT) multi-use trail opportunities/hiking trail priorities [John Ringling Trail and Longboat Key Trail Corridor], one OGT paddling trail opportunity [Paddle Sarasota Blueway], and two local parks / recreation facilities [Bird Key Park South / Bird Key Park]. A potential Section 6(f) resource within the 200-foot project buffer includes one National Park Project [West MURT Bird Key / Coon Key Phase I]. Additionally, there are potentially eligible National Register of Historic Places resources within the project vicinity. Moderate involvement regarding Section 4(f), as well as Section 6(f), potential is anticipated due to possible impacts on access to proximate public recreational features, the present National Park Project, and the known and potential presence of additional historic cultural resources within the vicinity of the project corridor. A Section 4(f) Determination of Applicability [Form No. 650-050-45] will be included in the Project Development and Environment Study scoping recommendations.

### **2. Historic and Archaeological Sites**

#### **Project PED Comments**

#### **Analysis Area PED Comments**

##### **Alternative 1**

A review of the Florida Master Site File (FMSF) data indicates that the northbound and southbound spans of the SR 789 (Little Ringling) bridge [Structure Numbers 170022 and 170951] were recorded and determined to be National Register of Historic Places (National Register)-ineligible in 2011. An updated FMSF form will likely be required to document the current conditions of the spans and confirm the previous evaluation. No other previously recorded historic resources or archaeological sites are within the 500-foot project buffer of SR 789 (Little Ringling) bridge. No comprehensive cultural resource assessment survey that meets current standards or that addresses potential resources within new alternative alignments has been conducted. Property appraiser data suggests the potential for several unrecorded historic resources to be within the viewshed of any potential new alignments. Based on this and the potential for new alternative alignments, moderate involvement regarding cultural resources is anticipated. A Cultural Resource Assessment Survey will be included in the Project Development and Environment Study scoping recommendations.

### **3. Recreation Areas**

#### **Project PED Comments**

#### **Analysis Area PED Comments**

##### **Alternative 1**

The following recreation areas/features are reported within the 200-foot project buffer: two Office of Greenways and Trails (OGT) multi-use trail opportunities/hiking trail priorities [John Ringling Trail and Longboat Key Trail Corridor], one OGT paddling trail opportunity [Paddle Sarasota Blueway], two local parks / recreation facilities [Bird Key Park South / Bird Key Park], and one National Park Project [West MURT Bird Key / Coon Key Phase I]. Another recreational feature reported within the project vicinity includes the Sarasota Yacht Club. Due to temporary impacts on access to and enjoyment of the noted amenities during project construction, moderate involvement regarding recreation areas is anticipated.

### **iii. Natural**

#### **1. Wetlands and Surface Waters**

##### **Project PED Comments**

##### **Analysis Area PED Comments**

##### **Alternative 1**

The National Wetlands Inventory reports 12.21 acres (30.39%) of estuarine wetlands and 0.19 acres (0.49%) of palustrine wetlands within the 200-foot project buffer. The SWFWMD 2011 database does not report any wetlands within the same designated area. There are no mitigation bank service areas present in the project area. Mangrove Point and Braden River mitigation bank service areas are the nearest ones, which are located approximately 6.4 miles northeast of the project. Avoidance and minimization measures will be incorporated into the project's design, best management practices will be utilized during project construction activities, and compensatory mitigation will be provided for any adverse wetland impacts resulting from the proposed project improvements. Mitigation to offset wetland impacts can potentially be accomplished using the nearby Mangrove Point or Braden River mitigation banks. Further, any proposed stormwater management system for the project will be developed to meet the design and performance criteria established in the SWFWMD Environmental Resource Permit Applicant's Handbook Volumes I and II for the treatment and attenuation of discharges to nearby waterbodies. As such, stormwater runoff from the proposed project will be treated to prevent water quality impacts to nearby wetlands. While the proposed improvements are anticipated to be constructed primarily within existing right-of-way, additional right-of-way may be necessary for stormwater retention and treatment. Moderate involvement regarding wetland resources is anticipated due to the presence of wetlands and other surface waters throughout the corridor, particularly those wetlands that exist in close proximity to the proposed right-of-way. A Natural Resources Evaluation will be included in the Project Development and Environment Study scoping recommendations.

#### **2. Water Quality and Quantity**

##### **Project PED Comments**

##### **Analysis Area PED Comments**

##### **Alternative 1**

The watershed of one verified impaired water, Sarasota Bay [WBID 1968B (impaired for bacteria in shellfish)], occurs within the 200-foot project buffer. In addition, the Sarasota Bay Estuarine System Outstanding Florida Water (OFW) is located within the 200-foot project buffer. Also present within the 200-foot project buffer are several SWFWMD permits [including 9 Environmental Resource Permits, one Water Use Permit, and three Well Construction Permits]; one limited use drinking water well; one National Pollutant

Discharge Elimination System (NPDES) Stormwater Permit; the Surficial Aquifer System [a principal aquifer of the State of Florida]; and a recharge area of the Floridan Aquifer. Stormwater runoff from SR 789 (John Ringling Boulevard / John Ringling Causeway), which includes the bridge, is currently collected and treated by linear ditches and swales within the existing right-of-way or sheet flows across the vegetated shoulders before offsite conveyance. This runoff is ultimately discharged into the Gulf of Mexico via existing cross drains or depressional areas. Specifically, stormwater is conveyed directly to the Gulf of Mexico in both directions along the SR 789 (Little Ringling) bridge. Any stormwater management system for the project will meet the design and performance criteria established in the SWFWMD Environmental Resource Permit Applicant's Handbook Volumes I and II for the treatment and attenuation of discharges to nearby waterbodies, including impaired waters; the design will make every effort to maximize the treatment of stormwater runoff from the proposed roadway improvements. Additionally, best management practices will be employed during project construction activities. A Storm Water Pollution Prevention Program (SWPPP) will also be implemented (as required by the NPDES permit) to control the effects of stormwater runoff during construction. For these reasons, minimal involvement regarding water quality and quantity resources is anticipated. A Water Quality Impact Evaluation will be included in the Project Development and Environment Study scoping recommendations.

### **3. Floodplains**

#### **Project PED Comments**

#### **Analysis Area PED Comments**

##### **Alternative 1**

Based on FEMA's most recent Digital Flood Insurance Rate Map (DFIRM), 38.62 acres (100%) of the 200-foot project buffer occur within the 100-year floodplain [29.82 acres (77.20%) of Flood Zone AE and 8.81 acres (22.80%) of Flood Zone VE]. Moderate involvement regarding floodplain resources is anticipated due to the extent of 100-year floodplain reported within the project area and potential issues associated with providing floodplain compensation. A Location Hydraulic Report and potentially a Bridge Hydraulic Report will be included in the Project Development and Environment Study scoping recommendations.

### **4. Coastal Zone Consistency**

Coastal Zone Consistency Determination is Required: **Yes**

Project is subject to a consistency review as required by **15 CFR 930**.

### **5. Wildlife and Habitat**

For the official list of fish and wildlife designated by the state of Florida as Endangered, Threatened or Species of Special Concern, please refer to sections 68A-27.003, .0031 and 005 in *Rules Relating to Endangered or Threatened Species*, Chapter 68A-27, Florida Administrative Code, <https://www.flrules.org/gateway/ChapterHome.asp?Chapter=68A-27>.

For general information on Florida imperiled species and species conservation programs, go to <https://myfwc.com/wildlifehabitats/wildlife/>

#### **Project PED Comments**

#### **Analysis Area PED Comments**

##### **Alternative 1**

The 200-foot project buffer occurs within the Sarasota Bay Ecosystem Management Area, FWS Consultation Areas for the Florida scrub jay, West Indian manatee, and piping plover; FWS Service Area for the Florida scrub jay; Rare Range for the Florida black bear; and Core Foraging Areas of at least three active wood stork colonies. Two All Year FWC State Manatee Protection Zones also exist within the 200-foot project buffer. No designated critical habitat for any federally-listed species occurs within the 200-foot project buffer; however, additional assessment will be required to determine the presence and quality of potential habitat (especially for the Florida scrub jay, West Indian manatee, piping plover, and wood stork) as well as the need for consultation with the FWS. Due to the proposed improvements, the presence of wildlife and habitat resources within the project vicinity, and the potential need for future agency coordination regarding the noted listed species, moderate involvement regarding wildlife and habitat resources is anticipated. A Natural Resources Evaluation will be included in the Project Development and Environment Study scoping recommendations.

### **6. Coastal and Marine**

#### **Project PED Comments**

#### **Analysis Area PED Comments**



## **Alternative 1**

Approximately 26.86 acres (66.86%) of the 200-foot project buffer occur within the Sarasota Bay Estuarine Drainage Area. In addition, approximately 3029.45 linear feet of environmentally sensitive shorelines are present within the project area, including fine-to-medium-grained sand beaches and mixed sand and gravel beaches. Further, 14.54 acres (36.19%) of the 200-foot project buffer area are protected under the Submerged Lands Act. The project is located within a coastal county pursuant to the Coastal Zone Management Act (CZMA) and crosses Sarasota Bay and the Gulf of Mexico. Therefore, additional interagency coordination associated with the CZMA noticing requirements is anticipated. The project will be designed to meet state water quality and quantity requirements, avoidance and minimization measures will be utilized for the proposed design, and best management practices will be adhered to during construction to prevent impacts to downstream coastal and marine habitats. Moderate involvement regarding coastal and marine resources is anticipated due to the proposed improvements and the presence of these resources within the project vicinity. A Natural Resources Evaluation will be included in the Project Development and Environment Study scoping recommendations.

## **iv. Physical**

### **1. Noise**

#### **Project PED Comments**

#### **Analysis Area PED Comments**

##### **Alternative 1**

The project area primarily consists of residential with some recreational land uses. Community features reported within the 200-foot project buffer that may be sensitive to noise and vibration effects include: two homeowner and condominium associations, one group care facility [nursing home], one marina, two local parks / recreation facilities [Bird Key Park South / Bird Key Park], one National Park Project [West MURT Bird Key / Coon Key Phase I], two Office of Greenways and Trails (OGT) multi-use trail opportunities/hiking trail priorities [John Ringling Trail and Longboat Key Trail Corridor], and one OGT paddling trail opportunity [Paddle Sarasota Blueway], and potential historic features. There are no eye clinics, laser facilities, hospitals, healthcare facilities, or religious centers within proximity to the project. Increased noise levels during construction and presumable noise level increases from higher traffic volumes as a result of improved operational conditions along SR 789 (Little Ringling) bridge could have impacts on nearby residences and recreational features. However, due to the relatively low number of sensitive noise receptors within proximity to the project, potential noise and vibration related impacts are anticipated to be minimal. A Noise Study Report will be included in the Project Development and Environment Study scoping recommendations.

### **2. Air Quality**

#### **Project PED Comments**

#### **Analysis Area PED Comments**

##### **Alternative 1**

The project is not located within a USEPA-designated Air Quality Maintenance Area or Non-Attainment Area for any of the six pollutants [ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, lead, and small particulate matter] specified by the USEPA in National Ambient Air Quality Standards; therefore, the Clean Air Act conformity requirements do not currently apply to this project. Minimal, localized impacts to air quality could occur as a result of fugitive dust and exhaust emissions generated from equipment during project construction; however, no permanent effects to air quality are anticipated.

### **3. Contamination**

#### **Project PED Comments**

#### **Analysis Area PED Comments**

##### **Alternative 1**

No potential sources of contamination are reported within the 200-foot project buffer. However, given the presence of a marina within proximity to the project, unreported sources of subsurface contamination could potentially exist. For this reason, minimal involvement regarding contamination is anticipated. A Contamination Screening Evaluation Report will be included in the Project Development and Environment Study scoping recommendations.

## **4. Infrastructure**

### **Project PED Comments**

#### **Analysis Area PED Comments**

##### **Alternative 1**

One USEPA water quality data monitoring station and one limited use drinking water well occur within the 200-foot project buffer. Power lines are present and are predominantly located in the median on the west side of the corridor. Streetlights are additionally present throughout the corridor on both sides as well as located on the two bridge spans. Utility cabinet boxes/equipment are located near the eastern bridge approach. Due to potential conflicts with existing infrastructure and the possible need for utility relocations [and any required additional right-of-way], moderate involvement regarding infrastructure-related features is anticipated. A Utility Assessment Technical Memorandum will be included in the Project Development and Environment Study scoping recommendations.

## **5. Navigation**

### **Project PED Comments**

#### **Analysis Area PED Comments**

##### **Alternative 1**

Although the project corridor crosses Sarasota Bay and the Gulf of Mexico, neither of these waterbodies are navigable at this location; therefore, no involvement regarding navigation is anticipated.

## **v. Special Designations**

### **1. Special Designations: Outstanding Florida Waters**

#### **Project PED Comments**

#### **Analysis Area PED Comments**

##### **Alternative 1**

The Sarasota Bay Estuarine System Outstanding Florida Water (OFW) is located within the 200-foot project buffer. Avoidance and minimization measures will be incorporated into the project's design, best management practices will be utilized during project construction activities, and compensatory mitigation will be provided for any adverse impacts to this OFW resulting from the proposed project improvements. Mitigation to offset impacts can potentially be accomplished using the nearby Mangrove Point or Braden River mitigation banks. Further, any proposed stormwater management system for the project will be developed to meet the design and performance criteria established in the SWFWMD Environmental Resource Permit Applicant's Handbook Volumes I and II for the treatment and attenuation of discharges to nearby waterbodies. As such, stormwater runoff from the proposed project will be treated to prevent water quality impacts to the Sarasota Bay Estuarine System OFW. While the proposed improvements are anticipated to be constructed primarily within existing right-of-way, additional right-of-way may be needed for stormwater retention and treatment. Based on the foregoing, minimal involvement regarding this specially designated resource is anticipated.

### **2. Special Designations: Aquatic Preserves**

#### **Project PED Comments**

#### **Analysis Area PED Comments**

##### **Alternative 1**

No designated Aquatic Preserves are reported within the 200-foot project buffer; therefore, no involvement regarding this specially designated resource is anticipated.

### **3. Special Designations: Scenic Highways**

#### **Project PED Comments**

#### **Analysis Area PED Comments**

##### **Alternative 1**

The project is not located along, nor does it intersect, any designated Scenic Highway; therefore, no involvement regarding this specially designated resource is anticipated.

#### 4. Special Designations: Wild and Scenic Rivers

##### Project PED Comments

##### Analysis Area PED Comments

##### Alternative 1

No designated Wild and Scenic Rivers or waters that are part of the Nationwide Rivers Inventory (NRI) are reported within the 200-foot project buffer; therefore, no involvement regarding this specially designated resource is anticipated.

#### d. Anticipated Permits

Permit	Type	Comments	Assigned By	Date
Section 404 - Individual or General	USACE		FDOT District 1	11/25/19
National Pollutant Discharge Eliminated System	FDEP		FDOT District 1	11/25/19
Environmental Resource Permit	Water		FDOT District 1	11/25/19

#### e. Anticipated Technical Studies

Technical Study Name	Type	Comments	Assigned By	Date
Location Hydraulics Report	ENGINEERING		FDOT District 1	11/25/2019
Bridge Hydraulic Report	ENGINEERING	(potentially)	FDOT District 1	01/22/2020
Public Involvement Plan	ENVIRONMENTAL		FDOT District 1	11/25/2019
Noise Study Report	ENVIRONMENTAL		FDOT District 1	11/25/2019
Contamination Screening Evaluation Report	ENVIRONMENTAL		FDOT District 1	11/25/2019
Conceptual Stage Relocation Plan	ENVIRONMENTAL	(potentially)	FDOT District 1	01/22/2020
Cultural Resource Assessment Survey Report	Other		FDOT District 1	11/25/2019
Water Quality Impact Evaluation	Other		FDOT District 1	11/25/2019
Utility Assessment Technical Memorandum	ENGINEERING		FDOT District 1	11/25/2019
Section 4(f) Determination of Applicability	ENVIRONMENTAL	[Form No. 650-050-45]	FDOT District 1	01/22/2020
Natural Resources Evaluation (NRE)	ENVIRONMENTAL		FDOT District 1	11/25/2019

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### III. Form SF-424: Application for Federal Assistance

**Application for Federal Assistance SF-424**

Version 02

*1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	*2. Type of Application * If Revision, select appropriate letter(s) <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	*Other (Specify) _____
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3. Date Received:	4. Applicant Identifier: 436680-1-22-01
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5a. Federal Entity Identifier:	*5b. Federal Award Identifier:
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**State Use Only:**

6. Date Received by State:	7. State Application Identifier:
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**8. APPLICANT INFORMATION:**

\*a. Legal Name: Florida Department of Transportation

*b. Employer/Taxpayer Identification Number (EIN/TIN): 59-6001874	*c. Organizational DUNS:
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**d. Address:**

\*Street 1: 605 Suwannee Street  
Street 2: \_\_\_\_\_  
\*City: Tallahassee  
County: Leon  
\*State: Florida  
Province: \_\_\_\_\_  
\*Country: United States  
\*Zip / Postal Code 32399-0450

**e. Organizational Unit:**

Department Name: Florida Department of Transportation	Division Name: Office of Design
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**f. Name and contact information of person to be contacted on matters involving this application:**

Prefix: Ms. \*First Name: Jennifer  
Middle Name: \_\_\_\_\_  
\*Last Name: Marshall  
Suffix: P.E.

Title: District One Environmental Administrator

Organizational Affiliation:

\*Telephone Number: 863-519-2239 Fax Number:

\*Email: jennifer.marshall@dot.state.fl.us



**Application for Federal Assistance SF-424**

Version 02

**\*9. Type of Applicant 1: Select Applicant Type:**

A

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

\*Other (Specify)

**\*10 Name of Federal Agency:**

U.S. Department of Transportation

**11. Catalog of Federal Domestic Assistance Number:**

20-205

CFDA Title:

Highway Planning and Construction

**\*12 Funding Opportunity Number:**

\_\_\_\_\_

\*Title:

\_\_\_\_\_

**13. Competition Identification Number:**

\_\_\_\_\_

Title:

\_\_\_\_\_

**14. Areas Affected by Project (Cities, Counties, States, etc.):**

Sarasota County, Florida

**\*15. Descriptive Title of Applicant's Project:**

SR 789 (Ringling) Bridge Reconstruction/Rehabilitation from Bird Key Drive to Sarasota Harbor West, FM #436680-1-22-01.

**Application for Federal Assistance SF-424**

Version 02

**16. Congressional Districts Of:**

\*a. Applicant: FL-2

\*b. Program/Project: FL-16

**17. Proposed Project:**

\*a. Start Date: 01/2020

\*b. End Date: 01/2022

**18. Estimated Funding (\$):**

*a. Federal	_____	TBD
*b. Applicant	_____	
*c. State	_____	TBD
*d. Local	_____	
*e. Other	_____	
*f. Program Income	_____	
*g. TOTAL		\$422,500 (PD&E) \$1,732,500 (PE)

**\*19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on 01/24/2020.
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372

**\*20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)**

Yes       No

21. \*By signing this application, I certify (1) to the statements contained in the list of certifications\*\* and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances\*\* and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U. S. Code, Title 218, Section 1001)

\*\* I AGREE

\*\* The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions

**Authorized Representative:**

Prefix: Ms.      \*First Name: Gwen  
Middle Name: G.  
\*Last Name: Pipkin  
Suffix: \_\_\_\_\_

\*Title: District One Environmental Manager

\*Telephone Number: 863-519-2375

Fax Number:

\* Email: gwen.pipkin@dot.state.fl.us

\*Signature of Authorized Representative: *Gwen G. Pipkin*

\*Date Signed: *1-23-20*

**Application for Federal Assistance SF-424**

Version 02

**\*Applicant Federal Debt Delinquency Explanation**

The following should contain an explanation if the Applicant organization is delinquent of any Federal Debt.

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## IV. Transmittal List

### Official Transmittal List

	Organization	Name
1.	FDOT District 1	Pipkin, Gwen G.
2.	FDOT District 1	Pride, Tom
3.	FDOT Office of Environmental Management	Cornwell, Katasha
4.	FDOT Office of Environmental Management	Garrett, Harrison
5.	FDOT Office of Environmental Management	Kirby, Marjorie
6.	FDOT Office of Environmental Management	Marino, Matthew
7.	FDOT Office of Environmental Management	McGilvray, Peter
8.	FDOT Office of Environmental Management	Overton, Maria
9.	FDOT Office of Environmental Management	Pennington, Michael
10.	FDOT Office of Environmental Management	Samaan, Engy M.
11.	Federal Aviation Administration	* Federal Aviation Administration Orlando Airports District Office
12.	Federal Emergency Management Agency	* Mitigation Division, Chief
13.	FL Department of Agriculture and Consumer Services	Camposano, Brian
14.	FL Department of Agriculture and Consumer Services	Ryals, Clark
15.	FL Department of Agriculture and Consumer Services	Weston, Michael
16.	FL Department of Economic Opportunity	Preston, Matt
17.	FL Department of Environmental Protection	Stahl, Chris
18.	FL Department of State	Aldridge, Jason
19.	FL Department of State	Daggett, Adrienne
20.	FL Department of State	McManus, Alyssa
21.	FL Department of State	Rothrock, Lindsay S.
22.	FL Fish and Wildlife Conservation Commission	Ganey, Jessica
23.	FL Fish and Wildlife Conservation Commission	Gilbert, Terry
24.	FL Fish and Wildlife Conservation Commission	Goff, Jennifer
25.	FL Fish and Wildlife Conservation Commission	Hight, Jason
26.	Florida Inland Navigation District	Crosley, Mark
27.	Florida's Turnpike Enterprise	Stein, Philip
28.	Miccosukee Tribe of Indians of Florida	* Dayhoff, Fred
29.	Miccosukee Tribe of Indians of Florida	* The Honorable Mr. Billy Cypress, Chairman
30.	Muscogee (Creek) Nation	* Historic & Cultural Preservation Department
31.	Muscogee (Creek) Nation	* The Honorable Mr. James Floyd, Principal Chief
32.	National Marine Fisheries Service	Rydene, David A.
33.	National Park Service	Barnett, Anita
34.	Natural Resources Conservation Service	Crockett, Leroy
35.	Poarch Band of Creek Indians	* The Honorable Ms. Stephanie A. Bryan, Tribal Chair
36.	Poarch Band of Creek Indians	* White, Carolyn M.
37.	Seminole Nation of Oklahoma	* The Honorable Mr. Leonard M. Harjo, Principal Chief
38.	Seminole Tribe of Florida	Backhouse, Paul N.
39.	Seminole Tribe of Florida	Echeverry, David
40.	Seminole Tribe of Florida	Menchaca, Victoria
41.	Seminole Tribe of Florida	Swing, Alison
42.	Seminole Tribe of Florida	* The Honorable Mr. Marcellus W. Osceola, Chairman
43.	Southwest Florida Regional Planning Council	Gwinnett, Nichole L.
44.	Southwest Florida Regional Planning Council	Hutchinson, David L.
45.	US Army Corps of Engineers	Kizlauskas, Andrew A.

46.	US Army Corps of Engineers	Ovdenk, Cynthia
47.	US Army Corps of Engineers	Tamblyn, Mark M.
48.	US Army Corps of Engineers	Turner, Randy
49.	US Coast Guard	Overton, Randall D.
50.	US Coast Guard	Tate, William G.
51.	US Coast Guard	Tompkins, Darayl
52.	US Coast Guard	Zercher, Jennifer
53.	US Department of Health and Human Services	* National Center for Environmental Health Centers for Disease Control and Prevention
54.	US Department of Housing and Urban Development	* Regional Environmental Officer
55.	US Department of Interior	* Bureau of Land Management, Southeastern States Field Office
56.	US Department of Interior	Director, USGS-FISC
57.	US Department of Interior	Maytubby, Bruce, Eastern Regional Office Director
58.	US Environmental Protection Agency	Kajumba, Ntale
59.	US Environmental Protection Agency	Singh-White, Alya
60.	US Environmental Protection Agency	Somerville, Amanetta
61.	US Environmental Protection Agency	White, Roshanna
62.	US Fish and Wildlife Service	Cantrell, Mark
63.	US Fish and Wildlife Service	Wrublik, John

\* Hardcopy recipient