

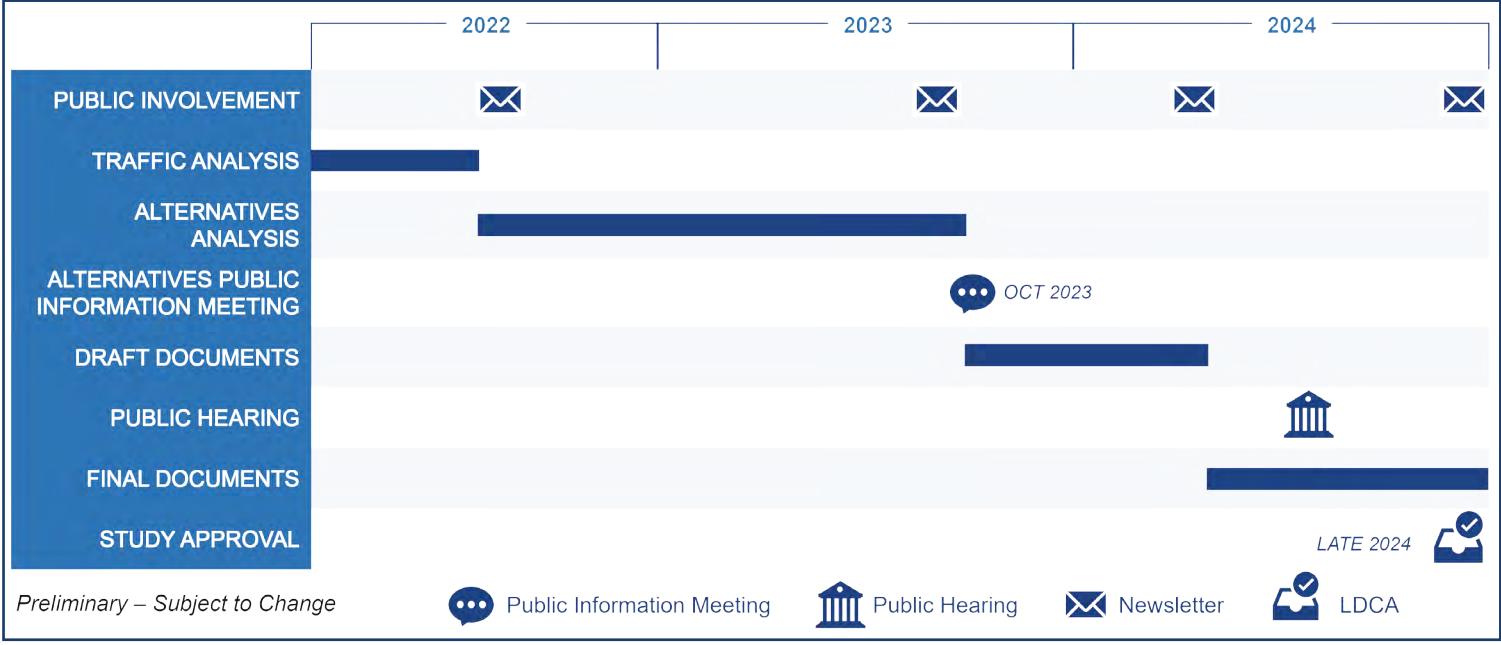


SR 72 (Clark Road) PD&E Study Alternatives Public Information Meeting

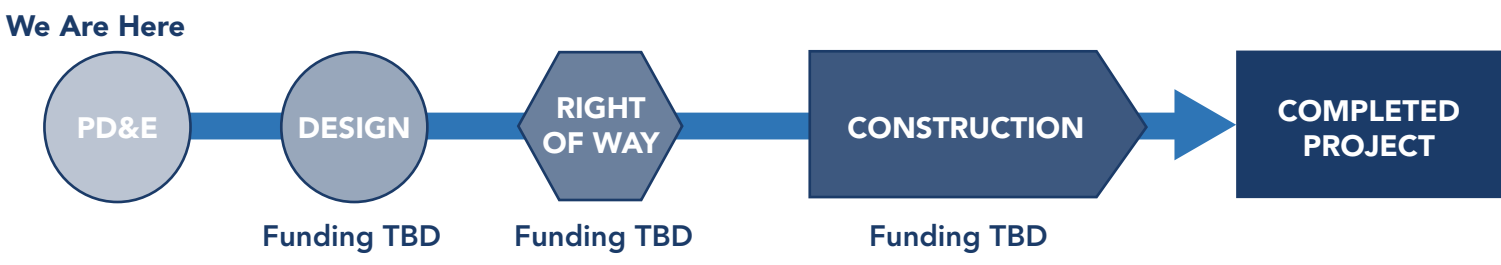
October 4 and October 12, 2023

Sarasota County – FPID No.: 444634-1

PROJECT SCHEDULE



TRANSPORTATION DEVELOPMENT PROCESS



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

At the In-Person Public Meeting

Complete a comment form and place it in the comment box at the meeting or mail to Steven A. Andrews, FDOT Project Manager, 801 N. Broadway Avenue, Bartow, FL 33830.

Email Comments

Email comments to the FDOT Project Manager, Steven A. Andrews, at steven.andrews@dot.state.fl.us

Visit the Project Website

Submit your comments through the project website at swflroads.com/project/444634-1



For more information, scan the QR code to visit the project website.

ALL COMMENTS MUST BE POSTMARKED BY OCTOBER 23, 2023 TO BE INCLUDED AS PART OF THE PUBLIC MEETING RECORD.

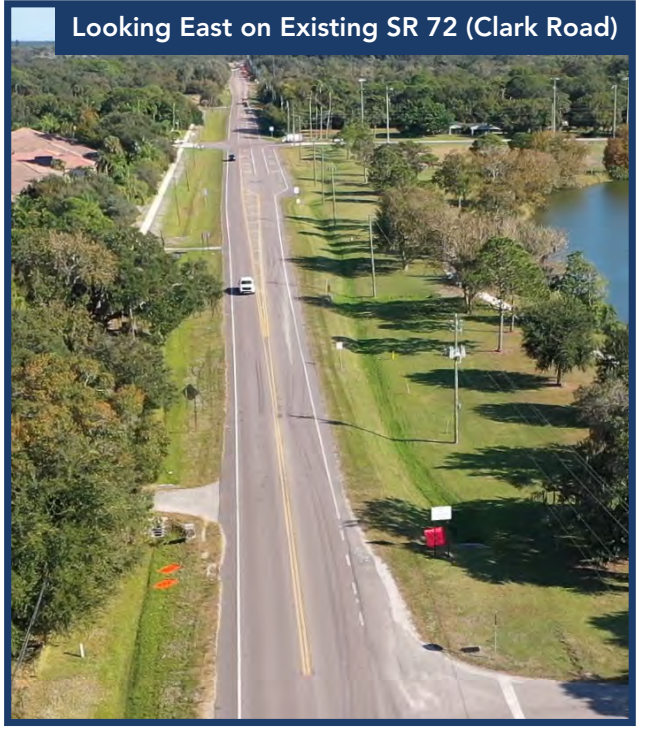
Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns about Title VI may do so by contacting Cynthia Sykes, District One Title VI Coordinator, 801 N. Broadway Ave., Bartow, Florida 33830,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

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and the FDOT.

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

This purpose of this PD&E study is to evaluate and document the engineering and environmental effects of proposed improvements needed to relieve existing traffic congestion along the project corridor and accommodate future travel demand from projected population and employment growth in the area. Improvements may include widening to a four-lane divided roadway as well as bicycle and pedestrian accommodations such as a shared use path.

This Alternatives Public Information Meeting is being held to present information about the proposed alternatives and the engineering and environmental analyses completed to date. This meeting provides the public an opportunity to offer feedback on the proposed alternatives to be included as part of the public meeting record. Maps, drawings and other information depicting the proposed improvements are available for public review. Representatives from FDOT are available to discuss proposed improvements, answer questions, and receive comments.



WHAT IS A PD&E STUDY?

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

PROJECT GOALS:

- Improve operational capacity to accommodate future travel demand
- Enhance safety conditions
- Accommodate multimodal activity



SCHEDULE:

In-Person Public Meeting

Date: Wednesday, October 4, 2023
Time: 5 p.m. to 7 p.m.
Location: UF/IFAS Extension Sarasota County
 Twin Lakes Park, Green Building
 6700 Clark Road
 Sarasota, FL 34231

Virtual Public Meeting

Date: Thursday, October 12, 2023
Time: 6 p.m. to 7 p.m.
Register: fdot.cc/SR_72_PDE

EVALUATION MATRIX

Evaluation Factors		No-Build	Build Alternative
Goals	Accommodate future traffic demand	No	Yes
	Pedestrian Accomodations	Few Sidewalks	Shared Use Paths
	Bicycle Accomodations	Paved Shoulder	Shared Use Paths
	Safety	No Improvement	Improvement
Environmental Impacts	Archaeological and Historical Resources (potential)	None	Low to Moderate
	Parks/Recreational Areas or Section 4(f) Resources	None	Yes*
	Wetlands (acres)	0 ac	1.6 ac
	Other Surface Waters (acres)	0 ac	5.3 ac
	Floodplains (acres)	0 ac	1.0 ac
	Protected Species and Habitat (potential)	None	Low
	Contamination Sites (ranked as high/medium risk) (number)	0 / 0	0 / 7
	Highway Traffic Noise (potential)	Low to Moderate	Low to Moderate
Right-of-way Impacts	Utilities Relocated	None	Electric, Water
	Right-of-way (acres)	0 ac	38 ac
	Parcels (number)	0	48
	Residential Relocations (number)	0	1
	Business Relocations (number)	0	0
Costs (current year \$)	Design	\$0	\$5.5 M
	Wetland Mitigation	\$0	\$0.3 M
	Right-of-way	\$0	\$18 M
	Construction	\$0	\$40 M
	Construction Engineering & Inspection	\$0	\$3.6 M
	Total Estimated Project Costs**	\$0	\$67.4 M

Notes:

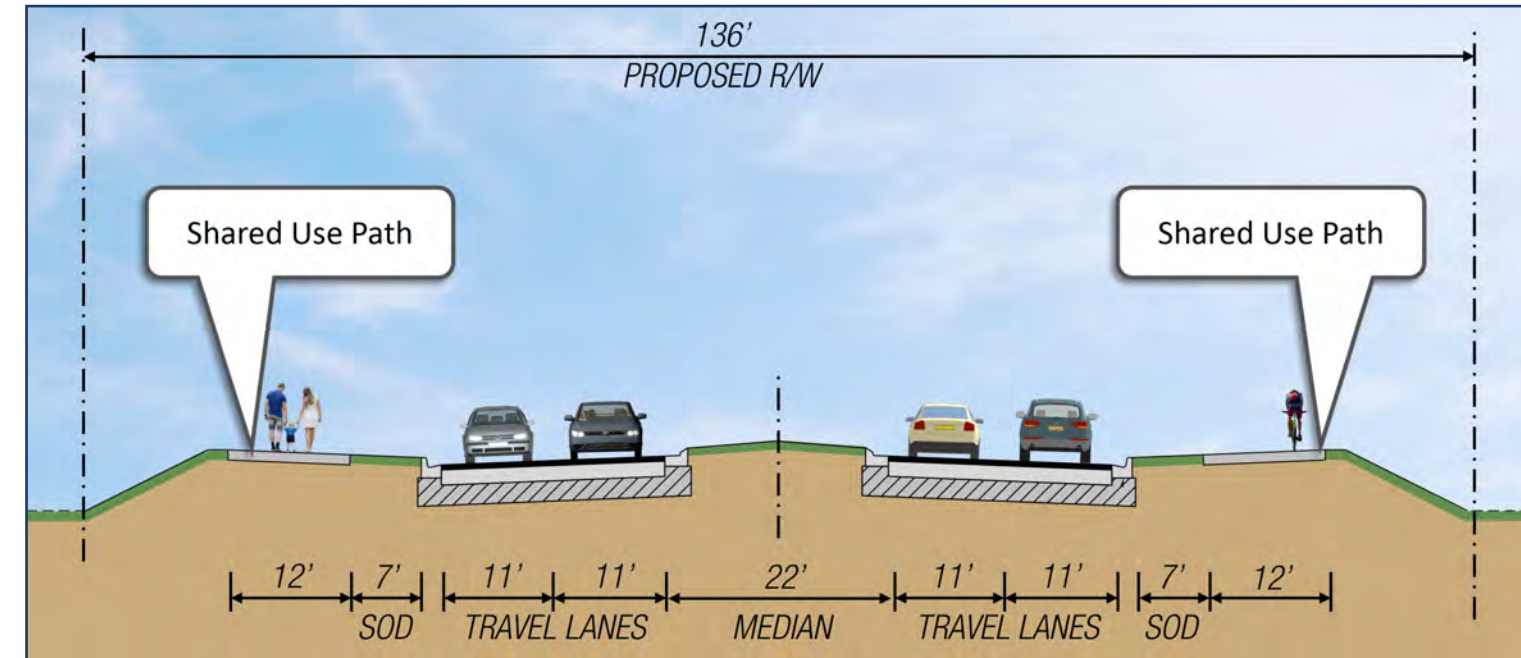
* Minor impacts to Twin Lakes Park are likely for roadway and pond improvements.

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

(Preliminary — subject to change)

BUILD ALTERNATIVE

The Build Alternative includes widening Clark Road to a four-lane divided roadway with a raised median, curb and gutter, and shared use paths on both sides. Stormwater would be collected in underground storm pipes and directed to new ponds. The Clark Road intersections at Proctor Road/Dove Avenue, Hawkins Road/Coash Road, and Lorraine Road would have multilane roundabouts. FDOT is evaluating two options for the Clark Road intersection at Ibis Street/Talon Boulevard; a multilane roundabout or a traffic signal.



NO-BUILD ALTERNATIVE

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

