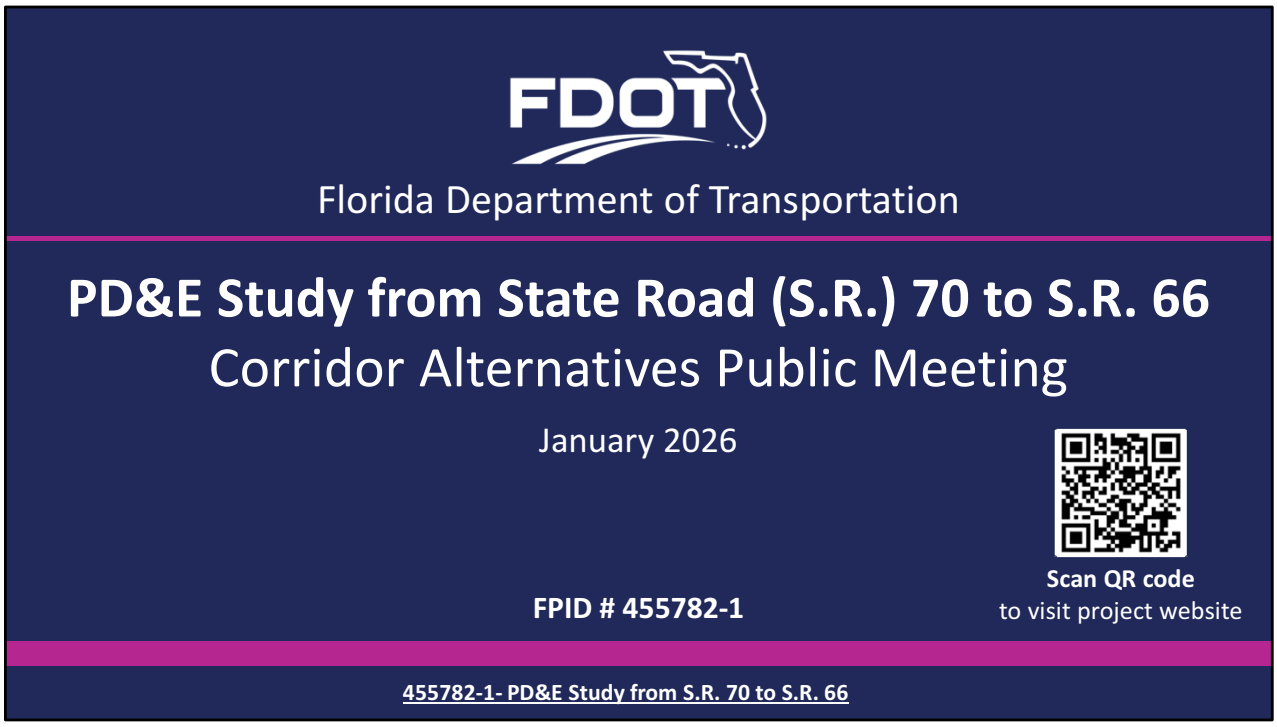
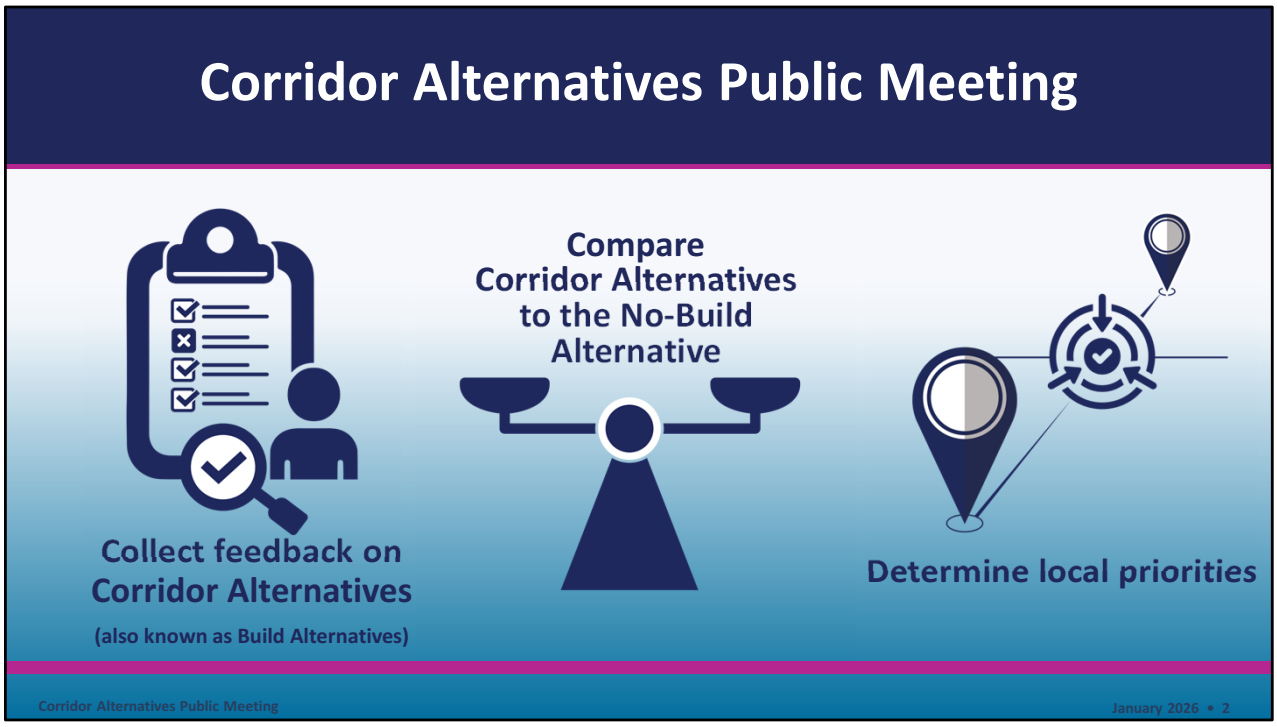
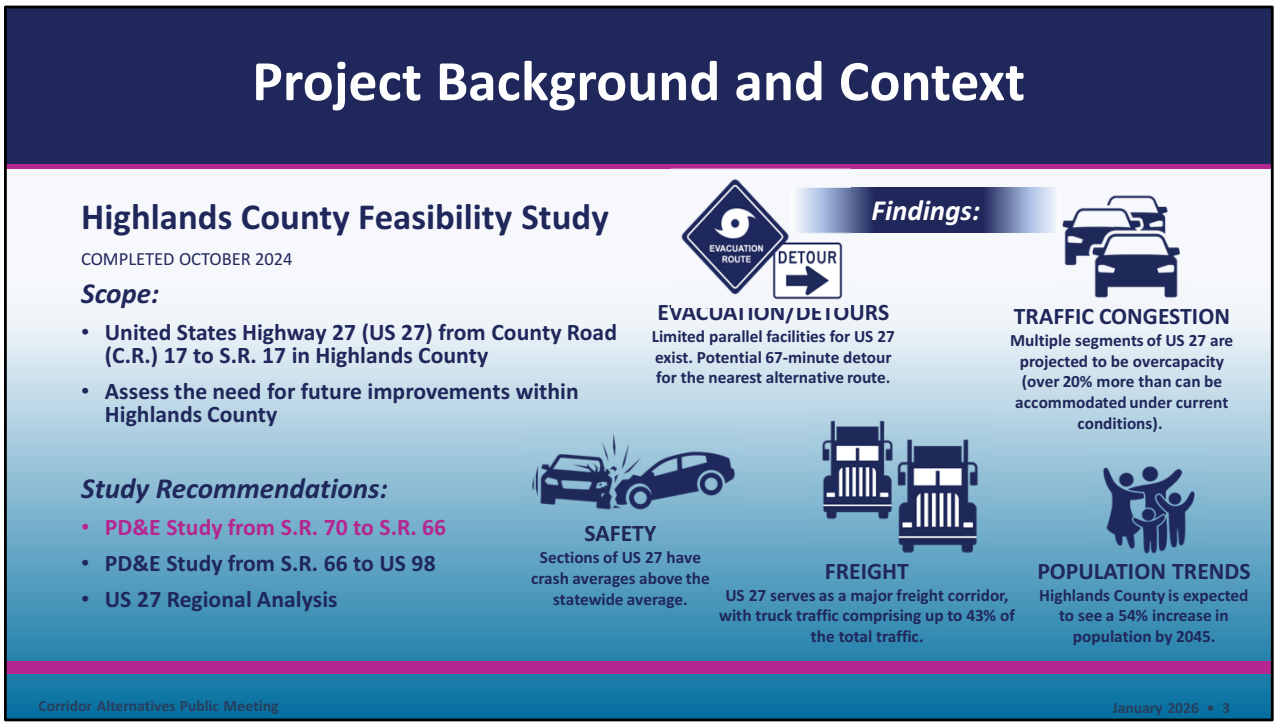


The Florida Department of Transportation, or F D O T, welcomes you to the State Road Seventy to State Road Sixty-Six Corridor Alternatives Public Meeting. This meeting is part of a Project Development and Environment, or P D AND E Study. The FPID number for this study is 455782 dash 1. We appreciate your attendance and participation. In this presentation, we'll introduce the project, explain why it's needed, show the different corridor alternatives being considered, and walk you through the P D and E Study process.



The purpose of this Corridor Alternatives Public Meeting is to give you the chance to ask questions and share your thoughts about the proposed alternatives – known as Build Alternatives and the No-Build Alternative. Your feedback will help F D O T decide whether to move forward with a Build Alternative or No-Build Alternative. It will also help guide early design decisions and the location of any future improvements.



In October twenty-twenty-four, The Highlands County Feasibility Study was completed. This study focused on approximately fifty miles of US Highway Twenty-Seven in Highlands County.

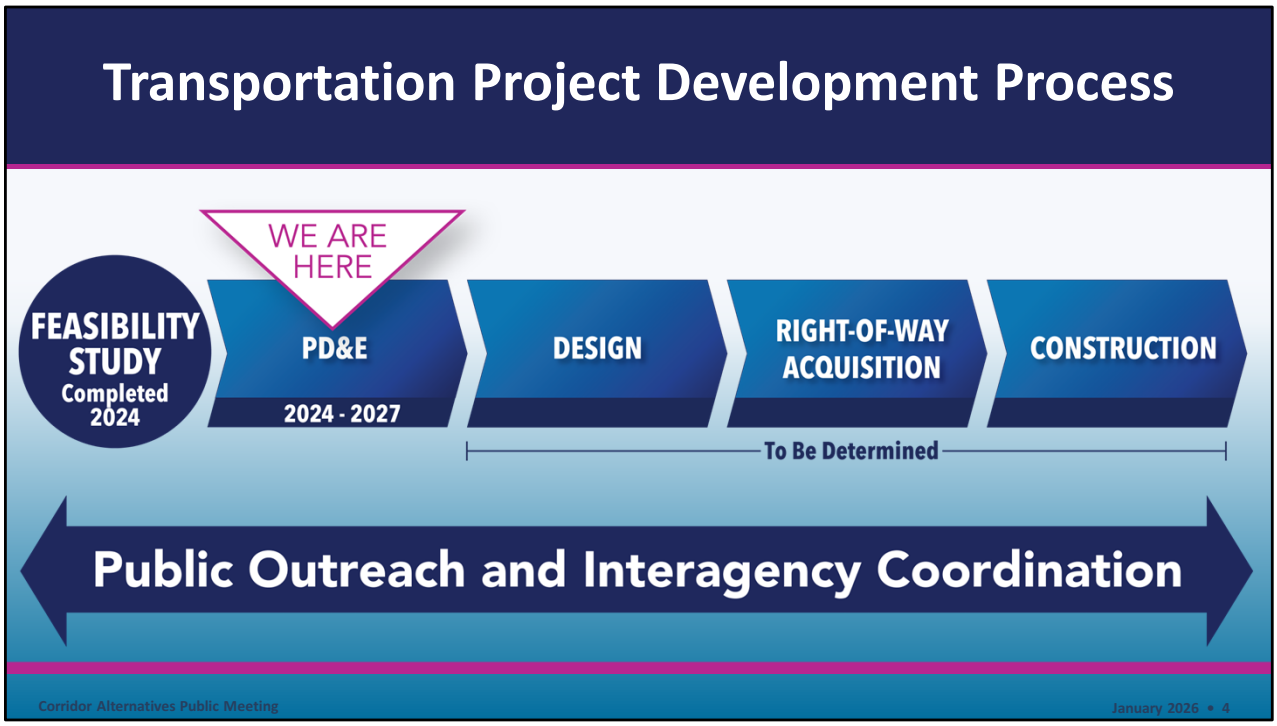
The Feasibility Study found several key points:

- The population in Highlands County is growing.
- Several sections of US Highway Twenty-Seven have crash rates higher than the statewide average.
- US Highway Twenty-Seven is a major freight corridor, with truck traffic comprising up to forty-three percent of the total traffic at some locations.
- There are limited alternate routes that run parallel to US Highway Twenty-Seven for use during major traffic disruptions, including evacuations and detours.
- And multiple segments of US Highway Twenty-Seven are projected to be over capacity by the year 2045.

Based on these findings, the Feasibility Study recommended further analysis to identify ways to improve US Highway Twenty-Seven and nearby communities. These opportunities included: supporting more movement options, improving the efficient movement of freight, ensuring effective evacuation routes through the region, and providing safe travel for all users.

To address these needs, the study recommended three follow-up efforts:

- A P D and E study to evaluate alternative corridor options for a new north-south facility from State Road Seventy to State Road Sixty-Six. This study is the focus of this meeting.
- A second P D and E study to evaluate options for a north-south facility from State Road Sixty-Six to US Highway Ninety-Eight.
- And a Regional Analysis focused on US Highway Twenty-Seven, to identify potential improvements for regional accessibility, such as adding turn lanes, modifying median openings, or adding sidewalks and bike lanes.



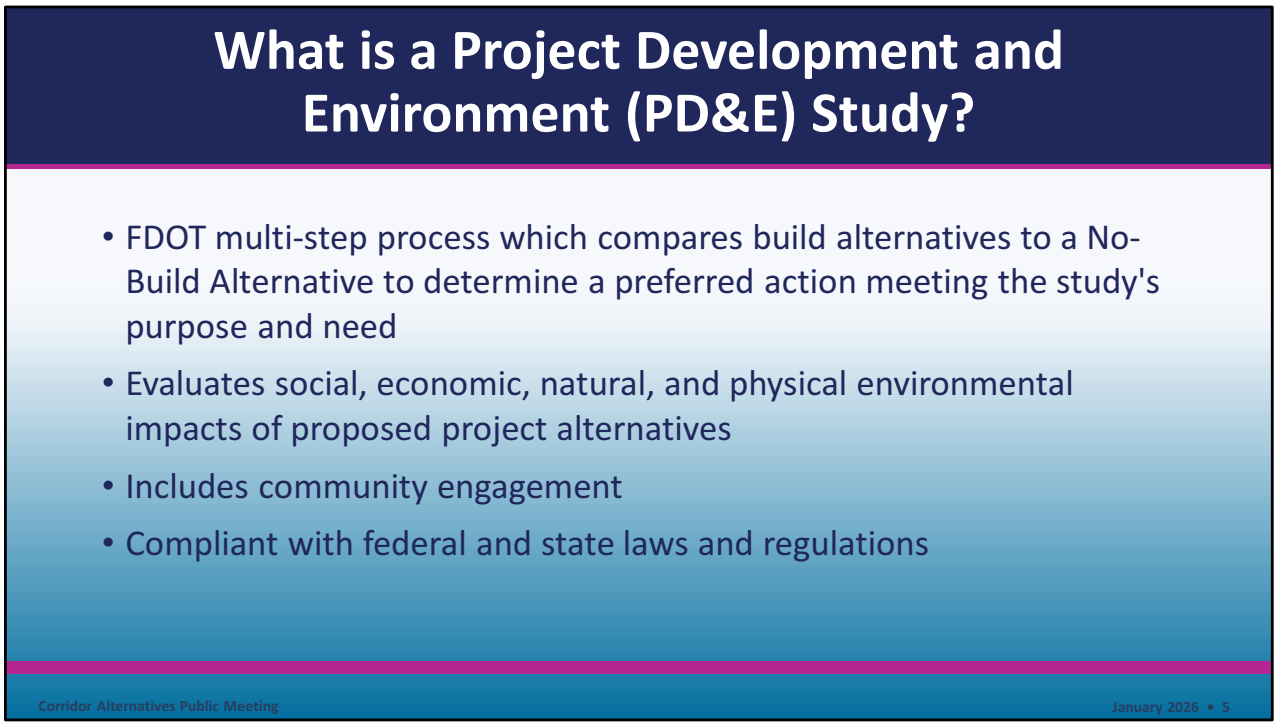
With the transition from the Feasibility Study to the P D and E study, this project continues to move through the Transportation Project Development Process.

The Feasibility Study, a higher-level study which recommended for deeper analysis through a P D and E study was completed in October 2024.

The P D and E Study started in winter 2024 and is expected to be completed in twenty-twenty-seven. The project is currently in this phase.

If a Build Alternative is selected, the project would then move into the Design, and potentially Right-of-Way Acquisition, and Construction phases. The timeframes for these next phases are still to be determined.

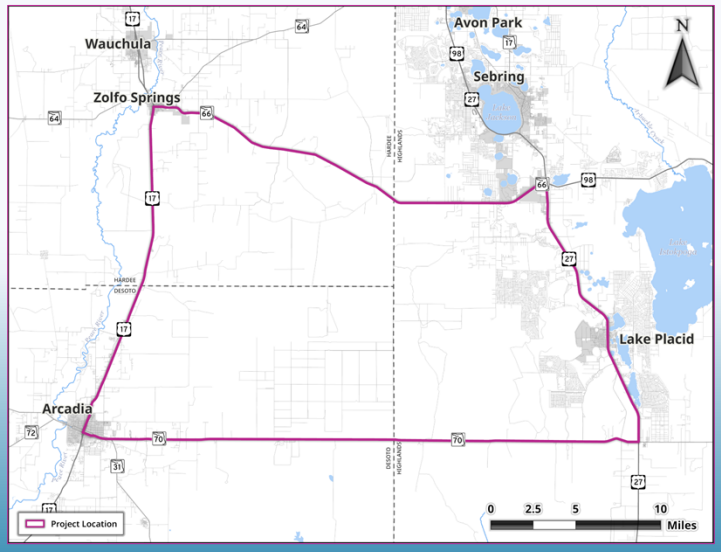
Public outreach and interagency coordination will continue throughout every step of the Transportation Project Development Process.



A P D and E Study is the formal multi-step process that the FDOT uses to compare Build Alternatives to a No-Build Alternative. The goal is to determine a preferred action that meets the project's purpose and need. The study evaluates the social, economic, natural, and physical environmental impacts of the proposed project alternatives. Engaging the public - by sharing information and gathering feedback – is a key part of this process. P D and E Studies follow all required federal and state laws and regulations.

Project Study Area

- Assess a potential new limited access roadway between S.R. 70 and S.R. 66
- Tolling is being considered as part of this study
- Study area boundaries include US 17, US 27, S.R. 70, and S.R. 66 in Hardee, DeSoto, and Highlands Counties



Corridor Alternatives Public Meeting

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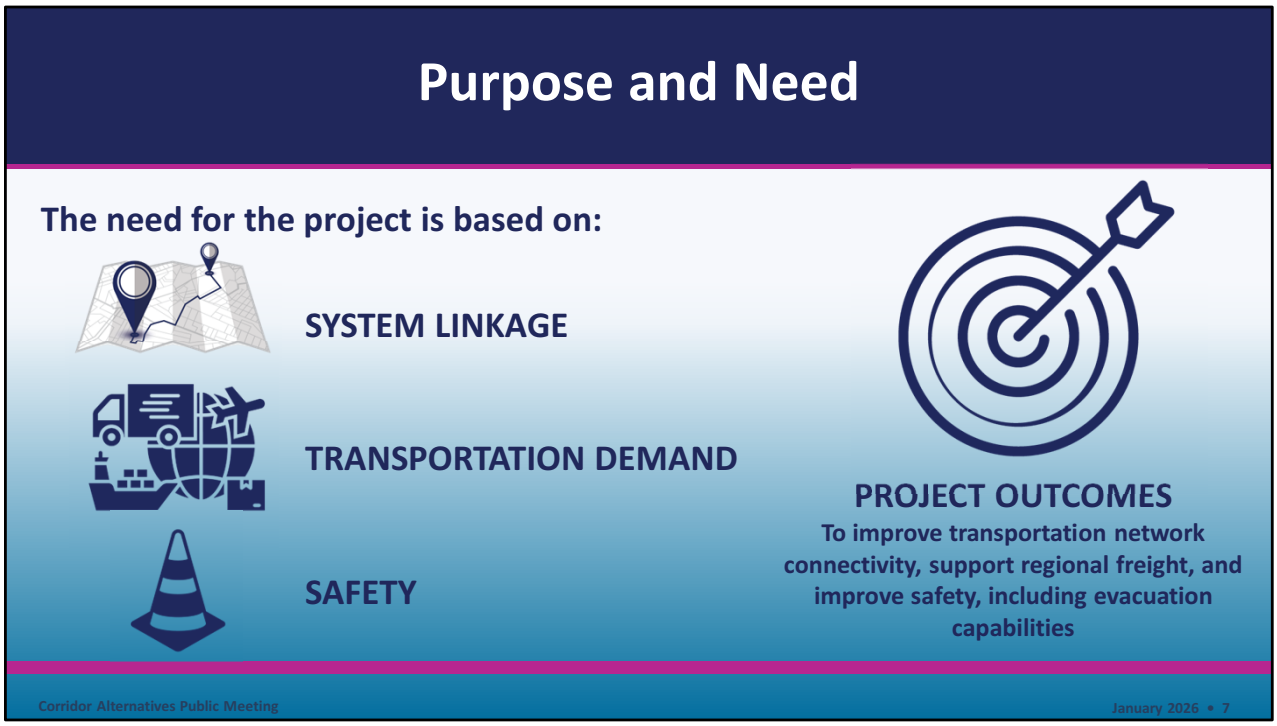
This P D and E Study will assess the possibility of a new limited-access roadway between State Road Seventy and State Road Sixty-Six. Tolling the limited-access roadway is also being considered as part of this study. The study area spans parts of DeSoto, Hardee, and Highlands counties and is bordered by US 17 to the west, US 27 to the east, State Road 70 to the south, and State Road 66 to the north. Arcadia is located on the southwest corner of the project area, Zolfo Springs on the northwest corner, while Lake Placid is located on the eastern side of the project limits. Avon Park and Sebring are located north of the project area.



The need for this project is based on three key factors:

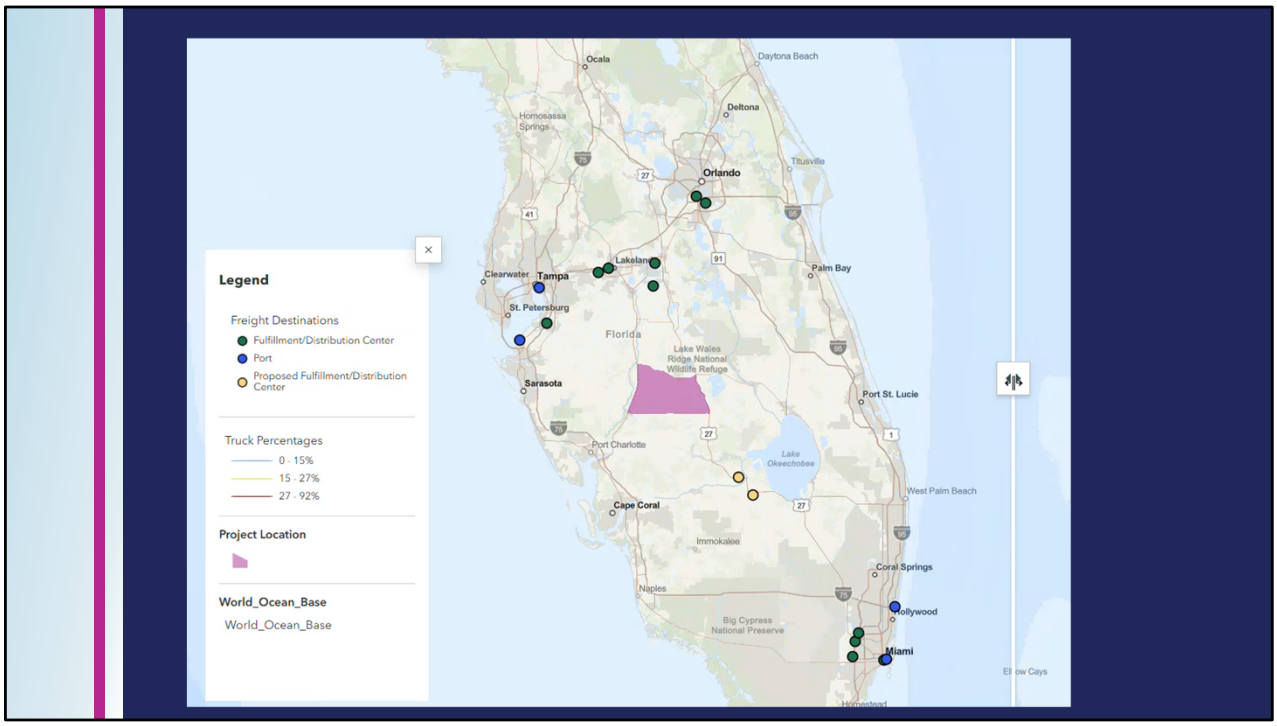
• First, System Linkage. There are limited north-south transportation routes in the study area. If parts of State Road Seventy, State Road Sixty-Six or US Highway Twenty-Seven were closed or impassable, detours would be significant.

• Second, Transportation Demand. Positioned at the heart of Florida's evolving commercial landscape, this area is ascending as a major trade and transportation hub. US Highway Twenty-Seven and US Highway Seventeen are vital trade routes, connecting agriculture distribution centers, freight hubs, and port facilities. Additionally, growth along the I-4 and I-75 corridors, combined with the study area's strategic proximity to Orlando, Tampa, and Fort Myers, makes the region a critical link to Florida's transportation network.

• Third, Safety. Crash analysis shows between the years twenty-twenty and twenty-twenty-four, there were two-thousand-four hundred and eleven crashes along the study area corridors- including State Road Seventy, State Road Sixty-Six, US Highway Seventeen, and US Highway Twenty-Seven. US Highway Twenty-Seven between State Road Seventy and State Road Sixty-Six showed a crash rate higher than both the statewide and districtwide averages. Nearly forty percent of fatal crashes on major roadways in the study area involved tractor trailers or medium to heavy duty trucks. Improvements are

needed to reduce the crash risks and make travel safer for everyone.

The purpose of this project is to improve transportation network connectivity. The new facility would also help accommodate growing transportation demand, support freight activity, and enhance safety – including safer evacuation routes during emergencies.

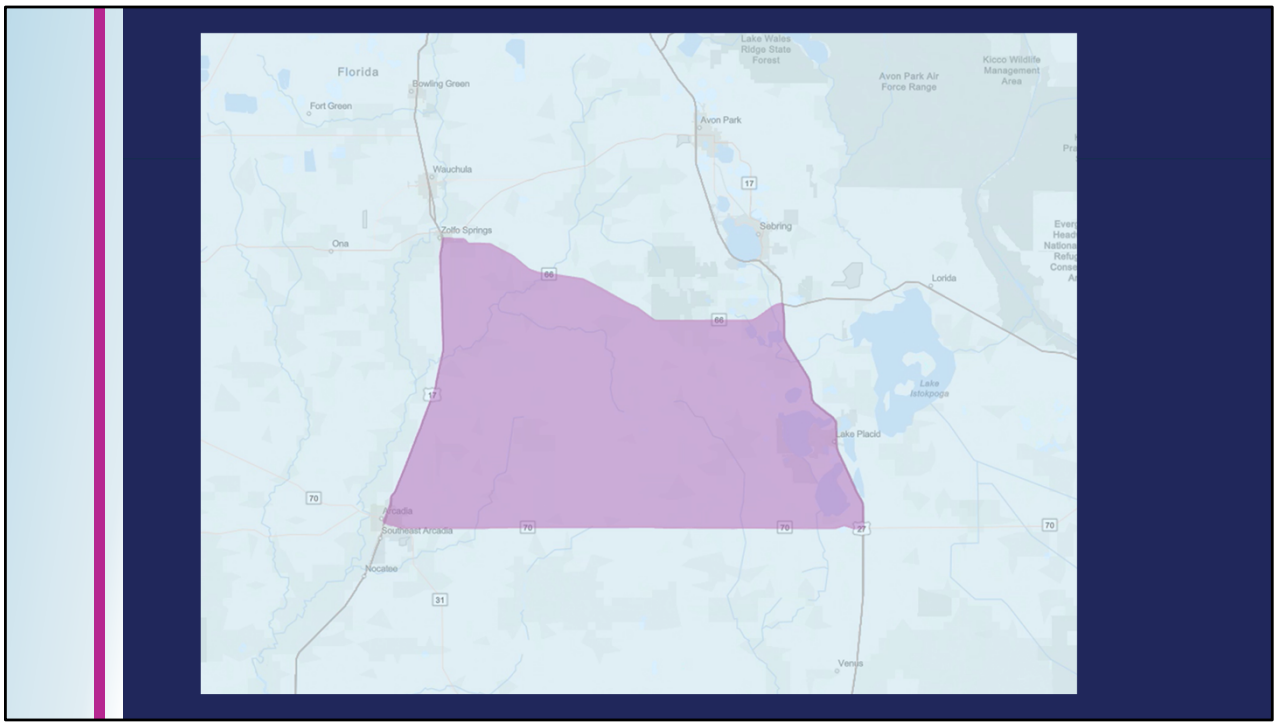


Displayed on your screen is a project area
map identifying major freight destinations and truck percentages on existing roadways in relation to the project location.

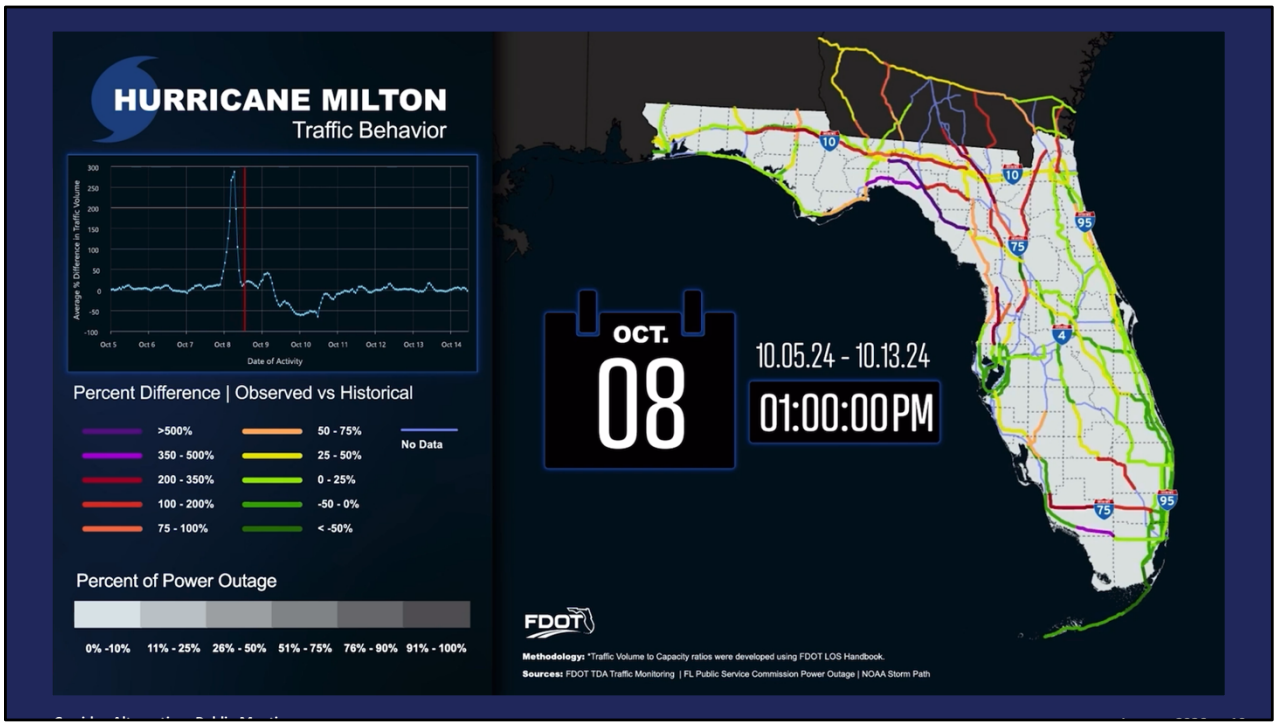
Here are major freight destinations in relation to the project area. Shown in yellow are the two proposed fulfillment distribution centers, including Americas Gateway Logistics Center and the Airglades Airport Expansion. Both are located along US 27, southeast of the project area, and directly west of Lake Okeechobee. As of late twenty-twenty-five, the America's Gateway Logistics Center in Moore Haven, Florida, remains in the development phase. Once fully operational, it is anticipated to significantly impact the region by providing an inland port solution to support Florida's growing trade and logistics industry. The other proposed fulfillment distribution center highlighted on the map is the Airglades International Airport in Hendry County, Florida. This airport is undergoing an expansion project to transform it into a major cargo hub for perishable goods from Central and South America. The expansion is expected to create thousands of jobs and boost the local economy by streamlining the import of perishable items. Shown in green are existing fulfillment and distribution centers, concentrated in the southwest, southeast, and central Florida regions including near Tampa, around Lakeland, and Orlando. Ports are shown in blue and are concentrated in the South Florida and Tampa Bay regions. These major facilities are included to illustrate the structure of the supply chain

and the movement of freight across Florida's transportation network, demonstrating how goods are distributed to communities throughout the state. Although no major freight destinations are located within the project study area, trucks must traverse this corridor to access their final destinations.

The map now shows the freight routes trucks take to arrive at their destinations. Roadways with high truck traffic comprising between twenty-seven percent and ninety-two percent of total vehicle volume are depicted in red. These routes are mostly concentrated within the project area and south and southeast of it indicating trucks are carrying freight to and from south Florida to central Florida, and beyond, using these routes. Roadways with truck traffic comprising between fifteen percent and twenty-seven percent are depicted in yellow, occurring west and northwest of the project area, while roads with low truck traffic comprising between zero percent and fifteen percent of total vehicle volume are depicted in blue and concentrated on Florida's coasts. Creating an alternative corridor would provide more travel options for freight vehicles, reduce congestion, and improve overall traffic flow and efficiency.



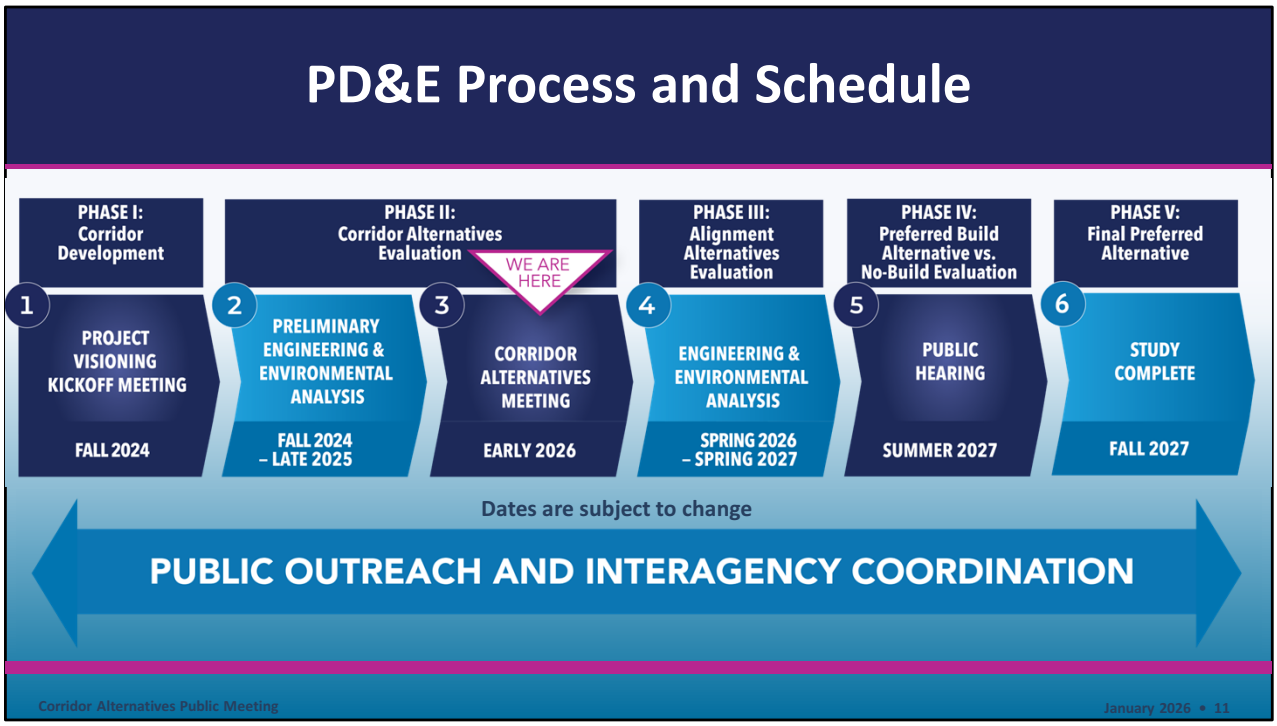
Eighty-six percent of Florida's population is located within a one-hundred-and-fifty-mile radius of the project area. Florida's population continues to grow rapidly, with new residential developments and infrastructure projects expanding across the state. This growth increases the number of vehicles on the road, leading to heavier congestion during normal travel days. During evacuation scenarios, such as hurricanes, the added population and limited roadway capacity will significantly amplify traffic delays, making timely evacuations more challenging and increasing the strain on the transportation network.



Graphic One: An analysis of evacuation scenario clearance times was conducted for DeSoto, Hardee, and Highlands Counties. Clearance times refer to the estimated duration required for all evacuees within a designated area to safely exit during a mandatory evacuation, and the study compared year twenty-twenty conditions to year twenty-twenty-five projections. The findings indicate an increase in the evacuating population of up to three-point three percent; however, county clearance times exhibit a substantially higher percentage increase, averaging twenty-point seven percent equating to seven-point eighty-three hours of additional travel time. This escalation in clearance times can be attributed to population growth in adjacent counties that also rely on the same transportation network for evacuation, thereby imposing additional strain on existing routes during mandated evacuations. Furthermore, the growth in the evacuating population has resulted in traffic bottlenecks along Florida's Turnpike and Interstate Seventy-five, restricting traffic flow. The proposed alternative route offers a means to divert traffic from these major corridors and enhances connectivity to critical facilities, thereby improving overall travel efficiency during evacuation events.

Graphic Two: This animation illustrates observed traffic volumes in comparison to historical hourly traffic patterns before, during, and after Hurricane Milton. Hurricane Milton made landfall just south of Tampa on October ninth twenty-twenty-four, prompting widespread

evacuations across much of the state. Data collection included nearly one hundred and twenty thousand traffic counts in the State of Florida recorded at one-hour intervals along major roadways, power outage data at three-hour intervals, and comparable traffic data provided by the Georgia Department of Transportation. Emergency shoulder use was implemented on October seventh, twenty-twenty-four at approximately four o'clock p.m. along the Interstate Four and Interstate Seventy-five corridors, extending from Tampa to Orlando and Tampa to Lake City, respectively. Several routes departing from Tampa in both northern and southern directions experienced traffic volumes exceeding historical averages by more than five hundred percent. This analysis provides a clear depiction of public response during a large-scale emergency event and offers valuable insights to enhance future preparedness and response strategies.



Shown on your screen is now a project timeline graphic displaying the State Road Seventy to State Road Sixty-Six P D and E study project phases and key milestones within each phase.

In Phase 1, preliminary corridors were developed. The key milestone in this phase was the Project Visioning Kickoff Meeting in fall of 2024.

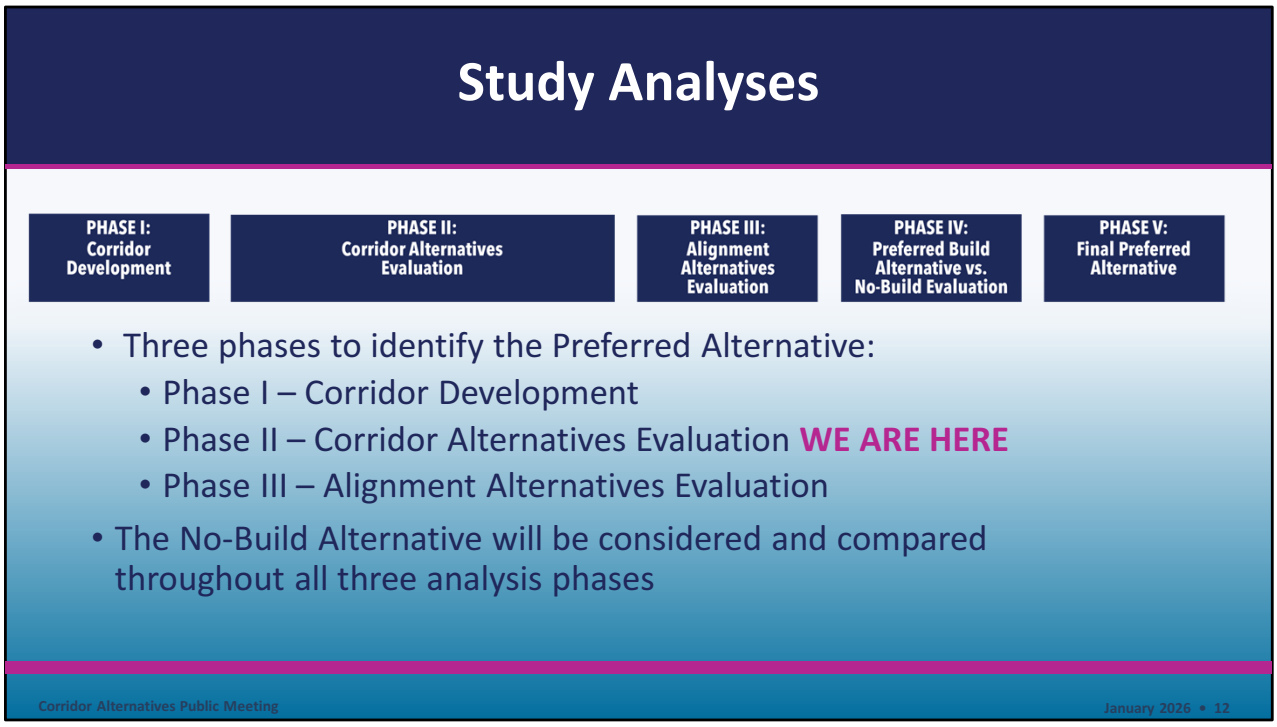
Phase Two evaluated the corridor alternatives through preliminary engineering and environmental analysis from fall 2024 to late 2025. The second key milestone in this phase is the Corridor Alternatives Meeting taking place in early 2026 to get public feedback. We are at this milestone now.

Phase Three will evaluate alignment alternatives, with the key milestone being engineering and environmental analysis being conducted from Spring 2026 to Spring 2027.

Phase four will evaluate and compare the preferred build alternative to the no-build alternative. The public hearing will take place in this phase in Summer 2027.

Phase five will determine the final preferred alternative and conclude the study in fall 2027.

Public outreach and interagency coordination will continue throughout every step of the study. Dates are subject to change.



As previously mentioned, this P D and E study is divided into three analysis phases to help develop the preferred alternative.

- Phase I - Corridor Development, where corridors were narrowed down from preliminary swaths to 1,000-foot wide corridors.
- Phase II - Corridor Alternatives Evaluation, where corridor alternatives including the No-Build are compared and evaluated. The study is currently in this second phase of the analysis process.
- And Phase III Alignment Alternatives Evaluation, where the final preferred roadway alignment is chosen.

Throughout all three phases, the No-Build Alternative will continue to be considered and compared to the Build Alternatives.

Phase I: Corridor Development

A Visioning Workshop was held in-person and online in November 2024 to:

- Gain insight on the communities' perceptions on:
  - Safety
  - Mobility
  - Vehicle mix
  - Emergency evacuation concerns
- Document the public's priorities
- Learn the location of locally important areas within the study area

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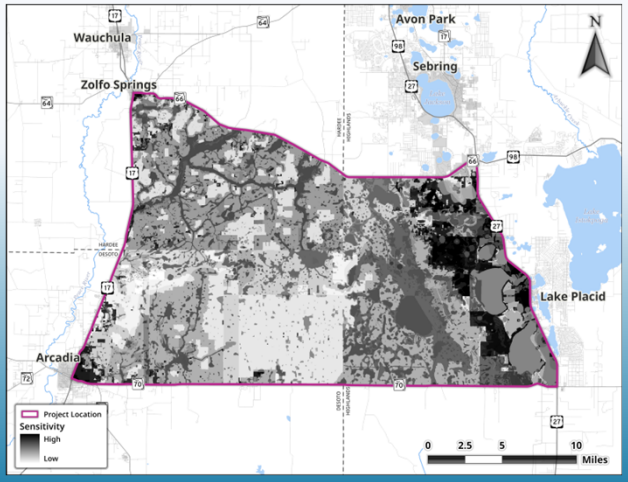
The Department held an in-person Public Visioning Workshop on November nineteenth, twenty-twenty-four. A Virtual Meeting Room was also available from November twentieth through December fourth, twenty-twenty-four, and showed the same materials as the in-person workshop. The workshops collected public comments to better understand community concerns about safety, accessibility, and emergency evacuation. They also documented the public's priorities and identified important local assets within the project area. All feedback was recorded and considered during the Phase One analysis.

Phase I: Corridor Development

- Identified social, cultural, natural, and physical features.
- Sensitivity levels of areas was determined based on feature overlap and feedback from the Visioning Workshop
  - Low – Little to no overlapping features
  - High – High number of overlapping features



Corridor Alternatives Public Meeting

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Using Geographic Information Systems – also known as GIS – along with the public feedback from the Visioning Workshops, the Department identified social, cultural, natural, and physical features in the study area.

A scale was created to classify how sensitive different areas are, based on two main factors:

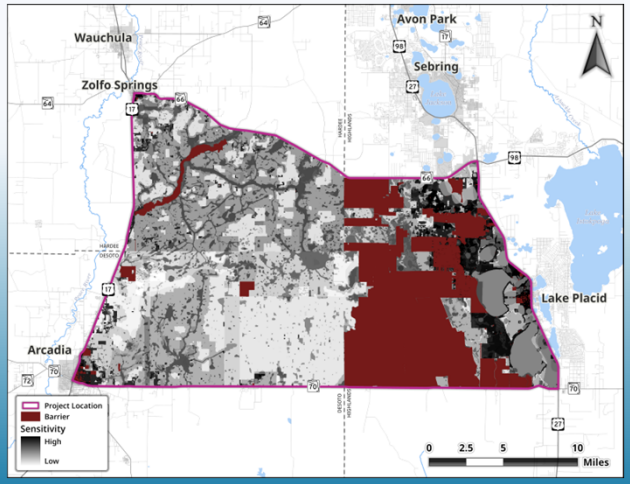
- Overlapping resource features, and
- Public feedback.

Sensitivity levels were mapped on a range:

- Low sensitivity areas, shown in white on the map, indicated little to no overlapping features.
- High sensitivity areas, shown in black on the map, indicated a large number of overlapping features.
- High-sensitivity zones are concentrated toward the eastern portion of the project area in Highlands County, whereas lower-sensitivity areas dominate the western side of the project area near DeSoto and Hardee Counties.

Phase I: Corridor Development

- Areas with extremely high levels of sensitivity were identified as barriers, including but not limited to:
  - Religious centers
  - Cemeteries
  - Parks/conservation lands
  - Critical bat habitat
- Corridor Alternatives were not considered in these areas



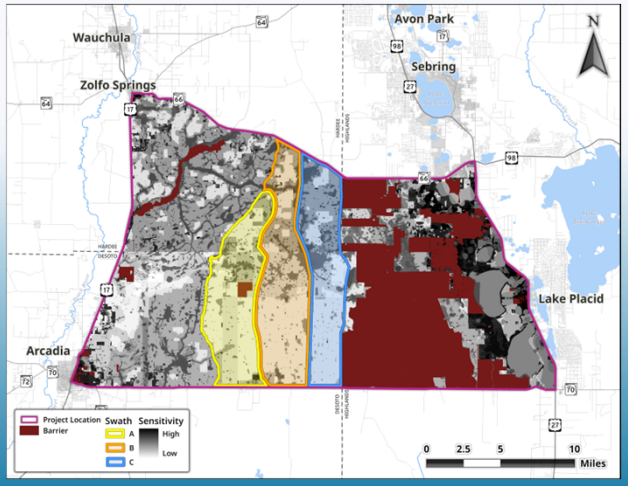
Land areas classified as having extremely high sensitivity were identified as barriers - and are shown in red on the map. These barriers are concentrated primarily in the eastern portion of the project area, in the Highlands County region. Smaller red patches appear in the western section near DeSoto and Hardee Counties. Corridor Alternatives were not considered in these areas, leading to most of Highlands County being eliminated from consideration for the project.

Barriers include, but are not limited to:

- Religious centers
- Cemeteries
- Parks and conservation lands, and
- US Fish and Wildlife Service designated Florida Bonneted Bat Critical Habitat.

Phase I: Corridor Development

- Swaths consisting of low sensitivity areas identified:
  - Swath A
  - Swath B
  - Swath C



Corridor Alternatives Public Meeting

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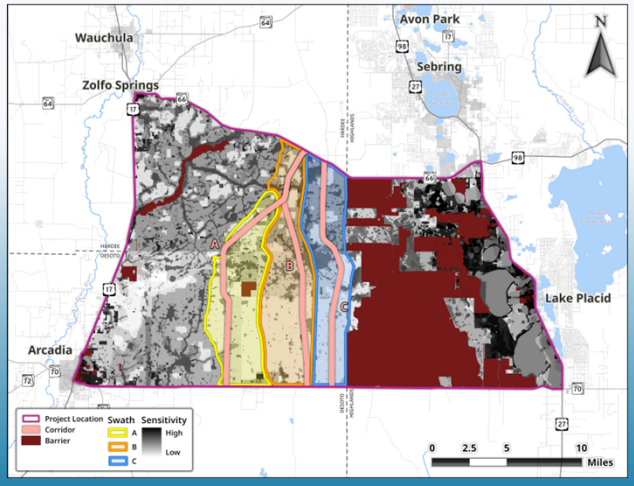
Using the sensitivity ratings and avoiding barriers, a computer model was run to help determine three initial swath areas where potential corridors could be located. The goal was to minimize impacts and still satisfy the projects' purpose and need.

The three swath areas are show on the map:

- Swath A, depicted on the left in yellow, runs through the western portion of the project area.
- Swath B, depicted in the middle in orange, occupies the central section.
- And Swath C, is depicted on the right in blue, positioned toward the eastern side of Hardee and DeSoto Counties, adjacent to the barriers in Highlands County.

Phase I: Corridor Development

- Least impactful corridor identified in each swath through evaluation considering:
  - Property lines
  - Environmental features
  - FDOT engineering design criteria

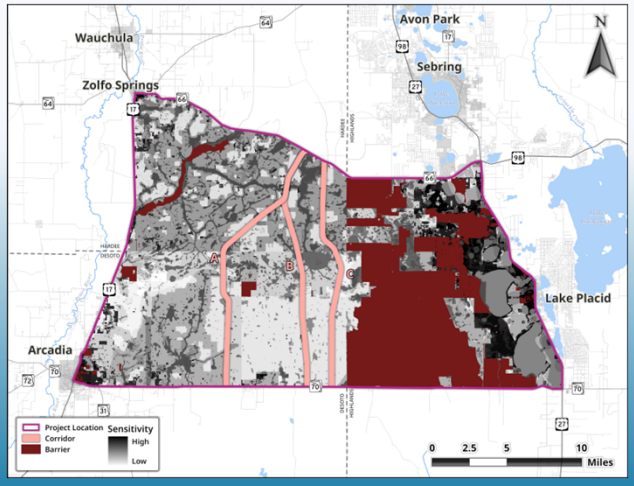


The least impactful corridor was identified in each swath based on three main factors:

- Property lines,
- Environmental features, and
- F D O T engineering design criteria

Phase I: Corridor Development

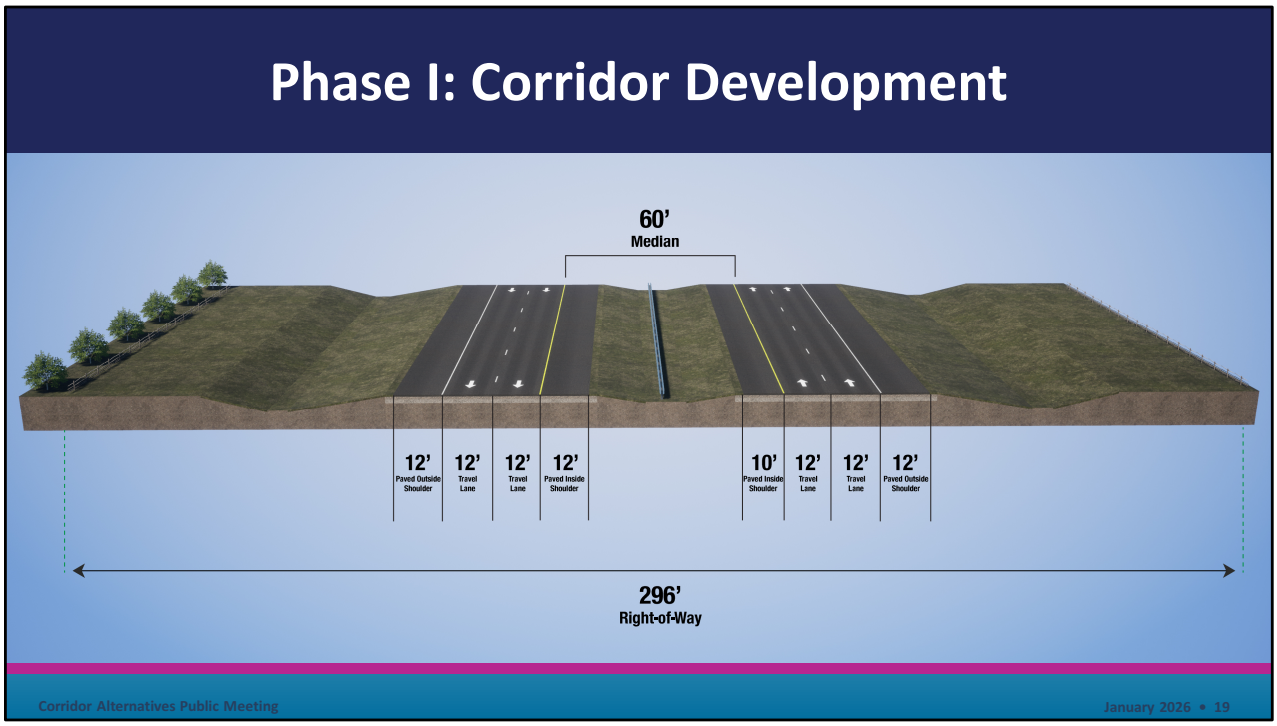
- 1,000 ft-wide preliminary corridors:
  - Corridor A
  - Corridor B
  - Corridor C



This analysis resulted in three preliminary corridors, each one thousand feet wide

- Corridor A
- Corridor B, and
- Corridor C

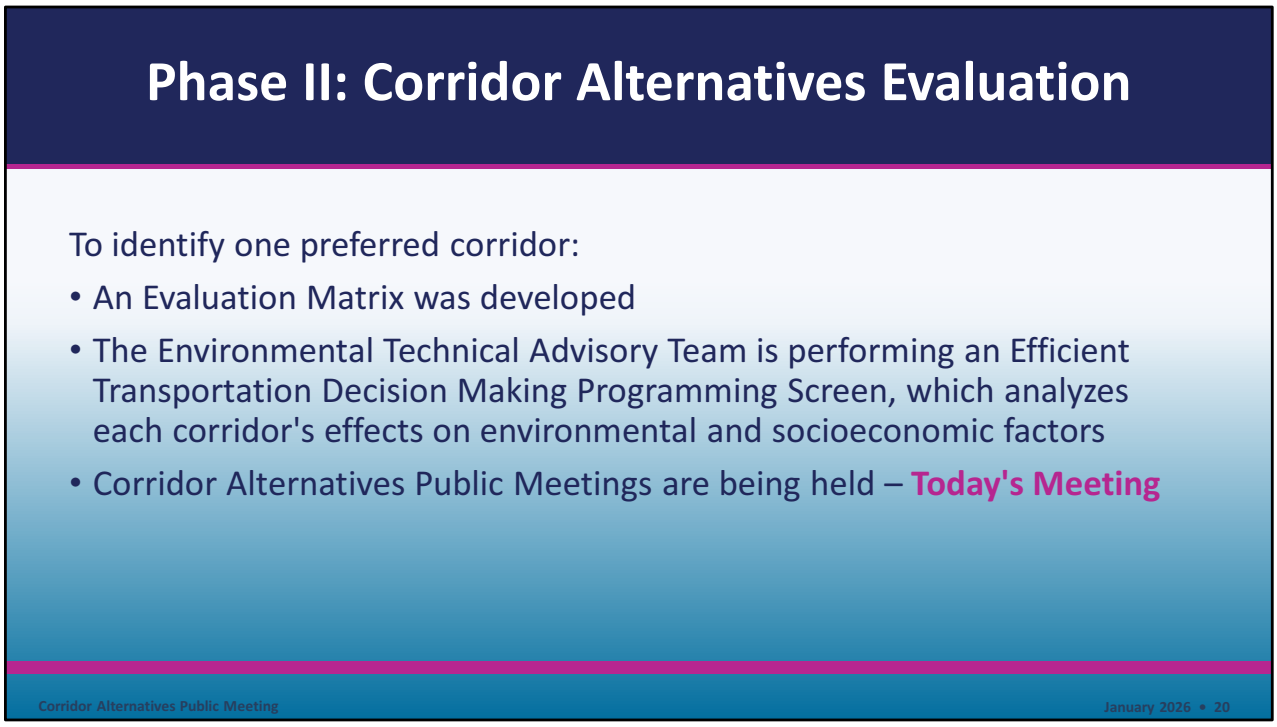
All corridors fall within DeSoto and Hardee Counties, as the Highlands County part of the study area contained several barriers and was therefore avoided.



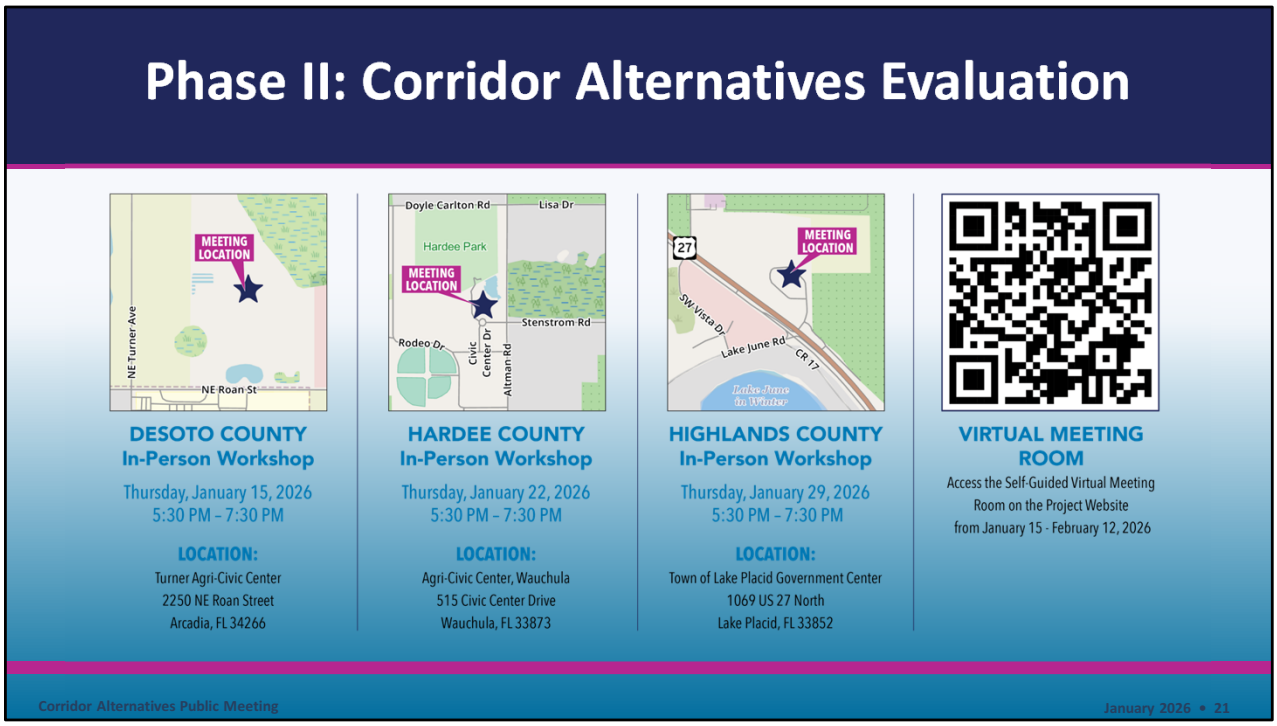
These one-thousand-foot-wide preliminary corridors are intentionally wider than the proposed typical section, which is two hundred and ninety-six feet wide. The proposed typical section is designed per FDOT's standard limited access design criteria. This extra width allows for adjustments and refinements during Phase III - the Alignment Alternatives Evaluation phase.

The proposed typical section would include:

- Two twelve-foot travel lanes in each direction,
- Separated by a sixty-foot median, comprised of a ten-foot paved inside shoulder going northbound and a twelve-foot paved inside shoulder going southbound.
- The 60-foot median would also consist of a guardrail further separating the northbound and southbound lanes.



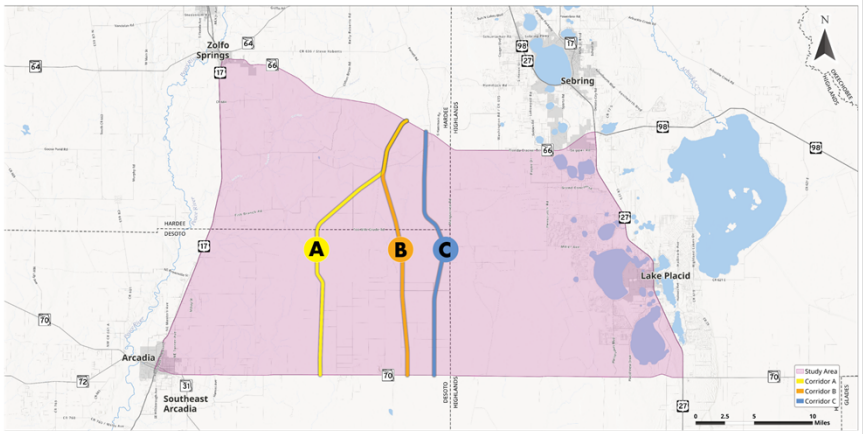
To narrow down the three Alternative Corridors to one Preferred Corridor or the No-Build Alternative, the Department developed an evaluation matrix to compare the potential impacts. The evaluation matrix is included later in this presentation and is also on display for you to review tonight. In addition, The Department's Environmental Technical Advisory Team, which includes representatives from federal and state agencies, is conducting an Efficient Transportation Decision Making Programming Screen. This process evaluates how each corridor might affect environmental and socioeconomic factors. Today's Corridor Alternatives Public Meeting is also an important opportunity to gather your feedback on a preferred corridor alternative.



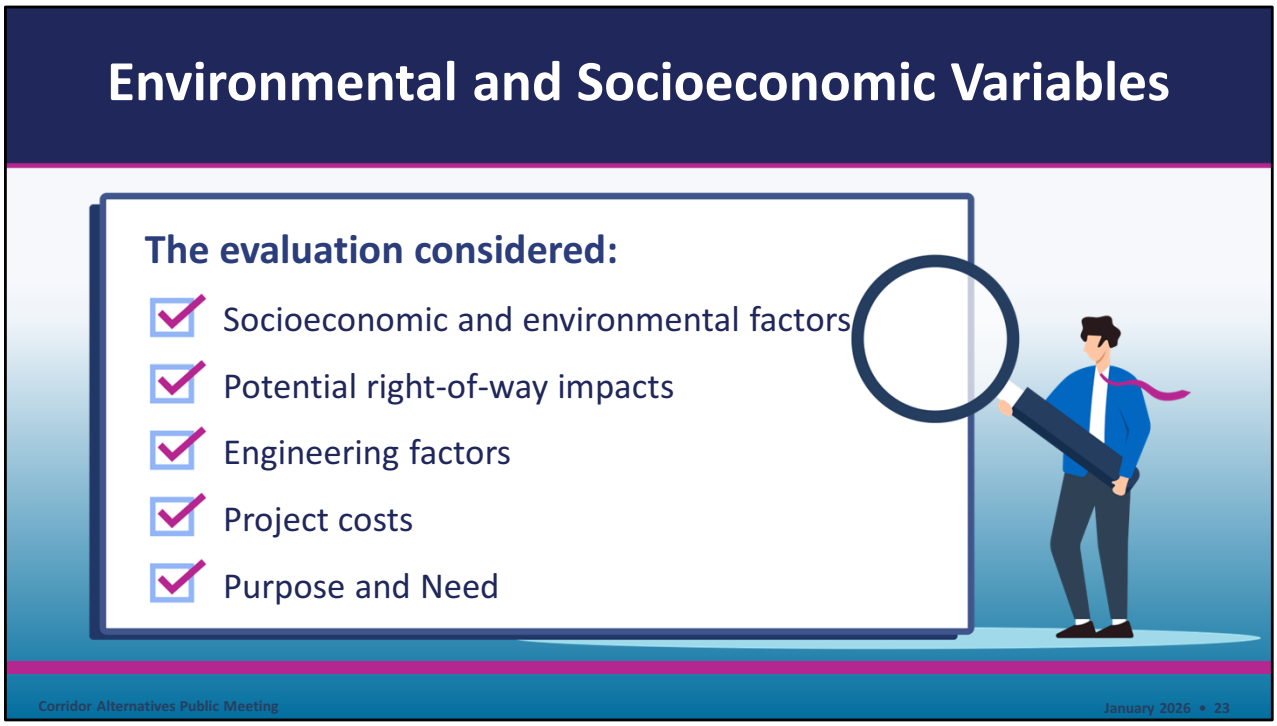
Today's meeting is one of three in-person meetings being held for this project. The same information will be presented at each meeting and will also be available online through a self-guided Virtual Meeting Room, open from January fifteenth through February twelfth, twenty-twenty-six. The in-person meeting schedule is:

- January fifteenth, twenty-twenty-six, from five thirty to seven thirty p.m., at the Turner Agri-Civic Center in Arcadia.
- January twenty-second, twenty-twenty-six, from five thirty to seven thirty p.m., at the Agri-Civic Center in Wauchula.
- And January twenty-ninth, twenty-twenty-six, from five thirty to seven thirty p.m., at the Town of Lake Placid Government Center in Lake Placid.

Corridor Alternatives Evaluation



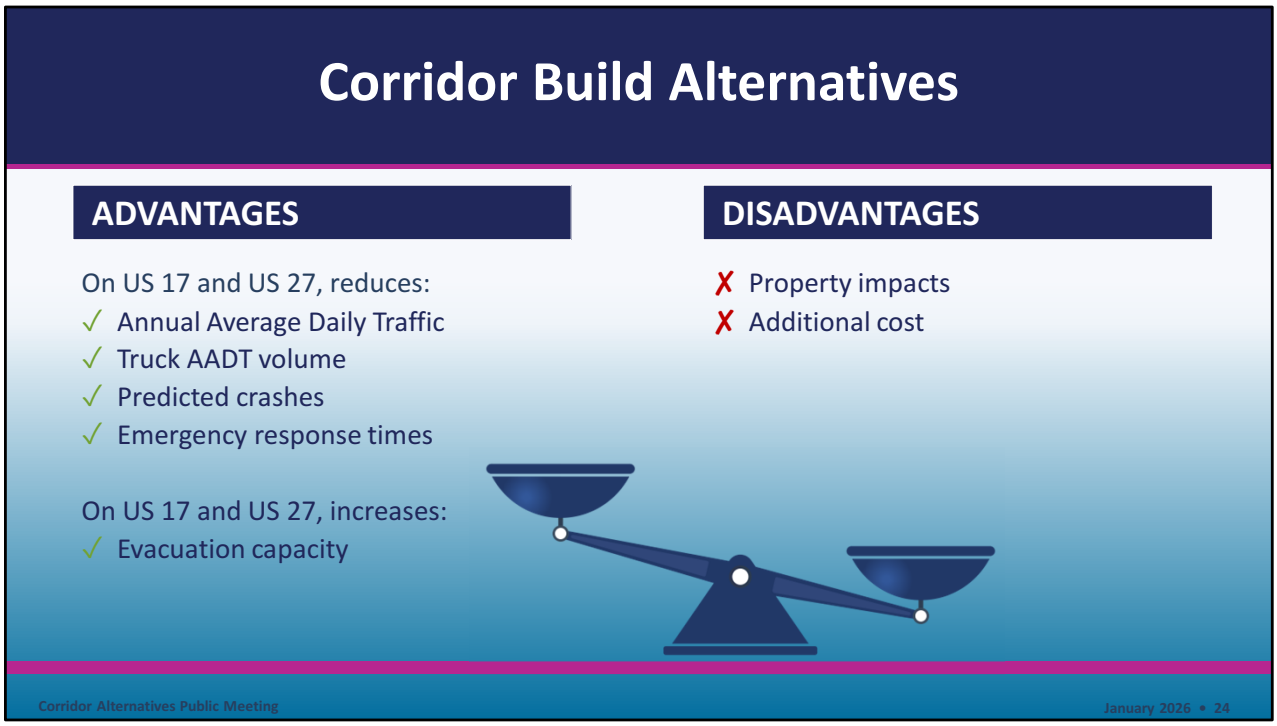
Next, we'll review the findings from the Corridor Alternatives Evaluation.



The evaluation considered a variety of variables, including:

- Socioeconomic and environmental factors,
- Potential right-of-way impacts,
- Engineering factors,
- Project costs, and
- Purpose and Need.

The evaluation also looked at whether each corridor alternative meets the purpose and need of this P D and E Study.

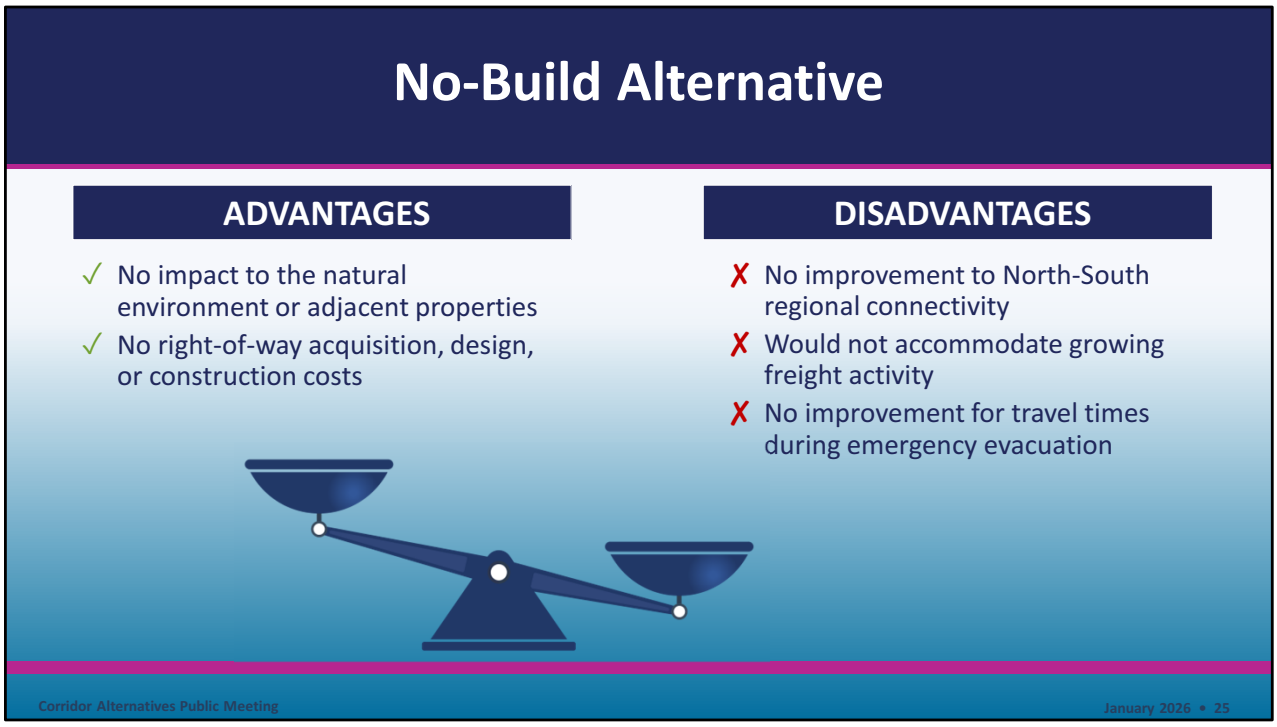


The Build Alternatives were found to have several advantages, including:

- Reducing annual average daily traffic, truck volumes, and predicted crashes along US Highway Seventeen and US Highway Twenty-Seven,
- And improving emergency response times.

The Build Alternatives would also increase evacuation capacity within the study area. However, the Build Alternatives do have disadvantages, including:

- Impacts to properties, and
- Additional project costs

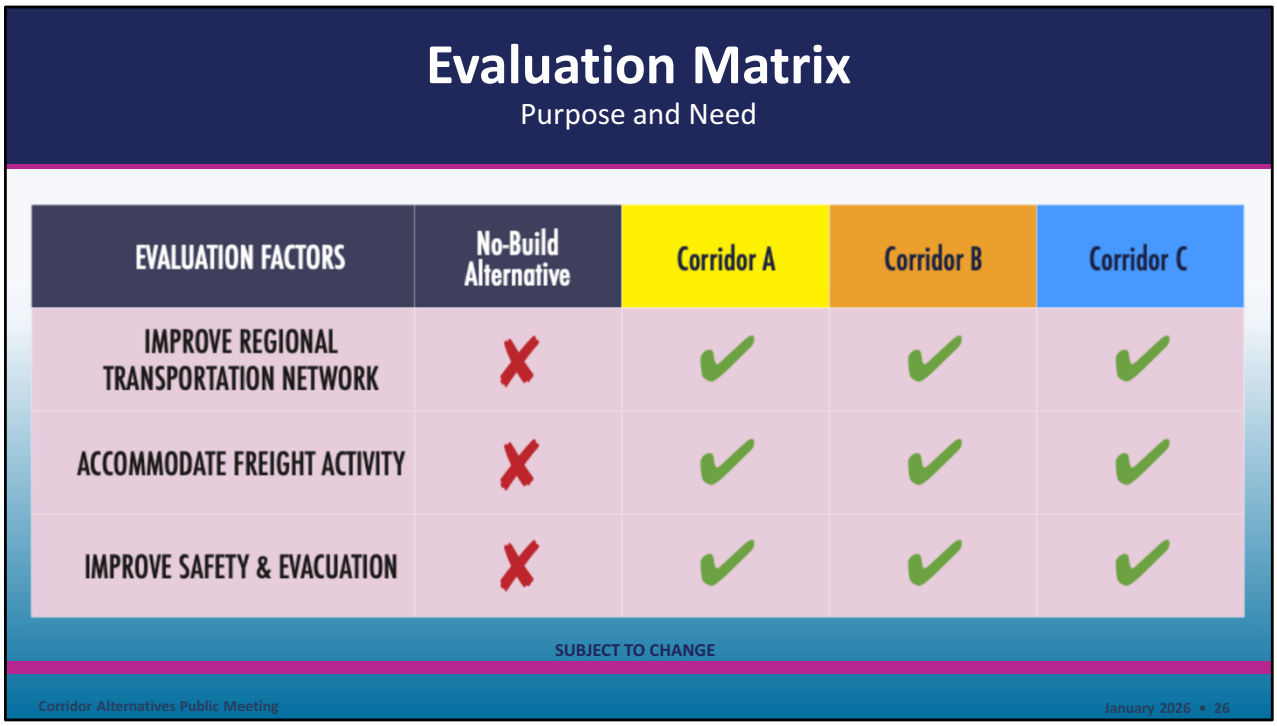


The No-Build Alternative also has advantages including:

- No effects or impacts to the natural environment or adjacent properties,
- And no right-of-way acquisition, design, or construction costs.

However, the No-Build Alternative has disadvantages:

- It would not improve north-south regional connectivity,
- It would not address the growing freight activity,
- And it would not improve travel times during emergency evacuations.



The evaluation matrix summarizes the preliminary analysis results for both the Build and No-Build Alternatives. This matrix is also on display for you to review this evening. It shows how each corridor alternative measures up against the project's purpose and needs.

Evaluation Matrix

Resources Found within 1,000-Ft Corridor

SOCIAL AND ECONOMIC ENVIRONMENT	Unit of Measure	No-Build Alternative	Corridor A	Corridor B	Corridor C
Agricultural Land Use	Acres	N/A	2,034	1,816	1,688
Prime Farmlands	Acres	N/A	1,069	780	1,031
Residential/Industrial Land Use	Acres	N/A	14	12	13
Estimated Minority Population Percentage	Percent	N/A	37%	37%	41%
Estimated Percent of Population with Limited English Proficiency	Percent	N/A	4%	4%	4%
Estimated Percent of Population Below the Poverty Level	Percent	N/A	34%	34%	38%
CULTURAL ENVIRONMENT					
Probability of Archaeological/Historical Sites (Low/Medium/High)	Degree	N/A	High	High	High
NATURAL ENVIRONMENT					
Threatened & Endangered Species (Low/Medium/High)	Degree	N/A	High	High	High
Florida Wildlife Corridors	Acres	N/A	732	731	575
Critical Lands and Water Identification Project (CLIP) Priorities	Acres	N/A	1,088	1,367	1,158
PHYSICAL ENVIRONMENT					
Estimated Contamination Sites	Number	N/A	12	15	27
Noise Sensitive Areas	Number	N/A	10	7	2
Estimated Impaired Waters	Acres	N/A	67	740	742

SUBJECT TO CHANGE

The evaluation matrix also includes an assessment of the impacts to the:

- Social and Economic Environment
- Cultural Environment
- Natural Environment; and
- Physical Environment within the one-thousand-foot-wide corridors.

Evaluation Matrix

Impacts Based on Centered Alignment (296' Wide) within Corridor
Preferred Alignment Developed in Phase III May Vary

POTENTIAL RIGHT-OF-WAY IMPACTS	Unit of Measure	No-Build Alternative	Corridor A	Corridor B	Corridor C
Potential Parcel Impacts*	Number	0	41	42	46
Potential Residential & Industrial Parcel Impacts	Number	0	12	11	3
Potential Residential Relocations	Number	0	0	0	1
Potential Agricultural Parcel Impacts	Number	0	38	39	43
Potential Business/Commercial Parcels Impacts	Number	0	4	6	1
Potential Business Relocations**	Number	0	4	8	1
Potential Right-of-Way Acquisition	Acres	0	813	764	722
ENGINEERING FACTORS					
Length of Corridor	Miles	0	18.16	16.35	15.54
Major Utilities	Number	0	2	2	2
Proposed Bridges	Number	0	14	16	10
Bisected Parcels	Number	0	4	6	7
Driveway/Access Road Impacts	Number	0	2	3	7
NATURAL ENVIRONMENT					
Non-Forested Wetlands	Acres	0	21	30	32
Forested Wetlands	Acres	0	9	16	15
Floodplains	Acres	0	28	54	47
Managed Lands	Acres	0	1	0	57

* Some parcels include both residentials and agricultural uses
** There are multiple business relocations on one parcel

SUBJECT TO CHANGE

The final part of the evaluation matrix looks at the potential impacts based on a centered roadway alignment. This would require two hundred and ninety-six feet of right-of-way within the preferred corridor. The potential impacts considered include:

- Right-of-way needs
- Engineering factors, and

Evaluation Matrix

Impacts Based on Centered Alignment (296' Wide) within Corridor (Continued)
Preferred Alignment Developed in Phase III May Vary

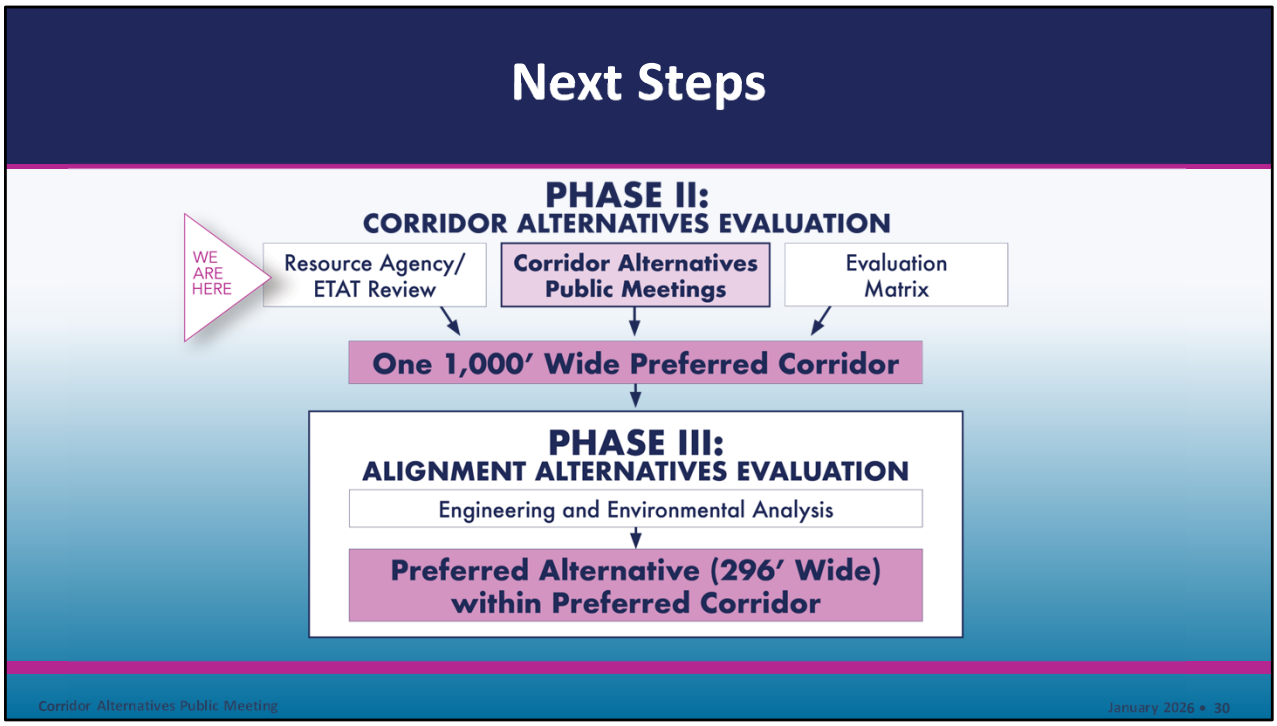
PRESENT DAY COST-ESTIMATES ($ MILLIONS)	Unit of Measure	No-Build Alternative	Corridor A	Corridor B	Corridor C
Construction Cost	Dollars	$0	$407,704,000	$347,174,000	$337,753,000
Final Design (10% of Construction)	Dollars	$0	$40,770,000	$34,717,000	$33,775,000
Construction Engineering Inspection (10% of Construction)	Dollars	$0	$40,770,000	$34,717,000	$33,775,000
Right-of-Way	Dollars	$0	$21,565,000	$21,790,000	$21,245,000
Utilities	Dollars	$0	$2,500,000	$1,800,000	$1,800,000
Species Mitigation***	Dollars	$0	$19,970,000	$18,004,000	$17,116,000
Wetland Mitigation****	Dollars	$0	$4,903,000	$7,518,000	$7,681,000
Environmental Enhancements	Dollars	$0	$68,859,000	$61,995,000	$58,924,000
TOTAL COSTS	Dollars	$0	$607,041,000	$527,715,000	$512,069,000

*** Species mitigation assumes the following total Geographic Information System acreages: Corridor A: 2,218.91, Corridor B: 2,000.45, & Corridor C: 1,901.78
**** Wetland mitigation costs assume FDOT's FY 29/30 $163,434 cost per acre from FDOT's Work Program Instructions

SUBJECT TO CHANGE

- Present-day costs

These impacts may vary once the preferred alignment is developed during Phase III.



The next steps for this P D and E study include:

- Selecting the preferred Build Corridor, with consideration of public input,
- Performing detailed engineering and environmental analysis within the selected corridor to determine the Preferred Alternative,
- And, presenting the Preferred Alternative and No-Build Alternative at the public hearing scheduled for Summer twenty-twenty-seven.

Title VI

The proposed project is being developed in accordance with the Civil Rights Act of 1964. Under Title VI of the Civil Rights Act, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

To express concern(s) relative to the Department's compliance with Title VI, please contact the following:

Cynthia Sykes
District 1 Title VI Coordinator
Florida Department of Transportation
801 N Broadway Ave, MS 1-40
Bartow, FL 33830
(863) 519-2287
Cynthia.Sykes@dot.state.fl.us

Aldrin Sanders, FCCM, CPM
State Title VI Coordinator
Florida Department of Transportation
605 Suwanee Street, MS-65
Tallahassee, FL 32399
(850) 414-4764
Aldrin.Sanders@dot.state.fl.us

This P D and E study is being conducted in accordance with the Civil Rights Act of nineteen sixty-four. Under Title VI of the Civil Rights Act, public participation is encouraged and solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. If you have any concerns about the Department's compliance with Title VI, please contact the District One Title VI Coordinator, Cynthia Sykes, or State Title VI Coordinator, Aldrin Sanders.

Share Your Comments

You can provide comments 3 different ways:

1. Fill out comment card and place them in one of the comment boxes provided at the in-person meetings
2. Mailing comments to David Long, 801 N. Broadway Ave., MS 1-41, Bartow, FL 33830
3. Scan and submit a digital comment card

SCAN HERE

*Comments must be received or postmarked by **February 12, 2026,** to be included in the formal meeting record*

Corridor Alternatives Public Meeting

January 2026 • 32

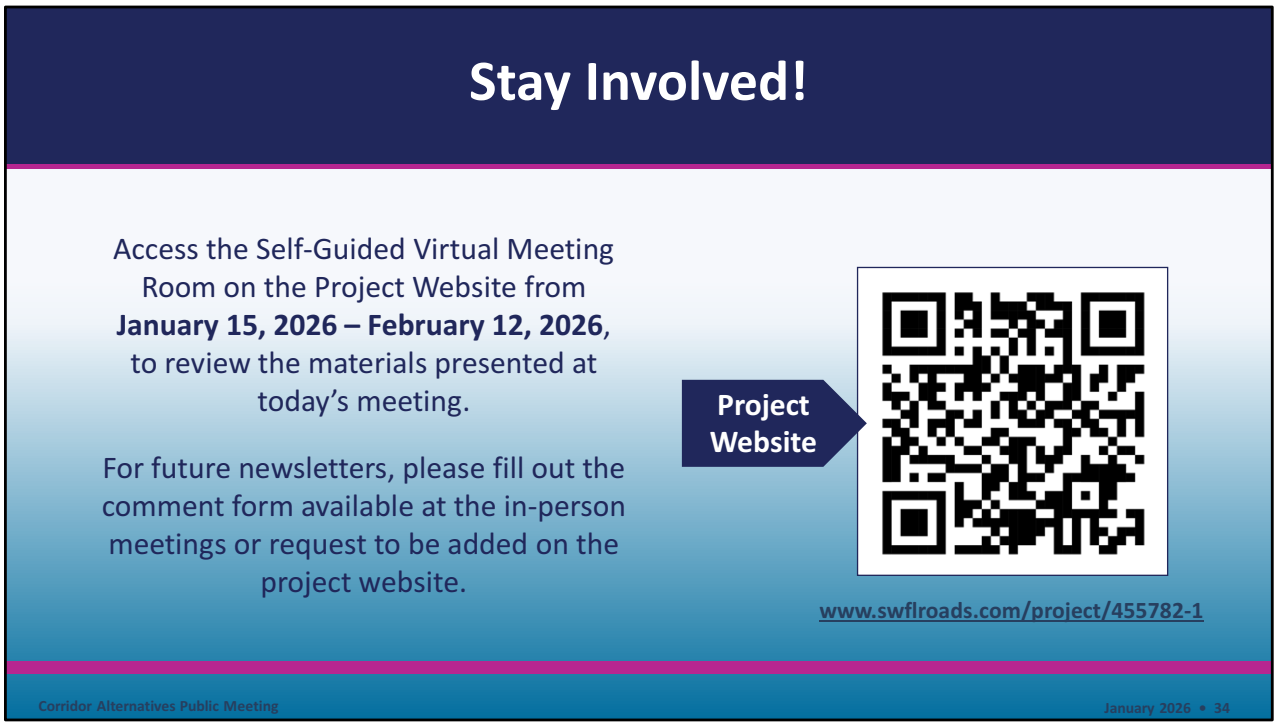
Your comments will help the Department make a decision on the preferred corridor alternative. We encourage you to submit comments during the in-person meetings, through the project webpage, by e-mail, or by mail. Although comments are accepted at any time, they must be received or postmarked by **February twelfth, twenty-twenty-six,** to be included in the formal meeting record. All comments will be reviewed, and, where feasible, incorporated into the development of the preferred alternative.

Thank You for attending this Corridor Alternatives Public Meeting!

FDOT encourages public participation during the PD&E Study from S.R. 70 to S.R. 66. If you have questions regarding the project, please contact the Project Manager by phone, email, or mail.

David Long, PE
Patel, Greene & Associates
Project Manager on behalf of FDOT District 1
801 N. Broadway Avenue, MS 1-41
Bartow, Florida 33830
(813) 334-7056
David.Long@dot.state.fl.us

Thank you for your interest in the State Road Seventy to State Road Sixty-Six P D and E study and for taking time to participate in this Corridor Alternatives Public Meeting. FDOT encourages public participation throughout the project development process. If you have questions regarding the project, please contact the Project Manager on behalf of F D O T District One, David Long, at 813-334-7056 or by email at david dot long @ d o t dot state dot f l dot u s.



To stay involved, you can visit the Self-Guided Virtual Meeting Room on the project website from January fifteenth, twenty-twenty-six, through February twelfth, twenty-twenty-six, to review today's presentation materials. If you would like to receive future newsletters and you are not already on our mailing list, please fill out a comment form available at the in-person meetings or request to be added on the project webpage. Scan the Q R Code displayed on the screen to be taken to the project website or go to w w w dot s w f l roads dot com forward slash project forward slash four five five seven eight two dash one (**www.swflroads.com/project/455782-1)**.

FDOT Safety Message

"And finally: here's an FDOT safety moment. New Year Resolution: Drive with kindness. Every ride, every time. Thank you for helping us make safety a priority every day.".