Welcome

Thank you for visiting this Virtual Open House for the Southwest-Central Florida 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 Charlotte Harbor Event & Conference Center (75 Taylor Street, Punta Gorda, Florida) on October 20, 2020 from 5:30 pm – 7:30 pm. Information presented on this website provides the same information shown at the in-person event in Punta Gorda.

This site will provide an overview of the M-CORES program as well as information shared with the Southwest-Central Florida Corridor Task Force at their virtual meeting held on October 19, 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**

Opportunities for input in this online open house include:

Submit a Comment

For additional information, please email the project team directly at: Marlon.Bizerra@dot.state.fl.us.

*Let's get started.*
Draft Task Force Report

The Florida Legislature charged each Task Force with providing recommendations and evaluations in a final report, which will guide FDOT in its subsequent study phases. The final report is due to the Governor and Legislature November 15, 2020.

Scroll below to review a summary of the Task Force Report. For details, read the full report using the link below.

 TASK FORCE REPORT

Report Outline

- Introduction
- Task Force Overview - membership, meetings, data and mapping tools, public engagement
- Study Area Overview - environmental, community, economic, and infrastructure characteristics
- Recommendations - approach and framework, high-level needs, and guiding principles and instructions
Introduction

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

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.

The FDOT M-CORES approach is to consider new multi-use corridors that consider vehicular movement and 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.
Task Force Overview

Included in Senate Bill 7068 was the creation of three Task Forces that are made up of members representing state agencies, water management districts, local governments, metropolitan planning organizations, regional planning councils, environmental groups, and community organizations. The mission of the Task Forces is to evaluate the Southwest-Central Florida Corridor. FDOT is currently working with Task Force members to evaluate the corridors and their potential economic and environmental impacts.

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 Southwest-Central Corridor Task Force home page for more information about the Task Force mission.

Study Area Overview

One of Three Study Areas: Southwest Central Florida Corridor

The Southwest-Central Florida Corridor study area extends from Collier County to Polk County. This nine-county area spans more than 10,500 square miles encompassing all of Polk, Hardee, DeSoto, Highlands, Charlotte, Glades, Lee, Hendry, and Collier counties. This nine-county region is home to nearly 2.3 million residents. About 90% of the population is located along the coastline (Lee, Collier and Charlotte Counties) and near the Interstate 4 (I-4) corridor (Polk County).

The study area is well known for its scenic beauty and natural environment that includes connected rural landscapes and
wildlife corridors, water, and habitat of statewide, and in some cases, international significance.

Recommendations
The Task Force recognized the large scope of the M-CORES purpose and program, as well as the scale of the corridors authorized in the statute. Decisions about where these corridors should be located and how they should be developed, particularly in relation to environmental resources and existing communities, could have transformative impacts not only on the study area but also on the state as a whole. This called for thoughtful decision-making supported by the best available data, analysis, subject matter expertise and extensive public input.

The Task Force focused on developing recommendations for how FDOT and other agencies should implement the M-CORES Program in this study area with a framework that includes three parts: High-Level Needs, Guiding Principles, and Instructions for Project Development and Beyond.

![Task Force Report Recommendations Framework](image)

The following slides elaborate on the recommended three-part framework.
High-Level Needs

High-level needs are key regional opportunities and challenges the M-CORES Program, including corridor investments and related actions, are intended to address.

The high-level needs, along with the purpose, answer the question “why?”.

The Task Force has finalized and established eleven high-level needs, shown at right.

The Task Force also developed guidance for how FDOT should work with partners to evaluate these potential needs and form more specific purpose and need statements for corridor improvements moving forward.

FDOT will conduct a robust evaluation of the potential high-level needs in the study area, building on the recommendations of the Task Force.
Guiding Principles & Instructions

The Task Force recommended a set of core values to guide decision-making related to the M-CORES Program in the study area throughout the planning, development, and implementation process. These guiding principles answer the question “how?”.

The Task Force also recommended specific directions for future project development and implementation activities to ensure the guiding principles are applied to subsequent activities as intended. These instructions answer the question “what’s next?”.

The guiding principles are accompanied by a set of instructions covering 16 topics. The first two are topics that overlap with other core values:

Consistency with Statewide, Regional, and Local Plans
Maximizing Use of Existing Facilities
Maximizing Use of Existing Facilities
Guiding Principle #2

**Purpose**
- All Purposes

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

**Draft Guiding Principles**
- Evaluate potential alternatives for addressing statewide and interregional mobility and connectivity needs in this priority order:
  1. Make safety, operational, and capacity improvements to existing transportation facilities and right-of-way.
  2. Develop new transportation 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, including their impact on the surrounding environmental resources, land uses, and communities.
- Evaluate opportunities for co-location of transportation and utility facilities within or adjacent to exiting disturbed right-of-way, and other approaches to transforming existing facilities and right-of-way to accommodate additional modes, uses, and functions, including their impact on the surrounding environmental resources, 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.
- Advance specific improvements that support a system meeting the long-term needs of statewide and interregional flows of people and freight.

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Maximizing Use of Existing Facilities

Social and Community Context
Guiding Principle #3

**Purpose**
- Enhance the Quality of Life and Public Safety

**Draft High-Level Needs**
- Support anticipated population growth in coastal communities and urban areas.
- Help increase economic activity and economic diversity throughout the region with emphasis on inland and rural areas.
- Enhance access to jobs, workforce training, education, healthcare, and goods and services.
- Create employment opportunities, particularly to assist lower-income residents and help retain younger residents in the area.

**Draft Guiding Principles**
- Maintain and enhance community character and quality of life consistent with local and regional plans.

**Draft Instructions For Project Development and Beyond**
- Do not impact known cemeteries.
- Do not impact Avon Park Air Force Range and its mission critical areas.
- Do not impact lands owned by known Native American Tribes and associated historical sites not owned by Native American Tribes.
- Do not place new corridor through National Register of Historic Places (NRHP) listed sites.
- Plan and develop transportation corridors in a manner that improves connectivity and enhances the quality of existing communities, while avoiding or minimizing adverse impacts on these communities and developments.
- Consult with Native American Tribes to understand future plans and identify opportunities for enhanced connectivity.
- Consult with the military to understand future plans and identify opportunities for enhanced connectivity.
- Plan transportation corridors to avoid safety impacts to K-12 schools.

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**Guiding Principles & Instructions**

The following three topics cover community and economic development aspects:

- Social and Community Context
- Economic Development
- Agricultural Land Uses
Social and Community Context

Economic Development

Purpose
- Revitalize Rural Communities
- Provide Regional Connectivity
- Enhance the Quality of Life and Public Safety

Draft High-Level Needs
- Help increase economic activity and economic diversity throughout the region with emphasis on inland and rural areas.
- Enhance access to jobs, workforce training, education, healthcare, and goods and services.
- Create employment opportunities, particularly to assist lower-income residents and help retain younger residents in the area.
- Improve access and interregional connectivity for residents, freight, and visitors between communities and markets.

Draft Guiding Principles
- Advance economic development, business retention and expansion, job creation, and community development, with emphasis on rural areas of opportunity.

Draft Instructions
For Project Development and Beyond
- Work with economic development organizations for opportunities to focus on retention and expansion of existing industries, including ecotourism and recreation industries.
- Work with economic development organizations on opportunities to attract emerging industries.
- Work with workforce development organizations on opportunities to enhance access to jobs and workforce training.
- Plan limited access transportation facilities to serve economic activities dependent on interregional travel.
- Provide connectivity to medical facilities, colleges, universities, and workforce training sites.

Agricultural Land Uses

Purpose
- Revitalize Rural Communities
- Protect the Environment and Natural Resources
- Leverage Technology

Draft High-Level Needs
- Support agriculture and resource-based industries as major economic drivers and areas of environmental sensitivity.

Draft Guiding Principles
- Protect, enhance, and minimize impacts to productive agricultural lands and other productive lands with economic or environmental significance.
- Improve connectivity and maintain access between working farms, other resource-based industries, their supply chains, and their market destinations.

Draft Instructions
For Project Development and Beyond
- Apply the guiding principle to prime farmlands (U.S. Department of Agriculture, Natural Resources Conservation Service designations), irrigated cropland/non-irrigated agricultural areas (Florida Department of Agriculture and Consumer Services) and timber lands, Florida Rural and Family Lands Protection Program lands, and Farmland/Agricultural Preservation Areas designated in local government comprehensive plans.
- Work with owners/operators of agricultural farms, including those with the honorary designation of Century Farm, along with other resource-based industries to understand their needs and plans to address access and fragmentation, and to support effective management of agricultural properties.
- Work with economic development organizations and owners/operators of agricultural farms to understand needs and opportunities to support the agri tourism industry.
- Improve transportation connectivity between working farms, other resource-based industries, and their supply chains.
- Improve broadband connectivity to promote and support efficiency, new and emerging technologies, and best practices.
Guiding Principles & Instructions

These four topics address environmental aspects of the region:

- Conservation Lands
- The Florida Panther
- Wildlife and Plant Habitats
- Water Resources

Conservation Lands

Purpose
- Protect the Environment and Natural Resources

Draft High-Level Needs
- Protect, connect, and enhance environmentally sensitive areas, ecosystems, water resources, and wildlife, including the Florida panther.

Draft Guiding Principles
- Apply the following priority order for existing conservation lands (including conservation easements and mitigation lands):
  1. Avoid negative impacts to them;
  2. Restore, connect, and enhance these lands while continuing to avoid negative impacts to them; and
  3. Minimize and mitigate negative impacts to them.

Draft Instructions
- Do not place new corridors through Preservation 2000 lands, National Parks, State Parks, State Forests, State-owned Mitigation Banks, and Florida Forever Acquired Lands.
- Leverage §368.2179 (2016) F.S. acquisition authority and other conservation programs to identify and preserve additional land to accomplish multiple purposes with the intent of acquiring property near or adjacent to the corridor prior to or parallel to corridor development.
- Coordinate with other entities to identify and prioritize targeted acquisitions such as those on the Florida Forever targeted list, other State recognized planned conservation land lists, and other locally recognized conservation land lists.
- Coordinate with landowners to apply the guiding principle to non-state owned conservation easements and mitigation lands to serve multiple purposes.
- Coordinate with landowners and operators of agricultural lands that also serve a conservation purpose.
- Work with management agencies to obtain funding and to implement Best Management Practices (BMP).
- Coordinate with the Division of Forestry, Florida Department of Agriculture and Consumer Services to preserve the ability to use prescribed fire on public and private managed lands.
- Identify and prioritize opportunities to reduce the purpose of existing conservation lands by reversing the negative impacts of existing transportation facilities.
The Florida Panther

Wildlife and Plant Habitats
Guiding Principle #8

- Protect the Environment and Natural Resources
- Protect, connect, and enhance environmentally sensitive areas, ecosystems, water resources, and wildlife, including the Florida panther.

Draft High-Level Needs
- Encourage biodiversity by applying the following priority order to habitats for all federally and state protected species, including wildlife and endemic plants:
  1. Avoid negative impacts to these habitats;
  2. Restore, connect, and enhance these habitats while continuing to avoid negative impacts; and
  3. Minimize/mitigate negative impacts to these habitats.

Draft Guiding Principles
- Balance fragmentation, linkage, and contiguity of natural areas to enhance wildlife, fish, and plant populations.
- Minimize and mitigate disturbances to natural areas to ensure connectivity.
- Implement habitat management strategies to enhance connectivity and resiliency.

Draft Instructions
- For Project Development and Beyond
  - Leverage Section 107(1) of the Coastal Zone Management Act to enhance the habitat of the Florida panther in areas where it is threatened or endangered.
  - Implement best management practices to protect the Florida panther and its habitat.
  - Collaborate with federal, state, and local agencies to develop and implement habitat management plans.
  - Monitor and evaluate the effectiveness of habitat management plans and adjust as necessary.

Water Resources

Wildlife and Plant Habitats
Guiding Principle #9

- Protect the Environment and Natural Resources
- Enhance the Quality of Life and Public Safety

Draft High-Level Needs
- Apply the following priority order for water resources:
  1. Avoid negative impacts to them;
  2. Restore, connect, and enhance them while continuing to avoid negative impacts; and
  3. Minimize and mitigate negative impacts to them.

Draft Guiding Principles
- Develop comprehensive water resource management plans that address the needs of the Florida panther and its habitat.
- Implement best management practices to protect the Florida panther and its habitat.
- Collaborate with federal, state, and local agencies to develop and implement habitat management plans.
- Monitor and evaluate the effectiveness of habitat management plans and adjust as necessary.

Draft Instructions
- For Project Development and Beyond
  - Leverage Section 107(1) of the Coastal Zone Management Act to enhance the habitat of the Florida panther in areas where it is threatened or endangered.
  - Implement best management practices to protect the Florida panther and its habitat.
  - Collaborate with federal, state, and local agencies to develop and implement habitat management plans.
  - Monitor and evaluate the effectiveness of habitat management plans and adjust as necessary.
## Guiding Principles & Instructions

The following three topics are in the area of mobility and transportation connectivity:

- Freight Mobility and Safety
- Transportation Modes
- Connectivity to Regional and Local Transportation Network

### Freight Mobility and Safety

<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 the Quality of Life and Public Safety</td>
<td>• Expand transportation options, such as shared-use nonmotorized trails, freight and passenger rail, and public transit.</td>
<td>• Support safe, efficient, and accessible transportation options and/or modes for people and goods.</td>
<td>• Enhance transportation corridors by supporting multiple modes including trails, through maximizing co-location within existing and new facilities.</td>
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</tbody>
</table>
Transportation Modes

Connectivity to Regional and Local Transportation Network

Guiding Principle #12

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

**Draft High-Level Needs**
- Improve access and interregional connectivity for residents, freight, and visitors between communities and markets.
- Help rural and underserved areas improve infrastructure for people, freight, and technology.
- Improve safety and mobility.

**Draft Guiding Principles**
- Identify opportunities and improve transportation connections between communities and the regional roadway network.

**Draft Instructions**
- Prioritize interchange locations for the State Highway System and then the regional roadway network.
- Work with local and regional governments to identify opportunities to improve or create connections to communities focusing on the regional roadway networks, areas with compatible land uses, and areas targeted for growth in regional and local government comprehensive plans and economic development plans.
- Develop interchange management plans including appropriate land use and environmental resource protections for areas around proposed interchange locations, and encourage their adoption into local government comprehensive plans.

Connectivity to Regional and Local Transportation Network

Resilience

Guiding Principle #13

**Purpose**
- All Purposes

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

**Draft Guiding Principles**
- Plan and coordinate community development and infrastructure asset creation and management that improves and maintains resiliency, sustainability, and adaptability.

**Draft Instructions**
- Do not impact high risk coastal zones (Coastal Barrier Resources System).
- Build on the vision, goals, and strategies of the Florida Transportation Plan in addressing resiliency, including sea-level rise.
- Develop local and regional plans that address sea-level rise and potential population migration/growth.
- Consider hazards such as flooding, fire, and sea-level rise when designing corridors.

Guiding Principles & Instructions

These final four topics cover other areas of importance to the region:

- Resilience
Resilience

Emergency Evacuation and Response

- Emergency Evacuation and Response
- Broadband and Other Utilities
- Technology

Resilience

Emergency Evacuation and Response

Guiding Principle #14

**Purpose**
- Enhance the Quality of Life and Public Safety

**High-Level Needs**
- Strengthen disaster mitigation, preparedness, response, and recovery.

**Guiding Principles**
- Strengthen local, regional, and statewide emergency management plans and actions.

**Instructions**
- Do not place new corridor through Caloosha Sound areas.
- Provide staging areas as part of the program consistent with §332.216, F.S.
- Strengthen statewide approach regarding the need to maintain or improve evacuation times.
- Strengthen statewide, regional, and local plans for sheltering as appropriate.
- Coordinate with state, regional, and local emergency management agencies including the Statewide Regional Evacuation Plan update that is in process by the Florida Division of Emergency Management and the regional planning councils.
- Develop the corridor to lessen congestion through small rural communities during evacuation.
- Develop the corridor to support efficient and safe delivery of supplies and recovery services.
- Evaluate effects of innovative approaches, including technological advancements and autonomous vehicle adoption, on emergency evacuation response times.

Emergency Evacuation and Response

Guiding Principle #15

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

**High-Level Needs**
- Help rural and underserved areas improve infrastructure for people, insight, and technology.
- Enhance access to jobs, workforce training, education, healthcare, and goods and services.
- Help increase economic activity and economic diversity throughout the region with emphasis on inland and rural areas.

**Guiding Principles**
- Support expansion of rural utility infrastructure, including broadband, water, and sewer to enhance quality of life.
- Plan and design enhanced or new corridors to enable co-location of utility and broadband infrastructure in right-of-way.

**Instructions**
- Enhance and integrate transportation and infrastructure planning processes.
- Maximize co-location opportunities (e.g., add conduit or "dig once") while still allowing flexibility for service providers to separately install their own conduit and fiber.
- Ensure utility provider access to right-of-way is non-discriminatory and competitively neutral.
- Explore partnerships with utility providers and government entities at the federal, state, regional, and local levels.
- Encourage connections to community anchor institutions such as colleges and hospitals.

Broadband and Other Utilities
High-Level Needs

Action Plan

In addition to the high-level needs, guiding principles, and instructions, FDOT will commit to the following actions to move forward with implementation of the recommendations of the Task Force’s report in developing the M-CORES Program in this study area, consistent with s. 338.2278, F.S.
Potential Illustrative Paths/Courses

Co-Location

The Southwest-Central Florida Corridor Task Force finalized the Task Force Report including the Guiding Principles, which will help provide guidance for potential illustrative paths/courses for the Southwest-Central Florida Corridor. The paths/courses will be analyzed in further detail during the Planning phase (described below).

At Task Force meeting #7 in August we showed one of the first steps in identifying future paths/courses within the Southwest-Central Florida Corridor by using the then Task Force’s draft guiding principle of maximizing the use of existing facilities (see map below). Major north-south routes offer opportunities as potential illustrative paths/courses such as SR 29 (highlighted in red). At the September 23, 2020 Task Force meeting (Task Force meeting #8), the graphics shown below were reviewed to address other co-location opportunities utilizing the then draft instruction in the same guiding principle to evaluate opportunities for co-location of transportation and utility facilities within or adjacent to existing disturbed right-of-way. On the slide below there is an abandoned railroad corridor (highlighted in blue) traveling parallel to SR 29 and adjacent to the Okaloacoochee Slough State Forest.

In looking at the Hendry County long-range transportation plans, SR 29 is identified as a priority 1 to improve and second in the lower right the abandoned railroad is identified as a potential new corridor to a multi-use recreational trail. This new trail is also shown in the FDEP’s Florida Greenways land trail opportunities list. This opportunity offers an example of how the M-CORES program could be leveraged in delivering a potential enhancement to the area and be consistent with at least 3 of the Task Force’s draft guiding principles: 1) co-
locating a trail on an existing corridor, 2) be consistent with statewide, regional and local comprehensive plans and 3) expand transportation options supporting multiple modes including non-motorized trails.

**Co-Location**

**Bypasses**

In the study area, there are 37 municipalities with a number of them found on the major north-south roadways we have previously highlighted in past task force meeting as potential opportunities for co-location facilities, namely along SR 29, SR 31, SR 82, US 17 and US 27. Those local governments along those major north south roadways are listed here.

When considering these potential bypasses, two of the draft guiding principles can be highlighted: 1) consistency with regional and local plans; and 2) maintain and enhance community character.

As it relates to being consistent with local and regional plans, each local government is required to develop a transportation
element as part of their Comprehensive Plan to address traffic circulation and mobility issues. Those transportation elements are coordinated with future land use, existing and proposed roadway networks, existing and proposed transportation needs and how those deficiencies will be addressed.

**Bypasses**

**Enhancements**

In Task Force Meeting 5, we enumerated several potential enhancement ideas to help generate instructions as part of the task force report. A number of these ideas were related to natural environment, economic development, transportation connectivity, and innovation and technology. That work has paid off with a number of enhancements clearly identified as draft instructions to FDOT as key considerations during the M-CORES program development. Many of these enhancement ideas offer the opportunity to deliver improvements and benefits to the study area long before FDOT develops or advances potential multi-use transportation corridors. The enhancements listed could help preserve and protect the environment and wildlife in and around the planned multi-
use transportation corridor that is developed and identified during the early planning phases to help the entire study area years before the capacity projects are delivered and open to traffic.

**Enhancements**

**Conservation Lands**
- Leverage s. 338.2278, F.S. acquisition authority to identify and preserve additional land prior to or parallel to corridor development
- Coordinate with entities to prioritize these targeted acquisitions
- Right-of-Way funds available in FY2021, FY2022, and FY2023

**Florida Panther and Wildlife**
- Coordinate with the Florida PRIT to prioritize connections and implement additional crossing features and locations

**Water Resources**
- Prioritize and implement regional storm water improvements

**Enhancements**

**Broadband**
- Leverage HB 969 to develop projects that assist with broadband infrastructure within or adjacent to the multiuse corridor

**Staging Areas for Emergencies**
- Leverage SB 7018 to identify and provide strategic spaces to support disaster mitigation, preparedness, response, and recovery

**Consistency with Local Plans**
- Review local government comprehensive plans to address potential interchange locations with land use management plans and environmental resource protections

https://storymaps.arcgis.com/stories/db0b52bac61842beab8fabcc5f3fde25/print
Where are we Now?

Task Force Phase

The Task Force met on October 19, 2020 to finalize 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.
What's Next?

Planning and Corridor Evaluation Phase

After the Task Force report is completed, the project will continue with the Planning phase. During this phase, paths/courses will be developed and evaluated in detail for consistency with the Task Force recommendations and state and federal requirements.

![Project Development Process]

Project Development & Environment and Design Phase

https://storymaps.arcgis.com/stories/db0b52bac61842beab8fabc5f3dfe25/print
During the PD&E phase the paths/courses from the Planning phase are refined into potential roadway alignments. The Task Force Recommendations will be used by FDOT and other agencies to guide and inform the development of the project.

During this phase the No Build alternative is considered and evaluated against the build alternative(s). The outcome of the PD&E phase will be a preferred alternative which could be 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
Southwest-Central Florida Corridor Virtual Meeting

First Name

Thank You for your Comments!

Contact Us

FDOT encourages public participation. Please reach out.

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If you need additional space to provide comments or prefer to submit your comments via email, please do so to FDOT.Listens@dot.state.fl.us.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact Marlon Bizerra at (863) 519-2250 or via email at Marlon.Bizerra@dot.state.fl.us.