

**State Road (S.R.) 789
(Longboat Key)
Project Development and
Environment (PD&E) Study
From North Shore Road to
Coquina Park Entrance**

FPID 436676-1

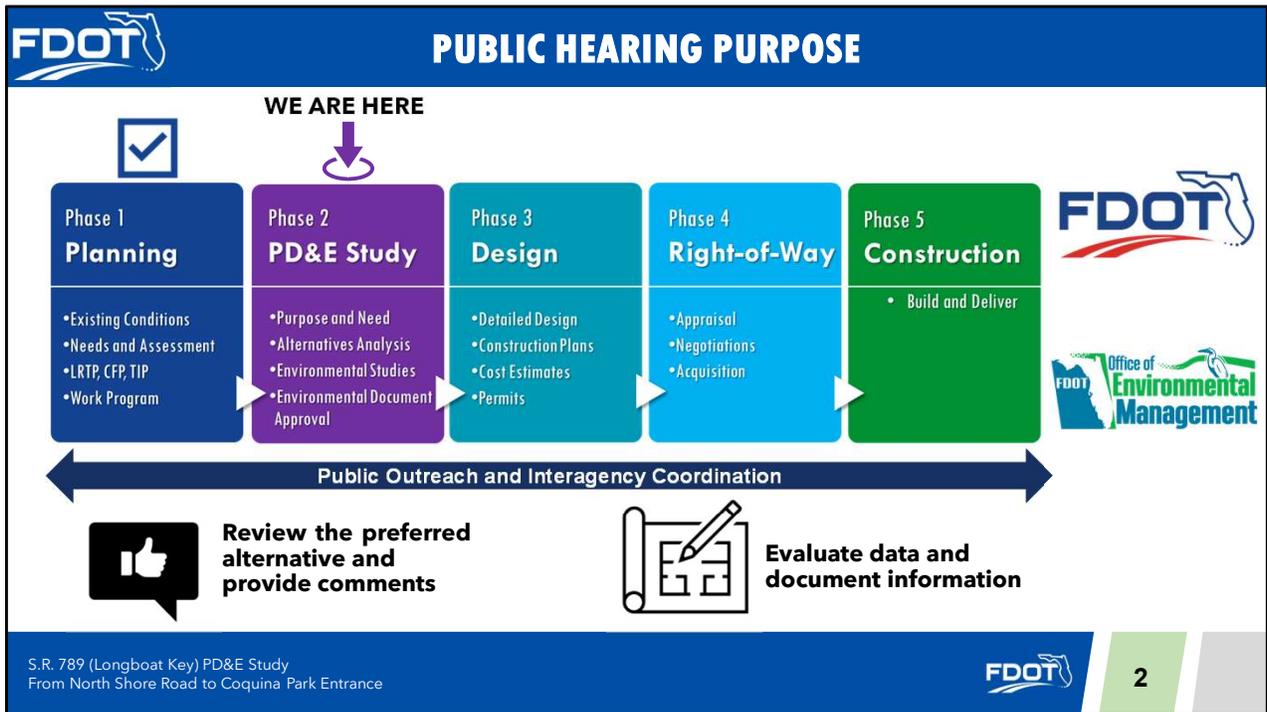


Public Hearing

In-Person: March 12, 2026

Virtual: March 17, 2026

Welcome to the Florida Department of Transportation's public hearing for the State Road 789, or Longboat Key, Project Development and Environment, or P D and E, study. We appreciate your attendance and participation.



This public hearing is being conducted to give the public the opportunity to review and provide comments on the proposed preferred alternative and associated effects on the social, economic, cultural, natural, and physical environment. The purpose of this P D and E study is to evaluate engineering and environmental data and document information that will aid F D O T District One and the F D O T Office of Environmental Management (or O E M) in determining the type, preliminary design, and location of the proposed improvements.



S.R. 789 (Longboat Key) PD&E Study
From North Shore Road to Coquina Park Entrance

The study begins at North Shore Road in Manatee County and extends approximately one mile to Coquina Park Entrance. The department proposes replacing the existing State Road 789 Bridge over Longboat Pass with a 78-foot high-level fixed bridge, with the consideration of bicycle and pedestrian facilities.



PROJECT NEED

- **ADDRESS THE STRUCTURAL INTEGRITY OF THE EXISTING BRIDGE**
- **ENHANCE MULTI-MODAL MOBILITY**
- **IMPROVE BICYCLE AND PEDESTRIAN FACILITIES**
- **IMPROVE EMERGENCY EVACUATION AND RESPONSE TIMES**

S.R. 789 (Longboat Key) PD&E Study
From North Shore Road to Coquina Park Entrance



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The need for the proposed improvements to State Road 789 includes addressing the structural integrity of the existing bridge, enhancing multi-modal mobility and improving bicycle and pedestrian facilities and emergency evacuation and response times.

The State Road 789 Bridge was rehabilitated in 2005; however, the original structure was built in 1957 and needs to be repaired or replaced as the bridge approaches 70 years in age. Based on a February 2024 FDOT bridge inspection report, the Longboat Key Bridge received a sufficiency rating of 42 (on a scale of 0-100). The sufficiency rating is an overall rating of a bridge's fitness to remain in service. A bridge with a sufficiency rating of 80 or less is eligible for bridge rehabilitation funding. A sufficiency rating below 50 qualifies a bridge for replacement funds.



PLANNING CONSISTENCY



Long Range
Transportation Plan



Transportation
Improvement Program



State Transportation
Improvement Program

S.R. 789 (Longboat Key) PD&E Study
From North Shore Road to Coquina Park Entrance



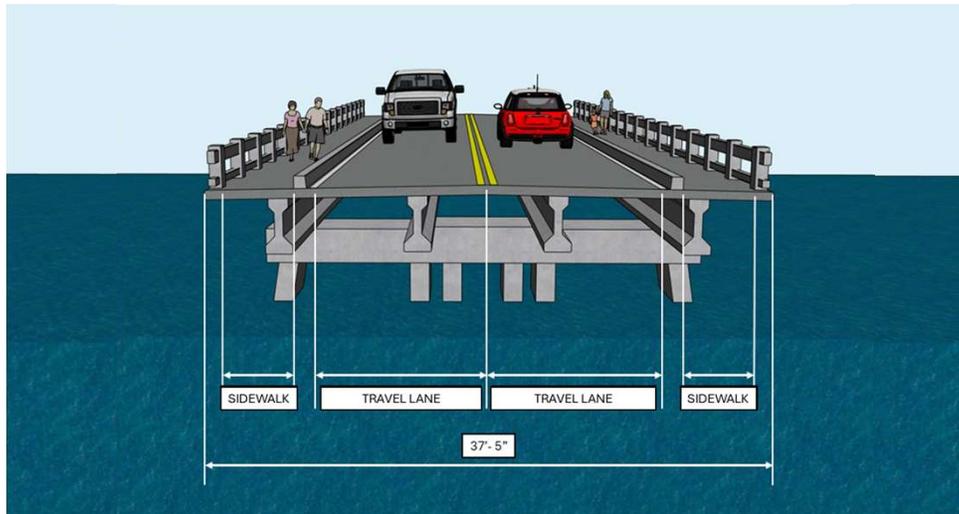
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The proposed project is included in the FDOT State Transportation Improvement Program for Fiscal Year 2025/2026 through 2029/2030, ensuring alignment with statewide transportation priorities. At the regional level, the Sarasota/Manatee Metropolitan Planning Organization (or MPO) has included the project in its Fiscal Year 2025/2026 through 2029/2030 Transportation Improvement Program, designating it as an MPO Regional Bridge Priority. Furthermore, the Longboat Key Bridge project is identified in the Sarasota/Manatee MPO 2050 Long Range Transportation Plan as a Regional Bridge Priority, reflecting its long-term significance for regional mobility, emergency evacuation routes, and multi-modal connectivity.



EXISTING S.R. 789 TYPICAL SECTIONS

SPEED
LIMIT
35



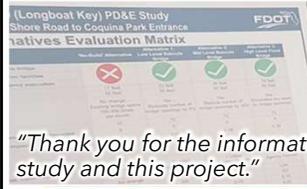
S.R. 789 (Longboat Key) PD&E Study
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Within the project limits, State Road 789 is a two-lane, undivided arterial roadway. The existing bridge has a vertical clearance of 17 feet and a horizontal clearance 45.9 feet. The existing bridge typical section consists of 12-foot travel lanes and five-foot sidewalks. The current S.R. 789 bridge occupies 37 feet and five inches of this existing right-of-way, or property FDOT already owns. Existing pedestrian and bicycle facilities vary along the corridor and differ between the bridge approaches and the bridge structure itself. Approaching the Longboat Key Bridge on the northern end of the limits, bicycle lanes are provided on both sides of the roadway, however, no sidewalk facilities are present. Approaching the Longboat Key Bridge on the southern end of the limits, there is a six-foot-wide sidewalk provided on the west side, no sidewalk present on the east side, and bicycle lanes provided on both sides of the roadway. Along the Longboat Key Bridge, there are no dedicated bicycle lanes. The gaps in sidewalk facilities along the corridor emphasize the need for improvements to provide consistent and safe facilities for all users along State Road 789 and across the Longboat Key Bridge. The posted speed limit along the project corridor is 35 miles per hour.


PUBLIC INVOLVEMENT



"Thank you for the information about the study and this project."



"Modifying the bridge for safer bike and pedestrian lanes seems like a good idea"



WELCOME!

SR 789 (Longboat Key) Project Development & Environment (PD&E) Study Alternatives Public Workshop

Christ Church
Thursday, March 14, 2024
5:00 p.m. to 7:00 p.m.

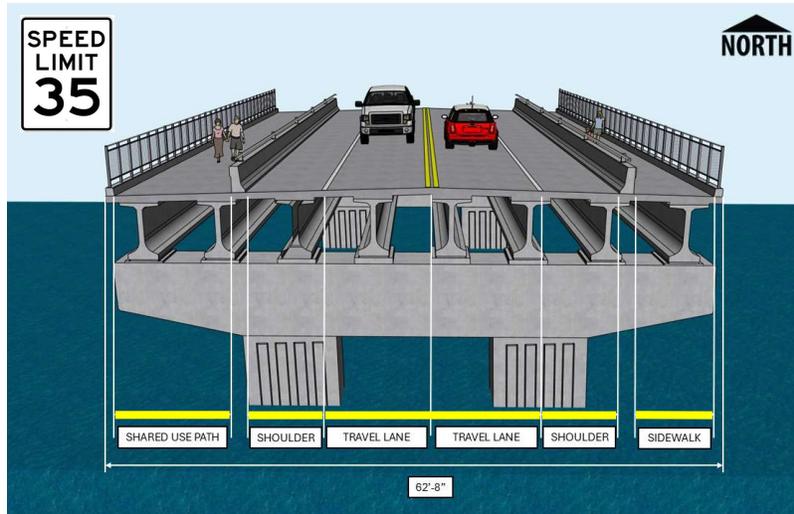





S.R. 789 (Longboat Key) PD&E Study
From North Shore Road to Coquina Park Entrance

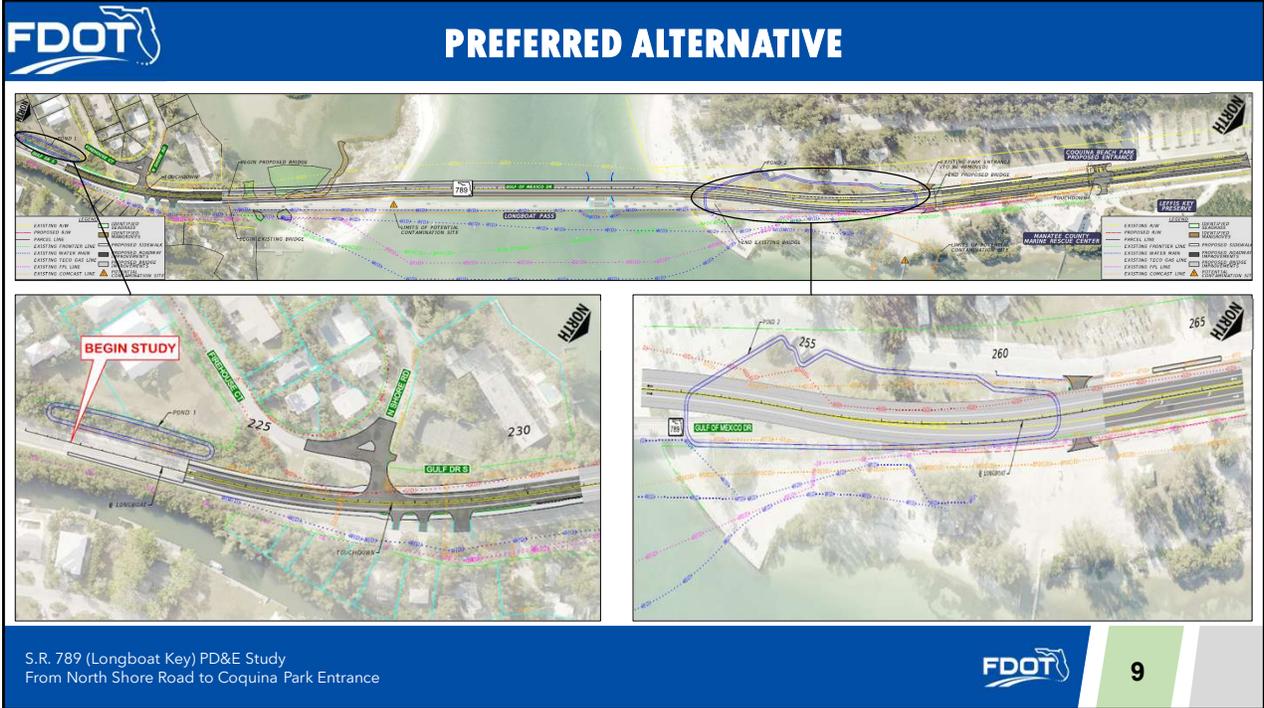
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Throughout this P D and E study process, FDOT has looked at many different concepts to replace the existing State Road 789 Bridge. After environmental and engineering analyses and public and agency comments, many of these alternatives were eliminated. The last public workshop was an Alternatives Public Workshop held virtually on March 12, 2024, and in-person on March 14, 2024. At that workshop, we asked for your input on proposed improvements. Some of the feedback received included: need for a safer bridge with dedicated bicycle and pedestrian facilities, a reduction of the bridge typical section width, evaluation of noise abatement measures and environmental and lighting effects and overall desire for more analysis to be conducted on the alternatives. Based on your comments and additional environmental and engineering analyses conducted to date, a preferred alternative was selected for State Road 789.



S.R. 789 (Longboat Key) PD&E Study
From North Shore Road to Coquina Park Entrance

The preferred alternative for State Road 789 results in a high-level fixed bridge with a horizontal clearance of 90 feet and a vertical clearance of 78 feet, eliminating the need for bridge openings and closings for mariners. The proposed typical section includes: one 11-foot travel lane in each direction, eight-foot shoulders, an eight-foot sidewalk on the east side of the bridge and a 12-foot shared use path on the west side of the bridge. The proposed bridge will be located west of the existing bridge to avoid impacts to utilities and residences. The proposed bridge will connect to the existing roadway typical section on both the north and south side of the bridge and will maintain the existing posted speed of 35 miles per hour.



Additionally, two new stormwater management systems will be constructed. Runoff from the northern section of the bridge will be collected and conveyed in a dry retention pond located under the bridge within the FDOT right-of-way prior to discharging into the bay. Runoff from the southern section of the bridge will be conveyed in a dry roadway swale prior to discharging into the bay. No additional right-of-way will be needed for the construction of these systems.

ADVANTAGES

- **No physical or social impacts**
- **No additional right-of-way needed**
- **No impacts to existing utilities**
- **No impacts to mangrove and seagrass and the species they support**

DISADVANTAGES

- **Inconsistency with the study's purpose and need**
- **Significant maintenance costs for the upkeep of the existing bridge**
- **Increased evacuation and emergency vehicle response times**
- **Lack of improved bicycle and pedestrian facilities**
- **Increased traffic congestion due to drawbridge openings**
- **Increased vehicle emission pollutants due to increased traffic congestion**

No improvements made to S.R. 789, except for maintenance.

Throughout this study, a “no-build” alternative is also considered. The “no-build” alternative assumes that no improvements are made to State Road 789, except for maintenance, which includes increasingly disruptive repairs. There are advantages and disadvantages to the “no-build” alternative.

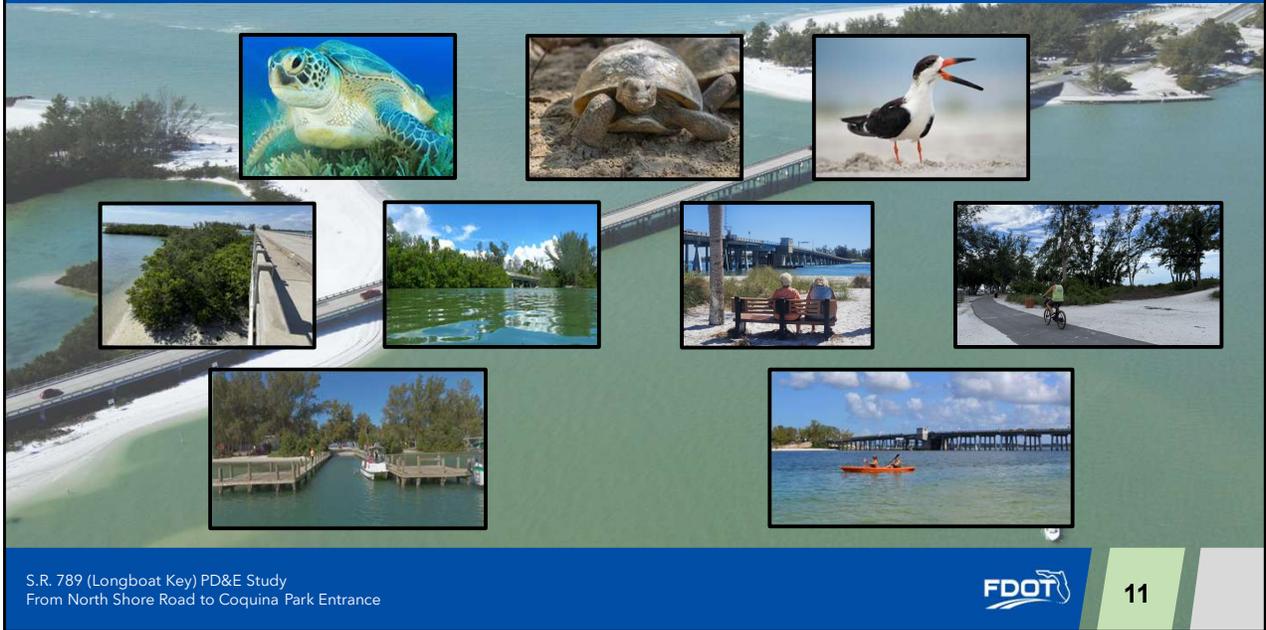
Advantages of the no-build alternative include:

- No physical or social impacts;
- No additional right-of-way is needed;
- No impacts to existing utilities; and
- No impacts to mangrove and seagrass and the species they support

Disadvantages include:

- Inconsistency with the study's purpose and need;
- Significant maintenance costs for the upkeep of the existing bridge;
- Increased evacuation and emergency vehicle response times;
- Lack of improved bicycle and pedestrian facilities;
- Increased traffic congestion due to drawbridge openings; and
- Increased vehicle emission pollutants due to increased traffic congestion

The no-build alternative remains a valid option and will continue to be evaluated until the completion of this study.



S.R. 789 (Longboat Key) PD&E Study
From North Shore Road to Coquina Park Entrance

F D O T evaluated environmental and socioeconomic factors relating to the proposed bridge replacement in accordance with the National Environmental Policy Act of 1969, as amended, and other federal requirements. The evaluation considered the effects of replacing the existing State Road 789 Bridge on:

- Protected species and habitat;
- Wetlands and floodplains;
- Water quality and Stormwater management and permitting;
- Air quality;
- Social, cultural, and economic effects;
- Contamination;
- Archaeological and Historical Resources;
- Recreational sites;
- Noise;
- Land use;
- Construction effects; and
- Aesthetics.

Federally-Listed Species

"May Affect, Not Likely to Adversely Affect"



State-Listed Species

"No Adverse Effects Anticipated"



Protected species and habitats are allowed special protection under the Endangered Species Act of 1973, as amended, and Florida statutes. FDOT assessed species within the project limits, and through ongoing coordination with U.S. Fish and Wildlife Service (or U.S.F.W.S.), Florida Fish and Wildlife Conservation Commission (or F.W.C.) and with National Marine Fisheries Service (or N.M.F.S.), has determined that the proposed project "may affect, but is not likely to adversely affect" the existence of certain federally listed threatened or endangered species. These animal species include the:

Wood stork; Piping plover; Rufa red knot; Hawksbill sea turtle; Loggerhead sea turtle; Green sea turtle; Leatherback sea turtle; Kemp's ridley sea turtle; Eastern indigo snake; West Indian manatee; Gulf sturgeon; Smalltooth sawfish; and Giant manta ray.

In addition, the project will have "no adverse effect anticipated" on the following state listed threatened or endangered species:

Black skimmer; Snowy plover; Least tern; Little blue heron; Reddish egret; Tricolored heron; Roseate spoonbill; American oystercatcher; and Gopher tortoise.



Loggerhead Sea Turtle

- Preferred alternative will impact 0.01 acres of nesting beach critical habitat
- Preferred alternative “will not result in destruction or adverse modification” of critical habitat



S.R. 789 (Longboat Key) PD&E Study
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The project lies within the USFWS-designated nesting beach critical habitat for the loggerhead sea turtle. The Preferred Alternative will impact 0.01 (“zero point zero one”) acres of nesting beach critical habitat, which is approximately 0.009 (“zero point zero zero nine”) percent of the total terrestrial critical habitat in Longboat Key. This impact represents a very small fraction of the designated critical habitat for this species in the project vicinity and does not diminish the overall value of the critical habitat as a whole for the conservation of the loggerhead sea turtle. Therefore, the Preferred Alternative “will not result in destruction or adverse modification” of critical habitat for the loggerhead sea turtle.

Coordination with USFWS, FWC and NMFS regarding the final status of these species is ongoing. If the preferred alternative is approved by the Office of Environmental Management, FDOT District One will continue to work closely with environmental agencies in future phases, such as design and construction, to meet all environmental permitting requirements.



ID	Preferred Alternative Direct Impacts (acres)	Preferred Alternative Indirect Impacts (acres)
SW-1	0.35	1.34
WL-5	0.00	0.02
WL-6	0.02	0.07
DS-1	0.00	0.05
CS-1	0.01	0.09
Total Wetland Impacts	0.02	0.09
Total Impacts to Surface Waters	0.35	1.34
Total Impacts to Seagrasses	0.01	0.14
Total Overall Impacts	0.38	1.57

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FDOT evaluated wetlands within the project limits in accordance with Executive Order 11_9_90, "Protection of Wetlands." As shown on the table above, the proposed improvements will directly and indirectly affect wetlands, surface waters and seagrasses. The Department will take all practical measures to minimize harm to these areas. The Department will mitigate wetland impacts resulting from this project's construction to meet requirements of Florida statutes and the United States code.

- No significant change in flood risk
- Minimal impacts expected to the 100-year floodplain



Legend	
	Project Limits
	Coastal Barrier Resource System (CBRS)
FEMA Flood Zones	
	AE - High Risk Flood Zone
	VE - High Risk Flood Zone, Coastal
	X - Minimal Flood Hazard Area
	Open Water

S.R. 789 (Longboat Key) PD&E Study
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The project has been evaluated for potential floodplain involvement in accordance with Executive Order 11_9_88 Floodplain Management. There is no significant change in flood risk as a result of the proposed bridge replacement and minimal impacts are expected to the 100-year floodplain. Additionally, there is no significant change in the potential for interruption or termination of emergency services or emergency evacuation routes due to flooding. A water quality impact evaluation was performed. The proposed stormwater management facilities will be designed in accordance with the current requirements of the Southwest Florida Water Management District.



Results of the environmental contamination screening showed that there are two potential contamination sites with potential for hazardous material or petroleum impacts. Of these two sites, one was ranked “no risk” and one was ranked “high risk.” For the sites with a risk ranking of “high”, the FDOT Project Manager and the District Contamination Impact Coordinator will coordinate on further actions during the design phase that must be taken to address contamination issues. Before construction, specially trained crews will address contamination in these areas, as required. Locations of these sites are shown in the Contamination Screening Evaluation Report on display tonight.

Clean Air Act of 1970

- Designated attainment for all National Ambient Air Quality Standards under the Clean Air Act
- No significant impact expected on air quality

The project is located in an area which is designated attainment for all of the National Ambient Air Quality Standards under the criteria provided in the Clean Air Act. Therefore, the Clean Air Act conformity requirements do not apply to this project and no significant impact is expected on air quality. Minimal short-term air quality effects may be caused from construction of the proposed improvements, such as dust from earthwork or unpaved roads and smoke from open burning. The FDOT will adhere to all state and local regulations and to the Standard Specifications for Road and Bridge Construction.



- Traffic noise levels are not expected to approach, meet or exceed Noise Abatement criteria
- The consideration of noise abatement measures is not warranted

The study team evaluated effects of traffic noise associated with the proposed improvements consistent with requirements outlined in Title 23, Code of Federal Regulations (or CFR), Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise and with the FDOT PD&E Manual, Part 2, Chapter 18. Based on the noise analysis performed to date, traffic noise levels for the future build condition with the preferred alternative are not predicted to approach, meet or exceed the Noise Abatement Criteria at any of the noise sensitive land uses evaluated within the project limits, nor are they predicted to increase substantially when compared to existing levels. Therefore, the consideration of noise abatement measures is not warranted. If you'd like more information regarding traffic noise, please speak with one of our noise specialists here tonight.



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The project team examined the project area for publicly owned properties that may be affected under Section 4(f) of the Department of Transportation Act of 1966. Potentially protected recreational Section 4(f) resources along the project corridor include the Coquina Beach Trail, Greer Island Park, Coquina Beach Park, Coquina Bayside Park and Boat Ramp and the Florida Circumnavigational Saltwater Paddling Trail.

The Coquina Beach Park, Greer Island Park and the Florida Circumnavigational Saltwater Paddling Trail meet the conditions of a "No Section 4(f) Use" since the project has no permanent acquisition of land from these Section 4(f) properties, no temporary occupancies of land that are adverse in terms of the statute's preservation purpose, and no proximity impacts which significantly impair the protected functions of the properties.



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An exception/exemption justification was prepared for Coquina Beach Trail as it meets the circumstances of Title 23 CFR Section 774.113. This regulation gives exemption to the requirement of section 4(f) approval for resources that are “Trails, paths, bikeways, and sidewalks that are part of the local transportation system and which function primarily for transportation.”



Coquina Bayside Park

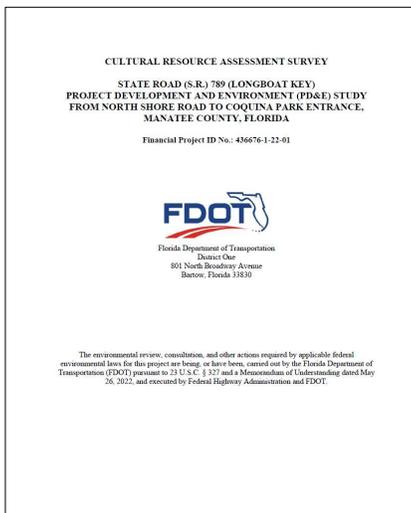
0.23 acres from Coquina Bayside Park and Boat Ramp

- FDOT pursuing a Section 4(f) programmatic evaluation



Coquina Boat Ramp

As proposed, the Recommended Alternative will require permanent use of approximately 0.23 acres of property from the Coquina Bayside Park and Boat Ramp to accommodate a maintenance easement. The FDOT is pursuing a Section 4(f) programmatic evaluation for the potential impacts to this resource. This information is available for review tonight. The hearing provides the opportunity for public comment on the project's use of this resource.



SHPO concurrence May 13, 2025

A cultural resource assessment survey was conducted in accordance with the National Historic Preservation Act of 1966 and Florida Statutes. Archaeologists and historians identified one archaeological site and eleven historic resources in the project area. One historic resource is individually eligible for listing in the National Register of Historic Places - the 1936 Frame Vernacular style Mayers House. FDOT determined that the proposed improvements will have no adverse effect on this resource. One archaeological site was found to have insufficient information to make an evaluation of National Register of Historic Places applicability and FDOT determined that the proposed improvements will have no adverse effect to this resource. The State Historic Preservation Officer provided concurrence on May 13, 2025.



Premier Community | Exceptional Service

Town of Longboat Key 2022 Comprehensive Plan



Adopted June 6, 2022
Ordinance 2022-03
Planning, Zoning and Building Department
Town of Longboat Key
501 Bay Isles Road
Longboat Key, Florida 34228



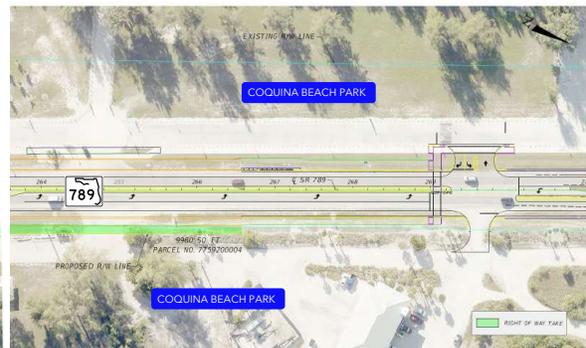
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The Preferred Alternative is consistent with the Town of Longboat Key Comprehensive Plans and Future Land Use Maps. The project area will continue to support recreational areas along with conservation and residential land uses. Minimal construction effects are expected.

RIGHT-OF-WAY IMPACTS – NO RELOCATIONS

- No relocations to residences or businesses

- 0.23 acres of right-of-way needed from Manatee County owned parcel, shown below



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This project will not cause any relocation of residences or businesses. A total of 0.23 acres of right-of-way will be needed from a single, Manatee County owned parcel. Right-of-way acquisition will be conducted in accordance with Florida Statute 339.09 and the federal “Uniform Relocation Assistance and Real Property Acquisition Act of 1970”, commonly known as the Uniform Act.



EXISTING ROADWAY SOUTHBOUND APPROACH

S.R. 789 (Longboat Key) PD&E Study
From North Shore Road to Coquina Park Entrance

The current driveway at the Coquina Beach South Entrance will be shifted approximately 500 feet to the north and will still be accessible from both the northbound and southbound directions of State Road 789. In addition, the current driveway at the Coquina Beach South Entrance will become an underpass underneath the proposed bridge and will give recreational access to the “bay side” or east side of State Road 789 for both northbound and southbound traffic.



EVALUATION MATRIX AND COSTS

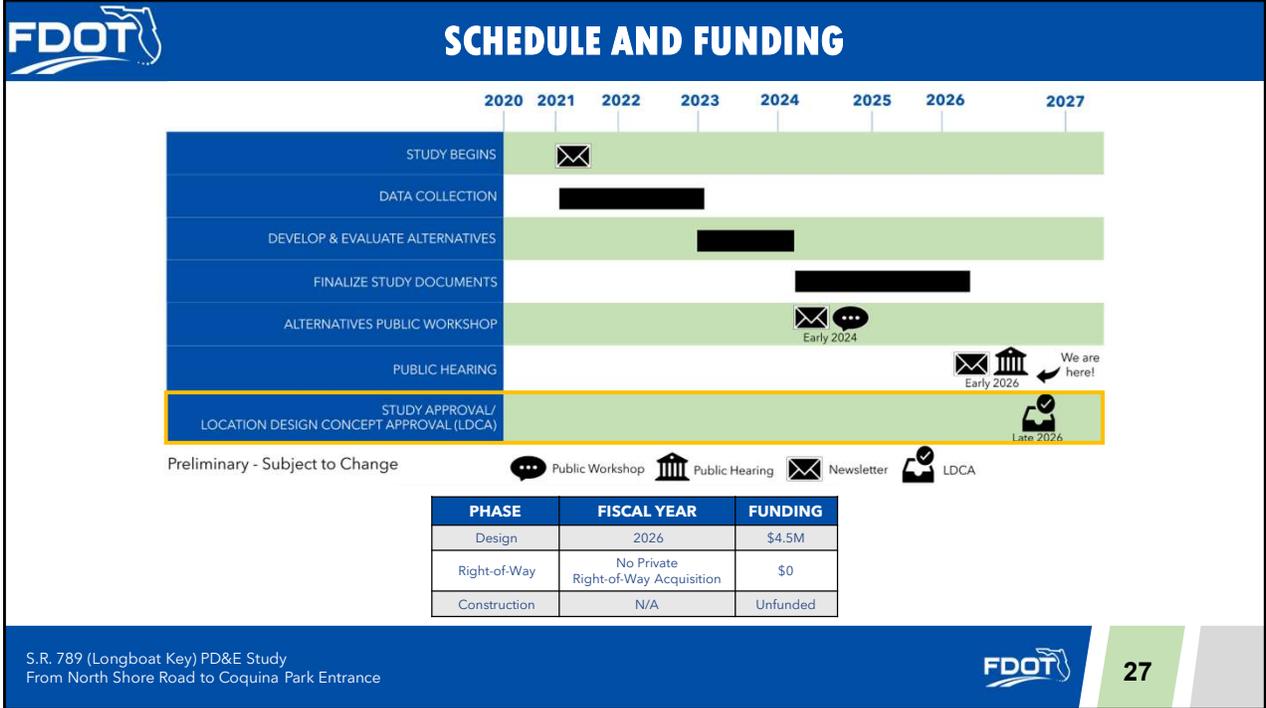
Evaluation Criteria		Preferred Alternative: High Level Fixed Bridge (Reduced)	No-Build Alternative
BENEFITS	Addresses the Age and Existing Conditions of the Bridge	✓	✗
	Provides Improvements to Bicycle and Pedestrian Facilities	✓	✗
	Enhances Safety for All Users Including Emergency Evacuation	✓	✗
BRIDGE	Vertical Height Above Mean High Water	78 feet	17 feet
	Horizontal Width Between Fenders	90 feet	45.9 feet
	Benefit to Marine Traffic	Yes	No change
	Estimated Life of Alternative (Years)	75	10
IMPACTS/AVOID/IMPACTS	Number of Residential Parcels Potentially Impacted	0	0
	Number of Business Parcels Potentially Impacted	0	0
	Additional Right-of-Way Required (Acres)	0.23	0.00
ENVIRONMENTAL	Potential Impacts to Threatened and Endangered Species	Low	No change
	Potential Contamination Sites (High Risk)	1	No change
	Direct Impacts to Wetlands and Surface Waters (Acres)	0.37	No change
	Direct Impacts to Seagrasses ¹ (Acres)	0.01	No change
	Section 401 Sites / Public Lands Potentially Impacted	1	No change
	Number of Historic Sites and Archaeological Sites Potentially Impacted	0	No change
	Number of Noise-Sensitive Sites Impacted	4	No change
	Aquatic Preserves / Outstanding Florida Waters (Acres Impacted)	0/2.51	No change
COST	Design	\$4.5 million	\$0
	Right-of-Way Acquisition	\$0*	\$0
	Construction	\$137.64 million	\$0
	Utility Relocation	\$725,000	\$0
	Wetland Mitigation	\$25,000	\$0
	Construction Engineering and Inspection (CEI)	\$16.5 million	\$0
	Total Project Costs (2025)	\$159.39 million	0**

¹ Seagrass Survey performed prior to 2024 hurricane season.

Subject to Change

An evaluation matrix showing a detailed comparison of the preferred alternative and the no-build alternative is provided in the project handout and is also on display here this evening. The matrix shows potential effects to the social, cultural, natural, and physical environments, and identifies preliminary costs.

The estimated costs to replace the existing State Road 789 Bridge and complete the associated roadway improvements from North Shore Road to Coquina Park Entrance include 4.5 million dollars estimated for final design and 25,000 dollars estimated for wetland mitigation. The total estimated construction cost for the project is 137.64 million dollars. The cost for utility relocation is estimated at 725,000 thousand dollars and construction engineering and inspection is estimated at 16.5 million dollars. The Department’s preliminary estimate of total project cost is 159.39 million dollars.



Subsequent project phases include design, right-of-way and construction. At this time, FDOT's Adopted Five-Year Work Program includes funding for the next phase of the project, design, in fiscal year 2026. There is no private right-of-way acquisition needed for this project. Currently, there is no funding for construction. The Department anticipates completion of this PD and E study by late 2026. The study schedule is on display this evening.

There are multiple ways to submit your comments:



Fill out a speaker card to make a verbal comment during the formal testimony portion of the evening.



Scan and submit a digital comment form on the project website.



Provide your comment verbally to the court reporter or visit the comment table to place a written comment in the comment box or take it home with you to submit later.



Mail or email in your comment.

David Turley, P.E.
 Florida Department of Transportation
 801 N. Broadway Avenue, MS 1-40
 Bartow, FL 33830



David Turley, P.E.
 FDOT Project Manager
 David.Turley@dot.state.fl.us

Though comments are accepted at any time, they must be received or postmarked by **March 23, 2026** to be included in the formal hearing record.

We encourage you to review project information tonight and provide us your feedback. There are multiple ways to provide comment – during the live in-person event by completing a speaker card and handing it to anyone with a nametag during the upcoming intermission; providing your comment to the court reporter; by mail to the address shown on the screen; or by email or through the project website. All comments carry equal weight and should be submitted or postmarked by March 23, 2026, to become a part of the formal hearing record.



DOCUMENTS FOR REVIEW

All hearing materials presented tonight are available to the public on the project webpage and will remain posted for your review: <https://www.swflroads.com/project/436676-1>



Project documents will be available for public viewing through **March 23, 2026**, in-person at the locations listed below.



Tingley Memorial Library (941-779-1208)
111 2nd Street N
Bradenton Beach, Florida 34217
Tuesday - Saturday: 10 a.m. to 3 p.m.



FDOT Manatee Operations Center (941-708-4400)
14000 S.R. 64 E
Bradenton, Florida 34212
Monday - Friday: 8 a.m. to 5 p.m.

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All hearing materials presented tonight are available to the public on the project webpage and will remain posted for your review. The technical documents are also available for review in person at Tingley Memorial Library, located at 111 2nd Street North, Bradenton Beach, Florida 34217, Tuesday through Saturday, 10 a.m. to 3 p.m., phone number (941)-779-1208 and the FDOT Manatee Operations Center, located at 14000 State Road 64 East, Bradenton, Florida 34212, Monday through Friday, 8 a.m. to 5 p.m., phone number (941)-708-4400 until March 23, 2026.

You may also visit the project web site at <https://swflroads.com/project/436676-1> for the latest study information, schedule and upcoming events.



MEMORANDUM OF UNDERSTANDING

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

S.R. 789 (Longboat Key) PD&E Study
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This P D and E study is being conducted and completed according to the requirements of the National Environmental Policy Act and other related federal and state laws, rules, and regulations, which will qualify future phases of this project for federal funding, and this hearing was advertised consistent with those requirements. Please see the statute display board for all other applicable requirements.



FEDERAL AND STATE REQUIREMENTS

This hearing is being conducted in accordance with:

General Public Involvement Policy

- Federal Highway Act of 1968, as amended
- National Environmental Policy Act of 1969, as amended
- Title 23, Code of Federal Regulations, Part 450 & 771
- Title 40, Code of Federal Regulations, Parts 1500-1508
- 23 United States Code, Section 109(h)
- Americans with Disabilities Act of 1990 (ADA)
- Title VI of the Civil Rights Act of 1964 and other Nondiscrimination laws
- Executive Order 13166, Limited English Proficiency
- Executive Order 07-01, Section 2, Plain Language Initiative
- Section 286.29, FS, Climate-Friendly Public Business (Green Lodging)

Hearing Requirements

- Chapter 23, United States Code 128
- Florida Statutes:
- Sections 120.525, 286.011, 339.155
- Jessica Lunsford Act

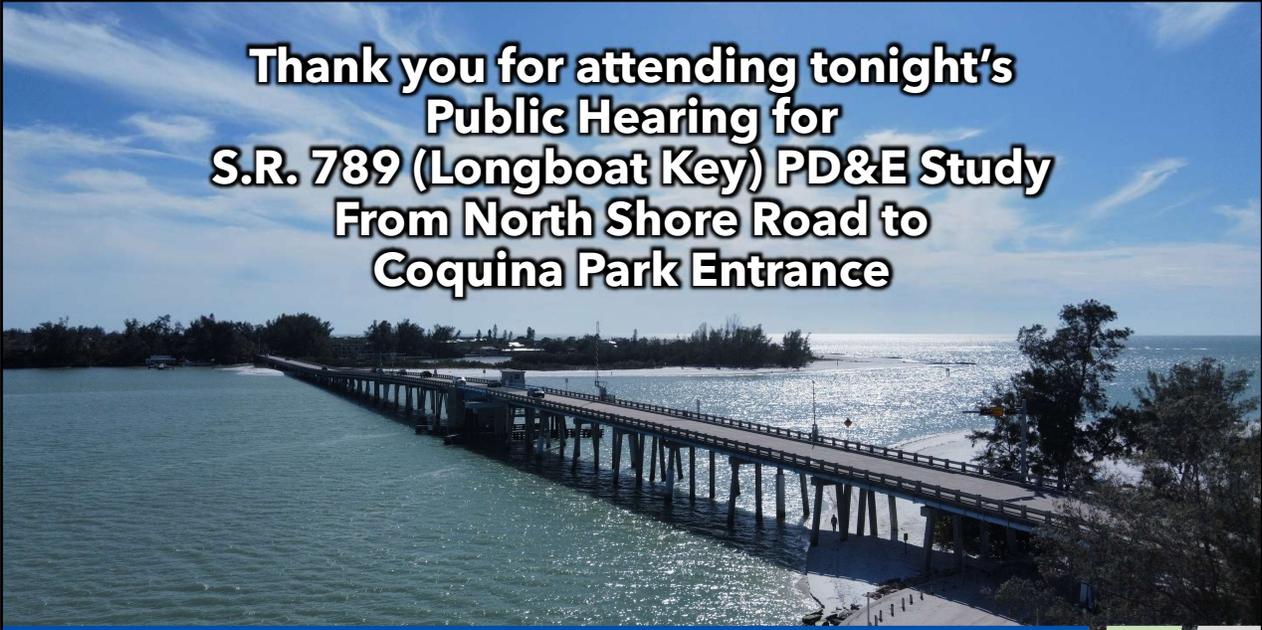
Project Specific

- Endangered Species Act of 1973 as amended and Florida Statutes
- Rule 14-97, Florida Administrative Code
- Section 335.199, Florida Statutes
- Executive Order 11988, Floodplain Management
- Executive Order 11990, Protection of Wetlands
- Title 23, Code of Federal Regulations, Part 772, Noise Abatement
- Title 49, Code of Federal Regulations, Part 24, Uniform Relocation Assistance and Real Property Acquisition Act
- Title 36, Part 800, United States Code, Historic Preservation Act of 1966 and Florida Statutes

This hearing is also conducted in accordance with the Americans with Disabilities Act of 1990 and with Title VI of the Civil Rights Act of 1964 and related statutes. Anyone who feels he or she has been discriminated against with regard to race, color, national origin, age, sex, religion, disability, or family status may complete one of the forms located at the sign-in table and mail the completed form to the address listed on the poster board.



And finally: an FDOT safety moment. Slow down and share the road safely - FDOT thanks you for making safety a continued priority!



**Thank you for attending tonight's
Public Hearing for
S.R. 789 (Longboat Key) PD&E Study
From North Shore Road to
Coquina Park Entrance**

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Thank you for your interest and participation in the State Road 789 (Longboat Key) Project Development and Environment study public hearing and for taking the time to join us this evening.