Northern Turnpike Corridor Virtual Open House

August / September 2020
Welcome

Thank you for visiting this Virtual Open House for the Northern Turnpike Corridor, part of the Florida Department of Transportation’s Multi-Use Corridors of Regional Economic Significance (M-CORES) program. This online format is designed to accommodate those who cannot attend the in-person Community Open House scheduled at the Sumter County Fairgrounds (720 State Road 471 Bushnell, Florida) on August 27, 2020 from 5:30 pm – 7:30 pm. Information presented on this website provides the same information shown at the in-person event at the Sumter County Fairgrounds.

This site will provide an overview of the M-CORES program as well as information shared with the Northern Turnpike Corridor Task Force at their virtual meeting held on August 26, 2020.

HOW TO NAVIGATE

Scroll through the content below to learn about the Multi-Use Corridors of Regional Economic Significance (M-CORES) program. Or, jump ahead to topics of interest using the links at the top of the page.

HOW TO PARTICIPATE

Provide feedback on topics the Task Force is currently exploring, including draft Guiding Principles and the development process for Paths/Courses. Opportunities for input in this online open house include:

- Link to submit a comment
- Project team contact information

Let’s get started.
**Project Overview**

**M-CORES Video**

Governor Ron DeSantis signed Senate Bill 7068 on May 17, 2019 to create the M-CORES program with the Florida Department of Transportation (FDOT). The purpose of the program is to revitalize rural communities, encourage job creation and provide regional connectivity while leveraging technology, enhancing the quality of life and public safety, and protecting the environment and natural resources.

[Watch Video]

**Program Goals**

With regional growth anticipated in the double digits, the state must plan and implement an intentional, intelligent and responsible approach toward improvement and resiliency of Florida’s infrastructure, protection of the natural environment and visioning the transportation needs of area residents.

![Program Goals Image]

The Florida Department of Transportation M-CORES approach is to consider new multi-use corridors that considers vehicular movement, as well as additional benefits such as opportunities for the expansion of water and sewer, broadband connectivity, energy distribution, freight efficiency, mobility and alternative modes of transportation, while mitigating impacts to and enhancing preservation of the natural environment and wildlife.

Included in Senate Bill 7068 was the creation of three...
The Florida Department of Transportation M-CORES approach is to consider new multi-use corridors that considers vehicular movement, as well as additional benefits such as opportunities for the expansion of water and sewer, broadband connectivity, energy distribution, freight efficiency, mobility and alternative modes of transportation, while mitigating impacts to and enhancing preservation of the natural environment and wildlife.

Included in Senate Bill 7088 was the creation of three Task Forces that are made up of subject matter experts. The mission of the Task Forces is to evaluate and address the need for the corridors. FDOT is currently working with Task Force members to evaluate the corridor and its potential economic and environmental impacts.

**Process & Schedule**

The M-CORES program was developed around an extensive and inclusive process to ensure the goals outlined in the bill are achieved. The graphic below outlines the M-CORES project development process. We are currently in the Task Force phase.

Visit the Northern Turnpike Corridor Task Force home page for more information about the Task Force mission.
One of Three Study Areas - Northern Turnpike Corridor

The Northern Turnpike Corridor study area extends from the northern terminus of the Florida Turnpike northwest to the Suncoast Parkway. The proposed project area includes Levy, Sumter, Citrus and Marion Counties and over 3,800 square miles.

Recognized as the Nature Coast, Levy, Sumter, Citrus and Marion Counties feature a blend of beautiful coastal and inland areas with pockets of rural, urban and suburban communities.
Task Force Activities

• Since August 2019, the Northern Turnpike Corridor Task Force has held 4 in-person meetings and 6 webinars, virtual meetings, and hybrid meetings, to discuss the needs of the corridor and how the M-CORES program could help meet those needs. Earlier this year, the Task Force worked with FDOT to develop areas within the project area that should be avoided by the project, as well as areas that should “attract” the project.

These areas were compiled into a interactive geographic information system (GIS) web map and can be accessed here.

Draft Guiding Principles and Draft Instructions for Project Development and Beyond

One of the primary components of the Task Force’s final report will be Guiding Principles and Instructions for Project Development and Beyond, which the Task Force has been developing over the past year. These Guiding Principles and Instructions will follow the project as it moves into future phases and will provide direction to FDOT regarding further development of the Northern Turnpike Corridor.

The Florida Legislature charged each Task Force with providing recommendations and evaluations in a final report which will guide the Florida Department of Transportation in its subsequent study phases through the implementation of high level needs, guiding principles and instructions.
Guiding Principles and Instructions Worksheet

A copy of the most recent version of the Draft Guiding Principles presented at the August 26, 2021 Task Force meeting is displayed here as you scroll down.

- **Purpose** - The overarching reason for accomplishing an activity; for M-CORES, the purpose is defined in s. 338.2278 (1), F.S.

- **High-Level Needs** - Key regional opportunities and challenges corridor investments and related actions are intended to address. These can be transportation specific and transportation supported and should be informed by the six purposes and 13 potential benefits in s. 338.2278 (1), F.S. The high-level needs, along with the purpose, answer the question “why?”.

- **Guiding Principles** - A set of core values that guides decision-making related to a transportation corridor or other type of project throughout the planning, development, and implementation process. These answer the question “how?”.

- **Instructions for Project Development and Beyond** - Direction provided by the Task Force for furture project development and implementation activities to ensure the Task Force’s guiding principles are applied to subsequent activities as intended. This direction could address if corridor location and design, as well as strategies to be carried forward and refined during planning, project development, design, and other implementation phases. These answer the question “what’s next?”.
Consistency with Statewide, Regional, and Local Plans and Visions

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Draft High-Level Needs</th>
<th>Draft Guiding Principles</th>
<th>Draft Instructions For Project Development and Beyond</th>
</tr>
</thead>
<tbody>
<tr>
<td>All purposes</td>
<td>All needs</td>
<td>1. Be consistent with the vision, goals, and strategies of the Florida Transportation Plan (s. 339.155, F.S.). Be consistent with goals, objectives, policies, and resources identified in local government comprehensive plans (s. 163.3177 and 163.3178, F.S.), metropolitan long-range transportation plans (s. 339.175, F.S.), and strategic regional policy plans (s. 186.507, F.S.)</td>
<td>Place an emphasis on future land use maps and growth projections, as well as regional and community visions as adopted into strategic regional policy plans and/or local government comprehensive plans. Develop a process for reconciling differences among statutory required state, regional, and local plans related to transportation corridors and future growth and development projections, including differences related to the timing and horizon years of plan updates. Identify needs to update statutorily required plans to address Task Force recommendations, such as designation and management of transportation corridors (s. 337.273, F.S.) and consideration of whether areas around potential interchange locations contain appropriate land use and environmental protections (s. 338.2278, F.S.) coordinate among local governments, regional planning councils, metropolitan planning organizations on plan updates.</td>
</tr>
</tbody>
</table>

**Consistency with Statewide, Regional, and Local Plans and Visions**

**Guiding Principle #1**

- Place an emphasis on future land use maps and growth projections, as well as regional and community visions as adopted into strategic regional policy plans and/or local government comprehensive plans.
- Develop a process for reconciling differences among statutory required state, regional, and local plans related to transportation corridors and future growth and development projections, including differences related to the timing and horizon years of plan updates.
- Identify needs to update statutorily required plans to address Task Force recommendations, such as designation and management of transportation corridors (s. 337.273, F.S.) and consideration of whether areas around potential interchange locations contain appropriate land use and environmental protections (s. 338.2278, F.S.) coordinate among local governments, regional planning councils, metropolitan planning organizations on plan updates.
Maximizing Use of Existing Facilities

Guiding Principle #2

**Purpose**
- All purposes

**Draft High-Level Needs**
- All needs

**Draft Guiding Principles**
1. Develop potential alternatives for addressing statewide and interregional mobility and connectivity needs in this priority order:
   i. Safety and operational improvements to existing transportation facilities;
   ii. Additional capacity in existing transportation facilities or right of way in or near the study area including co-location of facilities within existing right of way and other approaches to transforming existing facilities and right of way to accommodate additional modes, uses, and functions;
   iii. In circumstances where purpose and need, and/or guiding principles cannot be addressed by operational or existing facility/right of way improvements, or in circumstances where these improvements are not consistent with local government comprehensive plans or documented community goals, then evaluate new facilities.

**Draft Instructions**
- For Project Development and Beyond
  - Identify and advance safety and operational improvements to existing transportation facilities.
  - Evaluate potential capacity improvements to existing transportation facilities in or near the study area, including their impact on the surrounding environment, land uses, and communities.
  - Evaluate opportunities for co-location within or adjacent to existing right of way in or near the study area, including their impact on the surrounding environment, land uses, and communities.
  - Assess connectivity gaps between existing transportation facilities and areas identified as priorities for attraction, and potential opportunities for closing those gaps.
  - Evaluate opportunities to advance specific improvements that support a system meeting the long-term needs of statewide and interregional movements of people and freight during future phases of project development.
<table>
<thead>
<tr>
<th>Purpose</th>
<th>Draft High-Level Needs</th>
<th>Draft Guiding Principles</th>
<th>Draft Instructions For Project Development and Beyond</th>
</tr>
</thead>
<tbody>
<tr>
<td>All purposes</td>
<td>All needs</td>
<td>3. Incorporate technology into corridor planning, design, construction, operations, and maintenance.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>4. Accommodate emerging vehicle and information technologies such as autonomous, connected, electric, and shared vehicles (ACES) and mobility as a service (MaaS).</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Coordinate and partner with agencies and the private sector to leverage resources, applications, and infrastructure.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Plan and design corridors to accommodate technologies/applications, considering their ability to evolve/adapt over time.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Design, construct, and maintain the corridor using state-of-the-art, resilient, and energy efficient materials and methods of construction.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Plan for and provide infrastructure for electric vehicle charging stations.</td>
<td></td>
</tr>
</tbody>
</table>
Community Character

Purpose
- Revitalize Rural Communities
- Enhance Quality of Life and Public Safety

Draft High-Level Needs
- Provide a transportation network that revitalizes and enhances communities and industries.

Draft Guiding Principles
5. Avoid or minimize impacts to communities and reinforce the unique character of each community.

Draft Instructions For Project Development and Beyond
- Avoid and do not impact known cemeteries and historic markers, cultural sites, and sites currently listed in the National Register of Historic Places.
- Avoid and do not impact Native American Tribal lands. Coordination will be undertaken if historic properties of religious or cultural significance to the Native American Tribes are discovered during project development.
- Plan, design, construct, operate, and maintain corridors that recognizes and incorporates the surrounding community character while accommodating potential growth and development. Balance the need to move vehicles safely and efficiently while preserving scenic, aesthetic, historic, and environmental resources.
Economic Development

Purpose
- Revitalize Rural Communities
- Encourage Job Creation

Draft High-Level Needs
- Support expansion of existing and new industries through enhanced access to jobs, education, and healthcare.
- Strengthen the local tourism, ecotourism, agritourism, and outdoor recreation economy
- Provide a transportation network that revitalizes and enhances communities and industries.

Draft Guiding Principles
6. Develop infrastructure that strengthens existing local businesses and enhances economic development and employment opportunities. Avoid impacts to natural assets important to tourism, agritourism, ecotourism, and outdoor recreation.

Draft Instructions
For Project Development and Beyond
- Be consistent with economic development elements of local government comprehensive plans (s. 163.3177 and 163.3178, F.S.), and comprehensive economic development strategies developed by regional planning councils in their capacity as federal economic development districts.
- Enhance economic development opportunities related to regional assets such as airports, educational facilities, and healthcare facilities by improving access while avoiding direct impacts.
- Provide support to local governments and economic development organizations to maximize long-term economic benefits from corridor investments in the study area.
- Engage with agriculture, silviculture, manufacturing, logistics, and other industry stakeholders to understand and incorporate their infrastructure needs.
- Plan for and design truck parking and rest area needs.
Conservation Lands

- Protect Environmental and Natural Resources

Purpose

- Protect, restore, enhance, and connect, public and private environmentally sensitive areas, conservation lands, threatened and endangered species habitats, key water quality resources, and ecosystems.

Draft High-Level Needs

- Restore and enhance existing and planned conservation lands to support statewide and regional conservation goals.

Draft Guiding Principles

7. Avoid impacts to and fragmentation of existing and planned conservation lands.

Draft Instructions

- Do not place new corridors through: state parks, state forests, mitigation banks, existing managed conservation lands (including conservation easements), wildlife refuges, and Florida Forever acquired lands.
- Leverage partnerships to support a land protection program to acquire state conservation lands to support statewide and regional conservation plans and mitigate the impact of corridor construction (including s. 338.2278 (2)(c)(V) & (V)), F.S.; Coordinate with the Florida Department of Environmental Protection and other agencies for Florida Forever Program projects that are in the highest priority for acquisition, potential Water Management District lands, and lands within the optimal boundaries of the adopted management plan for regional, state and national parks, forests, refuges, and water management areas.
- Coordinate with Regional Planning Councils to support Natural Resources of Regional Significance outlined in their Strategic Regional Policy Plans.
- Coordinate with the Florida Forest Service to identify lands managed with prescribed or controlled burns and their associated smokestacks and minimize impacts associated with corridor location and operations.
- Use established procedures and analysis tools during project development to avoid, minimize and mitigate impacts to, and enhance, wetland mitigation banks and regulatory easements, so-called, Florida Communities Trust projects, Wildlife Management Areas, and Rare Species Habitat Conservation Priorities.
- Reference CLIP version 4.0 Priorities model during project development.
Wildlife Habitats and Connectivity

Purpose
- Protect Environmental and Natural Resources

Draft High-Level Needs
- Protect, restore, enhance, and connect, public and private environmentally sensitive areas, conservation lands, threatened and endangered species habitats, key water quality resources, and ecosystems.

Draft Guiding Principles
9. Enhance and restore wildlife habitats and corridors to support statewide and regional wildlife protection goals.
10. Avoid impacts to endangered or threatened species and fragmentation of their habitats.

Draft Instructions
For Project Development and Beyond
- Leverage partnerships to support a land protection program to acquire state conservation lands to support the completion of wildlife connectivity gaps (including s. 338.2278 (3) (c)(6) & (8), F.S.). Coordinate with the Florida Fish and Wildlife Conservation Commission to enhance wildlife corridor connectivity including lands identified as priority 1 and 2 in the Florida Ecological Greenways Network.
- Support a regional approach to enhanced wildlife connectivity by restoring fish and wildlife habitat corridors and providing fish passages and wildlife crossings, where feasible.
- Minimize impacts of transportation lighting on nearby agricultural, environmental, and conservation lands.
- Consult with state and federal agencies to identify and protect threatened and endangered species (wildlife and plants) and their habitats.
Water Resources

Purpose
- Protect Environmental and Natural Resources

Draft High-Level Needs
- Protect, restore, enhance, and connect public and private environmentally sensitive areas, conservation lands, threatened and endangered species habitats, key water quality resources, and ecosystems.

Draft Guiding Principles
- 11. Enhance important water resources in support of statewide and regional water supply and quality goals.
- 12. Avoid impacts to important water resources including springheads and aquifer recharge areas.

Draft Instructions
For Project Development and Beyond
- Avoid and do not impact springheads and lakes.
- Do not place new corridors through aquatic preserves.
- Leverage partnerships to support water resource enhancements that will improve regional water quality (including s. 338.2275 (3)(c)(6) & (8), F.S.). Coordinate with Water Management Districts and the Florida Department of Environmental Protection for projects in Basin Management Action Plans (BMAs) for springs and other surface water bodies and protection and enhancement of aquifer and groundwater recharge areas, Outstanding Florida Waters, wetlands, floodplains, and other surface waters.
- Address both local and regional flooding problems by integrating stormwater and floodplain management strategies where feasible.
- Avoid placing transportation corridors and stormwater ponds in sinkholes and karst areas.
- Use established procedures and analysis tools during project development to avoid, minimize and mitigate impacts to Water Management District surface, groundwater, proposed well, and atmospheric sites.
Agriculture

**Purpose**
- Protect Environmental and Natural Resources

**Draft High-Level Needs**
- Protect, restore, enhance, and connect public and private environmentally sensitive areas, conservation lands, threatened and endangered species habitats, key water quality resources, and ecosystems.

**Draft Guiding Principles**
13. Avoid impacts to and fragmentation of farmlands, silviculture and cattle ranches.

**Draft Instructions**
For Project Development and Beyond
- Avoid and do not impact Farmland Preservation Areas identified in local government comprehensive plans.
- Recognize existing preservation areas of the Florida Rural and Family Lands Protection Program, as well as those lands formally designated for future protection within this program.
- Plan, design, construct, operate, and maintain corridors that protect the region's agricultural lands (including Century Pioneer Family Farms), avoids fragmentation, and facilitates connectivity to and between them.
- Work with owners/operators of farmlands, silviculture and cattle ranches to understand their needs and plans.
Emergency Preparedness and Response

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Draft High-Level Needs</th>
<th>Draft Guiding Principles</th>
<th>Draft Instructions For Project Development and Beyond</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Enhance Quality of Life and Public Safety</td>
<td>• Strengthen emergency mitigation, preparedness, response, and recovery to enhance safety.</td>
<td>14. Plan, design, construct, operate and maintain resilient corridors that support state, regional, and local plans for emergency mitigation, preparedness, response, and recovery.</td>
<td>• Do not place new corridors through category 2 storm surge zones.</td>
</tr>
<tr>
<td>• Leverage Technology</td>
<td></td>
<td></td>
<td>• Avoid and do not impact high risk coastal areas consistent with comprehensive plans.</td>
</tr>
</tbody>
</table>
<pre><code>                                                                                      |                                                                                        |                                                                                        | • Coordinate with state, regional, and local response plans and priorities, including evacuation and sheltering. |
                                                                                      |                                                                                        |                                                                                        | • Provide opportunities for staging areas for emergencies (SAFE) as outlined in SB 7018. |
                                                                                      |                                                                                        |                                                                                        | • Plan and develop corridors that consider vulnerability to risks such as inland flooding, storm surge zones, and changing coastlines/sea level rise. |
                                                                                      |                                                                                        |                                                                                        | • Design and construct infrastructure to withstand and recover from potential risks such as extreme weather events and climate trends. |
</code></pre>
Infrastructure Opportunities

**Purpose**
- Revitalize Rural Communities
- Encourage Job Creation
- Leverage Technology
- Enhance Quality of Life and Public Safety

**Draft High-Level Needs**
- Expand rural utility infrastructure, including broadband, water, and sewer to enhance quality of life.

**Draft Guiding Principles**
15. Plan and design enhanced or new corridors to enable co-location of broadband and other utility infrastructure.
16. Coordinate utility investment with future land use, economic development, transportation, and water quality plans.

**Draft Instructions**
- For Project Development and Beyond
  - Do not place new corridors through public or private utility facilities.
  - Support local governments and utility providers regarding existing and planned utility projects, including identifying opportunities within the study area to co-locate utilities within and adjacent to transportation corridors.
  - Collaborate with broadband providers, local governments, and the Florida Department of Economic Opportunity, leveraging funding allocations (s. 339.0801) and guided by the broadband strategic plan (s. 364.0135) to integrate broadband into corridors.
  - Explore opportunities for septic to sewer conversions to improve quality of life and water quality.
Transportation Network Connectivity

**Purpose**
- Revitalize Rural Communities
- Provide Regional Connectivity

**Draft High-Level Needs**
- Improve statewide and regional transportation mobility and connectivity for people and freight.
- Address statewide and regional safety and mobility needs due to the growth in population and visitation.

**Draft Guiding Principles**
17. Enhance interregional connectivity by providing direct connections between major statewide corridors.
18. Plan interregional corridors to support the function of regional and local networks.

**Draft Instructions**
- Plan corridor access and termini consistent with local and regional goals for targeted growth or preservation areas.
- Maintain existing facilities and connections for local traffic.
- Evaluate improvements and access to existing and planned non-motorized trail networks.
- Coordinate with Metropolitan/Transportation Planning Organizations and transit providers on transit needs and opportunities.
Illustrative Paths and Courses

The Northern Turnpike Corridor Task Force will revise and ultimately finalize the Guiding Principles and Instructions for Project Development and Beyond, which will help provide guidance for potential paths/courses for the Northern Turnpike Corridor. The paths/courses will be analyzed in further detail during the Planning phase (described below).

One of the first steps in identifying potential paths/courses within the Northern Turnpike Corridor is to consider the eastern starting point from Florida’s Turnpike and how the project should implement the Task Force Recommendations throughout the study area. The Task Force reviewed the graphic shown below at the August 26, 2020 meeting and specifically discussed four potential starting directions—near CR 470, continuation along SR 44, near the existing terminus going north, and near the existing terminus going north and then west. The Task Force also discussed environmentally sensitive areas that should be avoided and attraction areas or resources that may help direct where the paths/course could go. As the Task Force finishes its work over the next few months, additional areas/considerations within the study area will be reviewed and the guiding principles and instructions for project development could be further refined.
Illustrative Paths/Courses Development

Four Potential Starting Directions

- **Near CR 470**
  - Allows for a southern path

- **Continuation of SR 44**
  - Allows for co-location with SR 44

- **Near existing terminus going north**
  - Allows for power line co-location

- **Near existing terminus going north and then west**
  - Avoids traversing the Cross Florida Greenway
Where are we now?

Task Force Phase

The Task Force is scheduled to meet in September and October 2020 to finalize guiding principles and the Task Force report, which is due to the Governor and Legislature by November 15, 2020. The Task Force phase will be completed with the submittal of the final report.
Where are we now?

Task Force Phase

The Task Force is scheduled to meet in September and October 2020 to finalize guiding principles and the Task Force report, which is due to the Governor and Legislature by November 13, 2020. The Task Force phase will be completed with the submittal of the final report.

Public Meetings

- Task Force Meetings
- Community Open Houses

Public Meetings

- Corridor Public Workshops
- Recommended Corridor Public Meeting
- Local Government, Stakeholder, and Advisory Committee Meetings

Public Meetings

- Alternative Public Workshops
- Public Hearing for Preferred Alternative
- Local Government, Stakeholder, and Advisory Committee Meetings

Public Meetings

- Public Information Meetings

Public Meetings

- Public Information Meetings

2019

STEP 1

Overlap with Planning and Project Development & Environment

STEP 2

2030

Overlap with Project Development & Environment and Design

Overlap with Design and Right-of-Way as segments complete

Projected completion by 2030

- Construct M-CORES
- Implement Mitigation and Enhancements

Right-of-Way

- Reservoir & Business Owner Notifications
- Residential & Business Property Appraisal
- Negotiations to Purchase
- Closing Process

Construction

- Objectives
- Design & Construction
- Construction Management
- goats
What's next?

Planning Phase

After the Task Force report is completed, the project will continue with the Planning phase. During this phase, the initial paths/courses will be evaluated in more detail for consistency with the guiding principles, instructions for project development and beyond and other recommendations from the Task Force report. It is expected that this evaluation will lead to some of the paths/courses being eliminated and only viable options will be advanced to the next phase.
**Project Development & Environment Phase (PD&E)**

During the PD&E phase potential roadway alignments will be developed within the paths/courses and evaluated against each other. The Task Force Recommendations will be looked to by FDOT to guide and inform the development of the project. This is also the phase where the No Build alternative is considered and evaluated against the build alternative(s). The No Build alternative evaluation occurs during this phase since FDOT will be able to compare the benefits and impacts of actual alternatives rather than wide paths/courses. The outcome of the PD&E phase will be a selected alternative or the no-build option.

During both Planning and PD&E phases, FDOT will continue to seek public input and will proactively coordinate with local governments within the project area.
Comments/Questions

Input from the public is a critical part of the M-CORES program, and we want to hear from you. If you would like to leave a comment regarding the Northern Turnpike Corridor, please do so in the section below.

M-CORES Northern Turnpike Corridor Virtual Open House

Let us know what you think:

Name: *

Email Address:

Would you like to receive email updates about this proposed project?

ArcGIS Survey123

If you would prefer to submit your comments via email, please do so to FDOTListens@dot.state.fl.us.
Contact Us

FDOT encourages public participation. Please reach out.

NORTHERN TURNPIKE CORRIDOR

Jennifer Stults, AICP CTP, CPM, FCCM, Production Lead

Florida’s Turnpike Enterprise (407) 264-3808 | Jennifer.Stults@dot.state.fl.us

FDOT PUBLIC INFORMATION OFFICE

605 Suwannee Street MS S4 Tallahassee, FL 32399

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Anyone who requires special accommodations under the Americans with Disabilities Act or translation services (free of charge) should contact Jennifer Stults by email at Jennifer.Stults@dot.state.fl.us or by telephone at (407) 264-3808.