



FLORIDA STRONG

Status Report



JUNE 2026

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Cover photo: Stumphole, Cape San Blas (County Road 30A to County Road 30E).
This effort, completed in September 2024, was advanced to restore storm-damaged infrastructure, reconnect the corridor, and strengthen it against future coastal events. The before-and-after photos from Hurricane Helene highlight FDOT’s commitment to delivering rapid recovery and building back stronger.

Left photo: Stumphole after Hurricane Helene
Right photo: Stumphole after improvements
Photos courtesy of FDOT District Three.

EXECUTIVE SUMMARY

Florida prioritizes investments that strengthen the state's defenses against hurricanes through infrastructure improvements and increased coastal protection. As a national and global leader, Florida invests in infrastructure adaptation, nature-based solutions, and enhanced strategic coordination. The Florida Department of Transportation (FDOT or the Department) maintains approximately 12,000 miles of roadway within the state, which carries 54% of the state's traffic. Florida is committed to maintaining a durable and adaptable transportation system through a proactive approach. Since 2019, the Florida Department of Transportation work program has supported over \$4.9 billion to reconstruct bridges to better withstand winds and over \$1.2 billion to support our coastal seaports.

Florida Strong highlights how FDOT integrates long-term performance across the transportation lifecycle to strengthen our coastal and inland communities. This report summarizes progress in planning and project development, design, materials and construction, traffic operations and emergency management, asset management and maintenance, and collaboration with partners.

FDOT's *Florida Strong* framework begins in the planning phase, where infrastructure vulnerability, risk, and hazard mitigation strategies are embedded into long-range plans and funding decisions. Long-range plans integrate durability considerations into project identification and programming decisions. Planning studies and vulnerability assessment tools provide insight into risks associated with flooding, storm surge, coastal flooding, supply chain disruptions, and other hazards, allowing FDOT to align historic levels of investments with identified vulnerabilities.

In the Project Development and Environment (PD&E) phase, FDOT uses a suite of screening tools to assess projects for exposure to hazards and to evaluate mitigation strategies before proceeding to design. Early coordination and screening during PD&E can inform alternative selection and design criteria needed to ensure projects can function during and after disruptions.

In the design phase, adaptation concepts are refined into engineering solutions. Structures are designed to withstand wind loads and storm surge, drainage systems are engineered to accommodate uncertain precipitation patterns, and roadway profiles are evaluated for flood risk and long-term performance. For example, the new Howard Frankland Bridge in Hillsborough and Pinellas counties was constructed more than ten feet higher than the original 1960 structure to adapt to potential storm surge. Along coastal corridors such as State Road (SR) A1A, buried secant walls, seawalls, and bulkheads have protected roadways even when dunes were washed away during storms.

During construction, FDOT further strengthens its roadways by selecting durable materials and construction techniques. Traffic signals, high mast lighting, pavement markings, and other infrastructure are designed and constructed to endure high winds, saltwater exposure, and even occasional hard freezes.

The Department's framework extends beyond physical construction to traffic operations and emergency management. The Department invests in equipment, trained personnel, and advanced technology to enable rapid mobilization before and after storms. In coordination with the State Emergency Operations Center and local partners, FDOT crews are prepared to assess damage, clear debris, pump floodwaters, and restore safe travel conditions as quickly as possible. Finally, through asset management and maintenance,

FDOT ensures its roadways can adapt over the long term. Ongoing inspection programs and bridge and pavement condition monitoring ensure that infrastructure remains in a state of good repair and performs as designed over time.

FDOT's *Florida Strong* framework and efforts are strengthened through collaboration with federal, state, regional, local, and research partners. By sharing data, aligning strategies, leveraging research, and coordinating emergency preparedness and response efforts, the Department ensures that durability considerations are consistently integrated across jurisdictions and throughout the transportation lifecycle. The result is enhanced policy alignment, improved technical analyses, rapid recovery efforts, and a more durable transportation network to strengthen our state for generations to come.

INTRODUCTION

[Section 339.157, Florida Statutes](#), requires FDOT to develop an Action Plan that assesses potential hazards that could impact the State Highway System (SHS) and the communities it serves and identifies strategies to enhance infrastructure of the SHS. The statute also directs the Department to submit a status report every three years to review updates to the Action Plan and associated implementation activities.

Florida Strong highlights completed and ongoing activities across FDOT offices, districts, and project development phases to provide a comprehensive progress report on Action Plan implementation. FDOT has been active in emergency preparedness activities, conducting studies, developing tools, and implementing strategies on the SHS to reduce the potential impacts from various hazards affecting safety, mobility, and economic competitiveness. These activities occur across all phases of the transportation project development and delivery process lifecycle.

FDOT districts and offices regularly coordinate and share progress on activities and emerging priorities to ensure a durable transportation network. Coordination across offices, such as Drainage Design, Environmental Management, Policy Planning, Pavement, and Roadway Design, facilitates peer exchange of technical resources, studies, tools, and data that inform decision making. These collaborative efforts have contributed to the plans, projects, and tools discussed in this report and helped to promote consistent durability practices across asset types and project phases.

The following sections describe projects and activities that support and advance Action Plan strategies, organized by FDOT's project development phases.

PLANNING

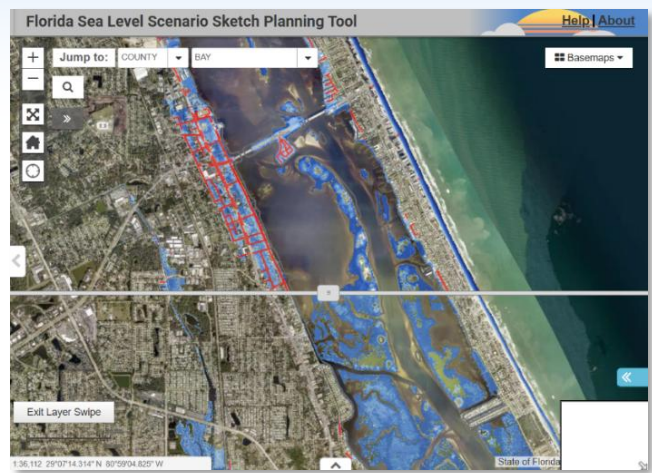
FDOT's approach to strong infrastructure is grounded in its planning processes. The Department embeds infrastructure durability, risk assessment, and hazard mitigation into its statewide plans, long-range policy frameworks, and funding strategies. Planning studies and vulnerability assessment tools support the evaluation and prioritization of at-risk infrastructure. Thoughtful considerations in the planning phase help to align future project development and funding decisions with proactive measures to increase the ability of infrastructure to withstand disruptions.

Florida Transportation Plan: The Florida Transportation Plan (FTP) serves as the state's long-range framework for guiding Florida's transportation future. Among the 2055 FTP goals is Secure and Agile Transportation System, which includes maintaining infrastructure in a state of good repair for all modes. Achieving this goal requires coordinated investments across seaports, airports, and a network of road and rail systems, supported by timely and efficient response and recovery capabilities to address disasters, threats, and hazards. *Florida Strong* provides critical insight into what FDOT and its partners have done, and continue to do, to advance this strategic objective. The FTP further sets the foundation for policies, investments, and collaborative efforts supporting this goal which strengthens Florida's transportation system and maintains the high-quality transportation system Floridians have come to expect.

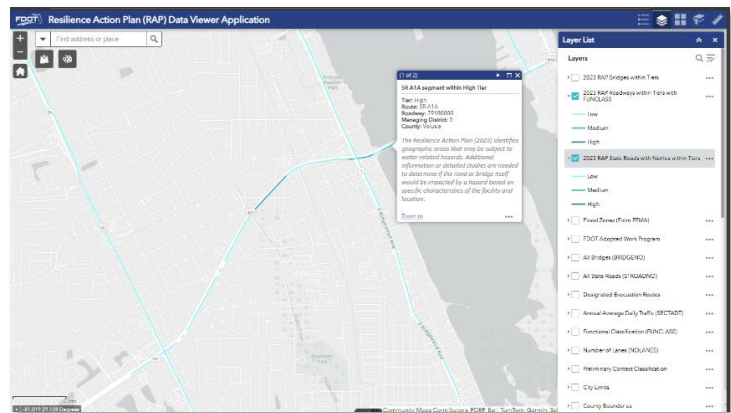
Supply Chain Disruption Mitigation Plan: FDOT developed a statewide Supply Chain Disruption Mitigation Plan, completed in November 2025, under [Executive Order 24-213](#), to *"provide recommendations to mitigate future labor disruptions at seaports in the State of Florida."* The Mitigation Plan leverages a stakeholder-informed methodology to identify and document potential labor disruptions and weather impacts and outlines strategies to reduce those risks and improve system reliability during future disruptions.

FDOT Low Member Bridge Studies: FDOT conducted a Low Member Bridge (LMB) Study with District 2 to systematically evaluate transportation system vulnerabilities, identify bridges with inadequate vertical clearance and documented strike histories, and assess related safety and operational consequences. The study examined opportunities to improve the durability and operational reliability of the SHS by addressing impacts from LMB strikes involving over-dimensional vehicles. Through data-driven analysis and benefit-cost evaluation, the study prioritizes targeted, actionable strategies to inform investments in bridge reconstruction, mitigation measures, publicly accessible information, and outreach efforts. Following the conclusion of the LMB Study with District 2, additional Districts have initiated LMB Studies that are currently underway, at various stages. Collectively, these actions aim to reduce infrastructure damage, minimize traffic disruptions, and enhance the reliability of freight and emergency routes, supporting safe and dependable travel across Florida's SHS.

Sketch Planning Tool Update: The Department partnered with the University of Florida (UF) GeoPlan Center to update the data, analyses, online maps, and training for the [Sketch Planning Tool](#). The tool is a publicly accessible map viewer that provides analyses of transportation assets' exposure to current and future flooding and allows for quick screening of potential flood impacts over various time horizons and future scenarios. In 2025, data, projections, and base transportation layers (roads, rails, airports, freight terminals, seaports, and spaceports) were updated.



Action Plan Data Viewer: The [Action Plan Data Viewer](#) was developed to share geospatial data and analyses created as part of the Action Plan's vulnerability assessment. The data viewer shows roads and bridges categorized by vulnerability tier. The data viewer also provides data behind the results, including flood hazard data and asset data such as the Adopted Work Program, Strategic Intermodal System (SIS) Facilities, Evacuation Routes, and attributes from the Road Characteristics Inventory (RCI).



PROJECT DEVELOPMENT AND ENVIRONMENT

FDOT uses a suite of screening tools to assess projects for exposure to hazards as well as evaluate mitigation strategies before proceeding to design. PD&E is a critical phase in the project development process for incorporating long-term risk and performance considerations into project scoping and alternatives evaluation.

Area of Interest (AOI) Tool Report: FDOT partnered with the UF GeoPlan Center to develop and enhance the [AOI Tool Report](#), a tool for identifying potential impacts from multiple hazards for specific project areas. This report streamlines access to data for better screening of potential impacts and project scoping. Since 2023, the report has expanded to include non-flood hazards such as heat, wildfire ignition risk, severe thunderstorm risk, and sinkhole risk.

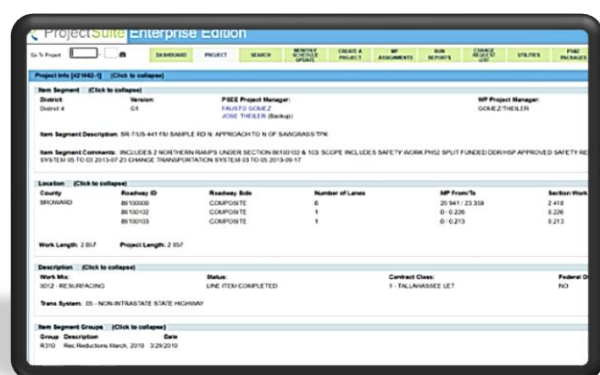


Hollywood Boulevard Study - SR 820 Drainage Assessment: FDOT District 4 evaluated recommendations from prior studies to mitigate flooding and improve drainage along Hollywood Boulevard/SR 820. The segment has experienced significant flooding during king tides and heavy rain events, leading the City of Hollywood and Broward Metropolitan Planning Organization (MPO) to conduct studies and identify mitigation solutions. This assessment worked through challenges discovered with the three previously identified preferred alternatives to facilitate successful implementation of mitigation strategies. The final study report was completed in March 2026.

DESIGN

FDOT works to ensure that the state transportation infrastructure network is robust, adaptable, and reliable. Regular updates to design guidance help to ensure that these principles are considered from the start and that every project is designed to withstand, perform during, and recover from disruptions. Recent efforts in design include:

Project Suite Enterprise Edition (PSEE) Tracker Module: PSEE is a web-based software program that allows FDOT project managers to view and manage all phases of transportation projects. The Tracker was released within the PSEE in August 2023 and includes a list of various types of durability



improvements along with a field to enter the estimated cost of the improvement. This data can be updated and revised as the project is developed and designed. The information gathered in the Tracker module identifies and summarizes types of improvements included in projects and their associated costs. It also helps provide information that could lead to updates to policies or standards.

To encourage the use of the Module for ongoing and future projects, the FDOT Design Manual (FDM) was updated in 2024 to require use of the Tracker Module.

Manalapan Hardening SR A1A Assessment: FDOT District 4 is conducting a study to identify causes of recurring flooding and test feasible adaptation options for a 0.85-mile segment of South Ocean Boulevard/SR A1A near East Ocean Avenue in South Palm Beach. The area has experienced frequent roadway flooding up to one foot deep and tidal backflow during intracoastal waterway high tides. Low roadway elevation, low seawalls, and high tailwater conditions contribute to the frequent flooding. Gravity-based backflow prevention has been completed for the area, which provides immediate flood relief during high tides. Further outcomes of this project will advance the durability of coastal infrastructure by directly linking observed flooding mechanisms to targeted engineering solutions. By evaluating and implementing context-specific strategies, this study informs design approaches that improve system performance under flooding conditions, reduce disruption frequency, and enhance the long-term reliability of critical assets like SR A1A.

SR A1A/South Ocean Boulevard Drainage Improvements Project: FDOT District 4 is implementing drainage improvements along SR A1A/South Ocean Boulevard from Sherman Street to SR 822 in the City of Hollywood to alleviate high tide flooding and enhance the safety and longevity of the infrastructure for the surrounding communities. The project improvements include installation of four stormwater pump stations and drainage structures near several intersections, installation of a seawall along portions of SR A1A/South Ocean Boulevard, and reconstruction of sidewalks and the roadway affected by the pump station and seawall installation. The project started in June 2025, and the estimated completion date is Summer 2028.

PROJECT HIGHLIGHT: SR A1A Buried Seawalls in Flagler County and Volusia County

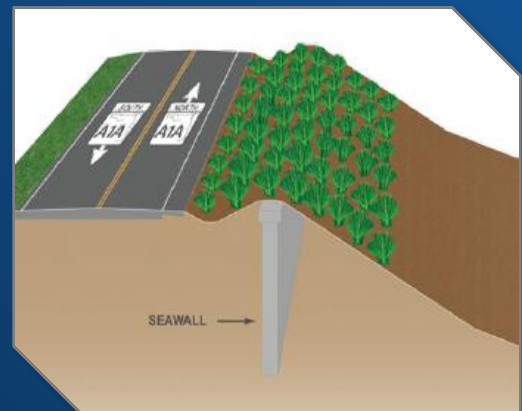
FDOT constructed buried seawalls in southern Flagler County and northern Volusia County to provide long-term protection for SR A1A. Earlier buried seawall installations in the area performed well during Hurricane Ian, prompting the decision for buried seawall expansion and additional installations.

Buried seawalls stabilize the shoreline and protect the adjacent roadway foundations from erosion and washout during hurricanes and severe storms, thereby helping to avoid costly emergency repairs and repeated reconstruction. Because they are installed below the dunes, they preserve natural beach aesthetics and unobstructed views of Florida's beautiful coastline while providing critical structural protection.

This project, which had strong community support, was recommended through a joint planning effort by FDOT, Flagler County, the City of Flagler Beach, and Volusia County to explore options to repair and strengthen SR A1A in Flagler and Volusia counties.

The North Wall runs from north of Highbridge Road in Volusia County to South Central Avenue in Flagler County. The South Wall extends from Sunrise Avenue to Marline Drive in Ormond-by-the-Sea.

Both walls were completed by April 2026 and will strengthen shoreline protection along the corridor.



MATERIALS AND CONSTRUCTION

FDOT emphasizes durable materials, construction techniques, and protective features that enable facilities to withstand wind, water, saltwater exposure, and long-term environmental stressors. Bridges, roadways, and coastal corridors are constructed with hardened components and armoring strategies to reduce damage from storm surge and wave action.

The [State Materials Office](#) (SMO) and [State Construction Office](#) (SCO) work together to translate the Department's philosophy into practice through specifications, standards, and construction oversight. The SMO leads materials testing and research to understand how pavements, structures, and coatings perform under flooding, saltwater intrusion, and high temperatures, while the SCO develops and updates policies, procedures, and guidance to ensure these measures are consistently applied in the field.

Through targeted research, updated specifications, and field implementation, FDOT is advancing pavement design and construction practices that extend asset life and reduce life-cycle costs.

Pavement Studies: FDOT actively works with academia and organizations from across the state and country to explore research needs. Visit the [Transportation Research Information Services Database \(TRID\)](#) to see the extensive work FDOT undertakes in planning for the future, including the following pavement studies:

- **[Improved Resilience of Asphalt Pavements Due to Flooding](#):** The primary objective of this study was to determine implementable, cost-effective methods to improve the strength and durability of asphalt pavements under flooded conditions. The findings of this research recommended improvements for asphalt mixtures that are subject to vehicular loading while in a flooded condition.
- **[Improved Resilience of Rigid Pavement Systems](#):** This study evaluates how inundation may affect concrete pavements and identifies cost-effective and implementable solutions to improve the durability of both new and existing rigid pavement systems. This research project is still in progress.



PROJECT HIGHLIGHT: Sunshine Skyway Bridge Enhancements

Wave Attenuation Devices

FDOT District One is addressing the impact of wave forces near the Sunshine Skyway Bridge using pyramid-shaped concrete Wave Attenuation Devices (WADs). These devices play a crucial role in mitigating the impact of waves on the I-275 causeway, which is a vital connector for freight, commuters, and tourists.

Completed in October 2023, 844 WADs were strategically placed on the south causeway of the Skyway Bridge to increase shoreline stabilization and assist with seagrass mitigation.

The WADs performed well to protect the causeway during Hurricanes Helene and Milton. Additionally, one year after installation of the WADs, the area experienced two acres of seagrass growth, with a new third type of seagrass growing.



Skyway Fishing Pier Improvements

Reconstruction and renewal projects are underway on the Sunshine Skyway Fishing Pier, the world's longest fishing pier. This project will restore public term use of this key regional asset. It includes construction of a new fishing pier on the Manatee County side, which was damaged during Hurricane Milton, and extension of the existing pier on the Pinellas County side. Additional improvements include upgrades to parking areas and sidewalks along the seawall to improve access and safety.

These efforts are part of FDOT's broader investment of over \$300 million in transportation improvements in the Skyway area, including additional capacity, resurfacing, drainage, safety, and technology projects.



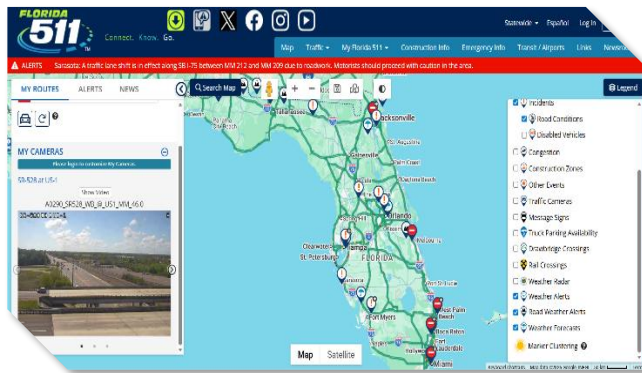
TRAFFIC OPERATIONS AND EMERGENCY MANAGEMENT

FDOT integrates long-term risk into asset management and maintenance by assessing infrastructure vulnerability to hazards like flooding and hurricanes. Bridges, roadways, and drainage systems are prioritized for maintenance and rehabilitation based on current condition and potential future impacts, ensuring investments extend asset life, reduce service disruptions, and maintain reliable, safe transportation. In addition, FDOT invests in traffic operations, emergency planning, specialized equipment, trained personnel, and advanced technology to ensure the SHS is prepared to support evacuations and quickly restore safe travel in the event of severe weather.

Intelligent Transportation Systems: FDOT's Intelligent Transportation System (ITS) network across the SHS includes cameras, detection, and dynamic message signs that provide critical real-time information and feedback to support evacuation routes, Emergency Shoulder Use (ESU) operations, and incident management before and during storm events.



Florida 511 (FL511) is another integral part of Florida's ITS Program, enhancing the safety and mobility of people and goods, economic competitiveness, and the quality of our environment and communities by serving commuters, tourists, commercial vehicle operators, and evacuees. During traffic disruptions and severe weather events, FL511 statewide travel information system delivers real-time traffic and weather-related alerts, including critical information on road closures and evacuation conditions, helping travelers make safe, informed decisions.



Emergency Preparedness: Severe weather, such as tropical storms, hurricanes, and heavy precipitation causes flooding and potential damage to essential transportation routes. FDOT undertakes extensive preparations to ensure readiness for hurricane season and other severe weather events. The Department maintains a statewide Emergency Response Plan that captures lessons from recent events and translates them into pre-season actions, including assigning roles for all office personnel, maintaining current contact lists, organizing Signal Assessment Teams (SAT) and Damage Assessment

Teams (DAT), and coordinating advance procurements for necessary equipment, training, traffic signal repair, and monitoring. Additionally, FDOT continues to equip critical signalized intersections with generator connections and follows established procedures for staging, testing, and deploying generators to ensure that traffic signals remain operational during extended power outages.

In 2025, to prepare for future storms, FDOT:

- Held statewide coordination meetings to review lessons learned from previous storms, identify areas for improvement, and gather feedback from district staff.
- Conducted emergency management tabletop exercise focused on cyber incidents and technological failures involving Central Office, all district offices, the Florida Turnpike Enterprise (FTE), Transportation Technology, Traffic Operations, and Maintenance.
- Participated in the Florida Division of Emergency Management (FDEM) Annual Statewide Exercise to strengthen coordination with state partners.
- Held in-person preparation and coordination meetings with each FDOT District.
- Reviewed and updated emergency contracts, ESU concept plans and standard operating procedures, Disaster Debris Management Site locations and pre-authorization letters.
- Enhanced storm response tools by updating damage assessment tools and conducting related training events; improving the Emergency Contract Request Tracker; and developing an application to collect debris removal estimates and daily totals and calculate cumulative totals.
- Collected potential base camp locations from all districts and conducted a full-scale exercise in Gainesville of the new internal base camp with capacity for sixty personnel.
- Monitored legislative actions that could support emergency response operations.



FDOT Emergency Management Tabletop Exercise (2025)

To support rapid deployment during emergencies, FDOT organizes specialized Central Office Emergency Response Teams that can mobilize quickly to assist impacted districts. These teams, which provide logistical coordination, field assessment, and operational support to ensure an efficient response, include:

- Logistical Support Team: Manages the transport, staging, and operation of FDOT's fleet of trucks, trailers, portable accommodations, and other deployable resources.
- Advance Teams: Deploy early to affected areas to provide leadership with real-time situational awareness, with up to eighteen two-person teams traversing the state in fleet vehicles and transmitting photographs and live video to the State Emergency Operations Center (SEOC).

- **Base Camp Support Team:** Provides on-site administrative and operational support for response personnel, coordinating with vendors or independently managing essential services to ensure base camps operate smoothly from setup through demobilization.
- **Forward Operations Teams:** Provide direct support and personnel relief to impacted districts, helping sustain response operations during extended events.

Together, these teams and their preparation efforts help ensure FDOT can rapidly mobilize personnel, equipment, and resources to support evacuation, damage assessment, and recovery operations when storms impact Florida.

Rapid Response to Hurricanes and Weather Events: The extensive preparedness activities undertaken by FDOT enable the Department to respond rapidly and effectively when storms occur. Recent storms, including Hurricanes Idalia (2023), Debby (2024), Helene (2024), Milton (2024), and Winter Storm Enzo (2025), have demonstrated the effectiveness of the Department’s coordinated emergency response framework.

Working closely with the Florida Division of Emergency Management (FDEM) officials and partners, FDOT crews rapidly mobilized to assess damage, clear debris, pump floodwater, inspect bridges, and initiate emergency repairs to ensure safe travel along critical corridors as soon as conditions allowed.

With strong preparedness plans and trained teams in place, FDOT was equipped to mobilize rapidly after major storms. For example, after Hurricane Idalia, 700 FDOT team members reopened a 15-mile stretch of I-10 in Madison County within 12 hours and assisted fiscally constrained counties by clearing local roads and bus routes. Following Hurricane Debby, crews cleared nearly 6,600 miles of state roads, pumped floodwater from I-10, and reopened I-10 within an hour while inspectors evaluated more than 2,000 bridges within 24 hours.



Road Repair for Hurricane Debby (2024)

After Hurricane Helene, FDOT cleared I-10 in under six hours, repaired damaged Tampa Bay causeways within 24 hours, and completed temporary repairs to SR 789 ahead of schedule while removing tens of thousands of cubic yards of sand and debris. During Hurricane Milton, FDOT implemented ESU to support evacuations, cleared 12,000 miles of roadway within 24 hours, and mobilized more than 150 bridge inspectors to assess over 2,400 bridges. Ahead of Winter Storm Enzo, crews pre-treated more than 600 bridges, staged specialized equipment across the Panhandle, and cleared nearly 400 miles of ice and snow from I-10, reopening the roadway within 25 hours.

Collectively, these efforts reflect a proactive and highly coordinated emergency response model that rapidly restores functionality and protects public safety in the face of severe storm events.

PROJECT HIGHLIGHT: Sanibel Causeway Repair after Hurricane Ian

In 2022, Hurricane Ian damaged several sections of the Sanibel Causeway in Lee County, restricting access to Sanibel and Captiva Islands. FDOT restored drivable access for over 6,000 Sanibel Island residents within 15 days.

FDOT, in partnership with Lee County, cleared over 5,200 miles of roadway, deployed more than 450 generators, assessed nearly 9,000 state-owned traffic signals, and began debris removal for approximately 3,088 miles of road in Southwest Florida.

By Fall 2025, FDOT completed permanent reconstruction, incorporating new durability and hardening features, including multi-layer sheet pile walls, marine mattresses to absorb wave energy, armor stone at bridge abutments, a raised roadway, and improved drainage.

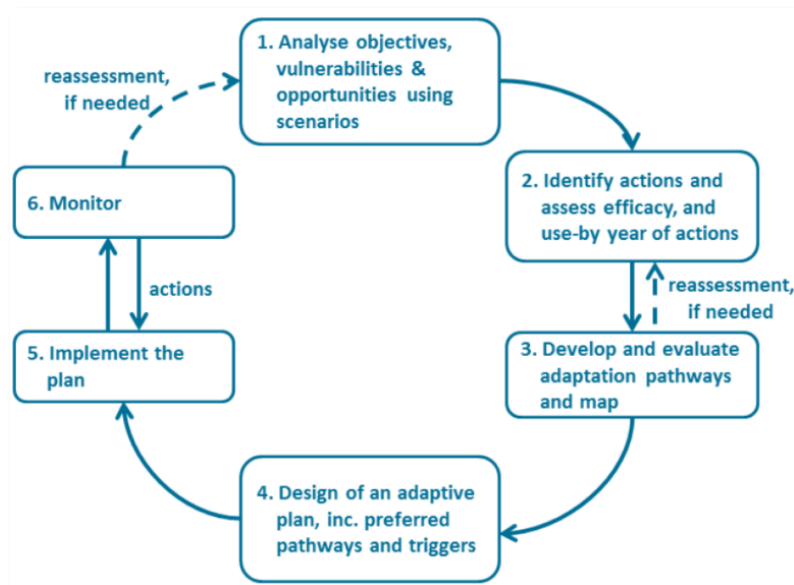


ASSET MANAGEMENT AND MAINTENANCE

FDOT uses the Action Plan to inform updates to the FTP, Transportation Asset Management Plan (TAMP), Strategic Intermodal System (SIS) Policy Plan, and other statewide modal and system plans, ensuring strategies are consistently reflected in policy and investment decisions. As these plans are updated, the Department reviews and, where appropriate, revises key manuals, guidebooks, and standard scopes of work to embed long-term risk and durability considerations in day-to-day practice. FDOT also tracks how Action Plan strategies are incorporated across agency plans and guidance documents, coordinating across offices to monitor progress and advance implementation.

Maintenance of the State Highway System: FDOT has been successful in protecting the state's transportation infrastructure investment by achieving a level of maintenance that meets the established standards and expectations for pavement condition, bridge condition, and maintenance condition mandated by s. 334.046(4), F.S.

Transportation Asset Management Plan: The TAMP applies a lifecycle planning approach to keep roads and bridges in a state of good repair while accounting for the effects of weather events. Weather considerations factor into asset management investment decisions both geographically (based on the locations of facilities) and temporally (based on asset deterioration due to impacts such as increased frequency and magnitude of hazard events). These practices enable FDOT to identify vulnerable assets, set prioritization criteria, and advance projects that increase long-term system performance. The [TAMP](#) includes an inventory of state-owned pavement and bridges and their conditions, an overview of FDOT's financial plan and investment priorities, potential risks to the system, and asset lifecycle planning.



PROJECT HIGHLIGHT: **Howard Frankland Bridge**

The Howard Frankland Bridge project elevates the new bridge structure more than 10 feet above the original 1960 bridge, improving protection against storm surge and coastal flooding. On July 9, 2025, the former southbound bridge was renewed and converted for northbound traffic. The older northbound bridge will be removed by summer 2026.

The expanded eight-lane configuration, including future express lanes, supports evacuation reliability and emergency response between Tampa and St. Petersburg. Conversion of the former southbound bridge for northbound use maintains corridor redundancy during construction and future events. The addition of a separated shared-use path further enhances multimodal connectivity and long-term corridor durability.



PARTNERSHIP AND COLLABORATION

FDOT advances sustained and strategic partnerships that support policy alignment, operational readiness, and capacity building. Through collaborations with federal, state, regional, local, academic, and national partners, the Department shares data, aligns mitigation strategies, leverages funding and research resources, and promotes consistent practices across jurisdictions and throughout the transportation lifecycle. This collaboration helps to promote coordinated and consistent policies for long-term performance and emergency preparedness and response and ultimately successful project delivery.

POLICY ALIGNMENT AND STRATEGIC COORDINATION

The Department collaborates with federal, state, and regional partners to align objectives with long-range transportation policies and strategic investments that support multiple goals. This includes collaboration with Florida's Chief Resilience Officer (CRO) and the Florida Department of Environmental Protection (FDEP) to advance the [Governor's Executive Order 23-06](#) and ensure that FDOT identifies and considers water quality and flood mitigation benefits when developing and implementing its planning for durability and long-term performance.

FDOT also participates in an interagency mitigation working group led by Florida's CRO. The group includes staff from multiple state agencies, including FDOT, FDEP, FDEM, Florida Fish and Wildlife Conservation Commission (FWC), and Florida Department of Commerce (FLCommerce). Through monthly meetings, the working group coordinates activities, aligns agency efforts, and identifies opportunities for collaborative action to address shared challenges and advance collective solutions.

EMERGENCY PREPAREDNESS AND OPERATIONAL COORDINATION

In addition to long-range policy coordination, FDOT works closely with emergency management and public safety partners to strengthen disaster preparedness, rapid response, and operational continuity. Coordinated planning before storms enables the Department to strategically and rapidly mobilize crews so that transportation systems can support evacuation and recovery when severe weather events strike. Examples include:

Interagency Coordination for Preparedness and Storm Recovery: Before storms strike, FDOT conducts extensive planning, preparedness, and training activities to ensure readiness for hurricane season and severe weather events. FDOT also participates in FDEM's annual statewide exercise to strengthen coordination with state partners and enhance the state's preparedness and response capabilities.

Storm Recovery through Interagency Coordination. During storm events, FDOT crews work closely with the Florida state Emergency Operations Center officials and partners to immediately assess damage, clear debris, remove floodwaters, and initiate emergency repairs to reestablish safe and reliable travel conditions after severe storms. A critical component of this response is the rapid deployment of bridge inspection and operations crews to evaluate bridge integrity, identify damage and clear debris, which expedites the safe reopening of key corridors. The Department has gained recognition for its efforts during numerous storms, including Hurricanes Debby, Helene, Ian, Idalia, Milton, and Nicole, and winter storm Enzo.

Notable examples of interagency coordination for storm recovery include:

- FDOT's robust preparation and investments in trained personnel enabled FDOT to participate in Operation Blue Ridge after Hurricane Helene by deploying crews to North Carolina and Tennessee to assist with recovery efforts while still responding to efforts in Florida.
- Hurricane Milton hit Florida less than two weeks after Hurricane Helene, prompting Governor DeSantis to direct FDOT to remove debris on barrier islands ahead of the storm. FDOT's emergency preparations citing Disaster Debris Management Site locations and ongoing multiagency coordination efforts enabled a successful partnership with the Florida National Guard, Florida State Guard, Florida Highway Patrol (FHP), and Florida Department of Agriculture and Consumer Services (FDACS) to coordinate over 3,000 truckloads in removing nearly 55,000 cubic yards of debris.

Fuel Supply and Disaster Readiness Workshop: FDOT partnered with the FDEM and FDACS to host a two-day workshop to strengthen Florida's fuel and energy supply chain before, during, and after rapid-response events. This workshop brought together a diverse network of public and private sector leaders working at every link in the supply chain. Attendees included representatives from seaports and airports; fuel terminals/operators and retailers; pipeline, trucking, and rail transporters; public agencies and industry associations; and emergency management and regulatory entities, including FDEM, FDACS, and Florida Highway Patrol (FHP).



DATA SHARING AND RESEARCH

FDOT partners with federal agencies, research institutions, and national transportation organizations to advance data-driven planning and applied research. Through collaborative studies, technical panels, and working groups, the Department leverages shared expertise and current data to improve vulnerability assessments and inform policies across the project development phases. These efforts ensure that investments are grounded in the best available data and aligned with evolving national best practices.

National Cooperative Highway Research Program (NCHRP): FDOT regularly participates in NCHRP panels to guide and oversee applied transportation research that addresses common challenges of state DOTs. FDOT is participating in two current NCHRP panels that focus on the impacts of weather hazards. First, NCHRP 23-32 is developing a technical manual for assessing risk and durability in transportation planning, design, construction, operations, and maintenance for the American

Association of State Highway and Transportation Officials (AASHTO). Second, NCHRP 23-33 evaluates the movement of assets and people away from areas experiencing risks from hazards and weather impacts.

American Association of State Highway and Transportation Officials (AASHTO): FDOT staff participate on several AASHTO committees that focus on transportation risk and infrastructure durability.

Florida Flood Hub at the University of South Florida: FDOT coordinates and collaborates with the Florida Flood Hub at the University of South Florida. Alongside FDEP and the South Florida Water Management District (SFWMD), FDOT participates in the Flood Hub's Rainfall Working Group, and is also collaborating with the Flood Hub, FDEP, and the SFWMD to develop updated estimates of changes in depth, duration, and frequency of heavy rainfall events. This effort will generate statewide projections of future rainfall and flood risk across multiple scenarios, strengthening Florida's capacity to assess, plan for, and manage flooding impacts.

US 41 Collier Study: FDOT participated with the Florida Silver Jackets Team on the US 41 Collier Study. The Florida Silver Jackets, led by the U.S. Army Corps of Engineers, is an intergovernmental team of Federal, State, Tribal, and local agencies that work collectively on flood management issues and strategies to reduce the threats of flooding. The overall goal of the study was to understand and communicate the regional stakeholder vision for southern Collier County which must include improvements for transportation, populations, and the ecosystem. Additional partners for this project included the U.S. Department of the Interior, FDEM, FDEP, SFWMD, Miccosukee Tribe, and Collier County.



FOR MORE INFORMATION:

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<https://www.fdot.gov/planning/policy/>