

**WHAT IS A PD&E STUDY?**

A PD&E Study is FDOT’s procedure for complying with the National Environmental Policy Act (NEPA) of 1969, and associated federal and state laws and regulations. During this phase, FDOT performs preliminary engineering, evaluates the projects impacts to the social, cultural, natural, and physical environments, completes interagency coordination, and engages the public. Public involvement is a key aspect throughout the life of a project. The objectives of a PD&E Study is to support decisions concerning if, where, and what should be built to address the identified transportation needs.

- 1** PLANNING
- 2** PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
- 3** DESIGN
- 4** RIGHT OF WAY ACQUISITION (IF NEEDED)
- 5** CONSTRUCTION
- 6** MAINTENANCE

**Why it’s done:**

- Evaluate project feasibility and potential environmental impacts (natural, physical, social, cultural)
- Comply with federal and state environmental laws
- Required to secure federal regulatory approval

**What it involves:**

- Conducting preliminary engineering
- Evaluating options to avoid, minimize or mitigate potential environmental impacts
- Coordinating with federal, state and local agencies

**PUBLIC PARTICIPATION**

FDOT is required to comply with various non-discrimination laws and regulations, including Title VI of the Civil Rights Act of 1964. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. FDOT encourages the public to get involved throughout the study by providing comments, concerns, questions, and suggestions to the study team. **If you would like to obtain additional project information, be added to the mailing list, request information, arrange a meeting, or submit a written comment, please contact:**

**Vanita Saini, P.E.**  
**FDOT Project Manager**  
 Florida Department of Transportation  
 District Four  
 3400 West Commercial Blvd  
 Fort Lauderdale, FL 33309  
 Phone: (954) 777-4468  
 or  
 Toll Free (866) 336-8435  
 Ext. 4468

**PD&E STUDY SCHEDULE (Subject to Change)**

2022				2023				2024				2025			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
			★ Begin Study												
			■ Data Collection												
			■ Alternatives Analysis												
			■ Public Input												
			★ Public Kickoff Meeting												
											📍 We are here Alternatives Public Workshop				
											■ Documentation				
											★ Documents Approved for Public Availability				
											★ Public Hearing				
											■ Recommended Alternatives and Finalize Documents				
															★ LDCA Announcement

**ALTERNATIVES PUBLIC WORKSHOP**

**PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY**

**Cove Road from State Road (SR) 76/Kanner Highway to SR 5/US 1**  
 Martin County, Florida  
 Financial Project ID: 441700-1-22-02

**WELCOME**

Thank you for attending the Alternatives Public Workshop for the **Project Development and Environment (PD&E) Study of Cove Road from State Road (SR) 76/Kanner Highway to SR 5/US 1**. The purpose of today’s meeting is to introduce you to the alternatives being considered and to give interested persons an opportunity to comment and provide input on the transportation improvement alternatives the Department has developed at this point in the study. The workshop will be informal, so we encourage you to walk around and view the exhibits, and ask questions to the FDOT and Consultant staff.

**ABOUT THE STUDY**

The Florida Department of Transportation (FDOT), has initiated a Project Development and Environment (PD&E) Study along **Cove Road from SR 76/Kanner Highway to SR 5/US 1 in Martin County**.



Cove Road is currently a two-lane roadway providing one 12 ft travel lane in each direction within the project limits. Currently, there are no bicycle facilities along the project corridor, however, sidewalks are intermittent throughout. The posted speed limit varies from 35 to 45 miles per hour and the right of way varies from 90 ft to 203 ft.

This PD&E Study is evaluating alternatives that will widen Cove Road from two to four lanes to meet the future traffic demands, improve mobility for bicyclists and pedestrians, and improve safety. The study will also evaluate improvements to the intersection of SR 76/Kanner Highway and SR 5/US 1.

The primary purpose of widening Cove Road from two lanes to four lanes is to increase capacity for all modes of travel and improve the local transportation network (see Project Location Map). Additional elements that the proposed project will provide include support for economic and social demands along Cove Road, enhanced multimodal connectivity, and improved emergency evacuation.

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 the Federal Highway Administration (FHWA) and FDOT.

**FLORIDA DEPARTMENT OF TRANSPORTATION MISSION STATEMENT**

The Department will provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of Florida’s environment and communities.



**ALTERNATIVES BEING CONSIDERED**

Improvements along the corridor is broken out into two segments. The first segment is from SR 76 (Kanner Highway) to Avalon Drive and the second segment is from Avalon Drive to SR 5/US 1 (Federal Highway). Five alternatives are currently being evaluated for this project and are being presented this evening. An initial review considered additional alternatives, however, it was determined that they did not meet the project's Purpose and Need and were eliminated from further consideration.

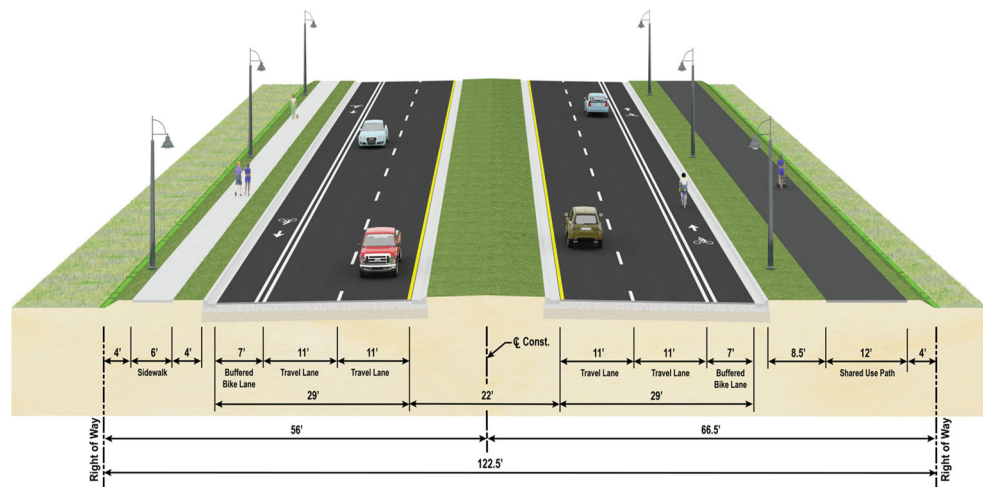
The No-Build Alternative, which would involve no improvements to the roadway other than routine maintenance, will remain a viable alternative throughout the study.

Please view the exhibits and ask one of the project representatives for more information.

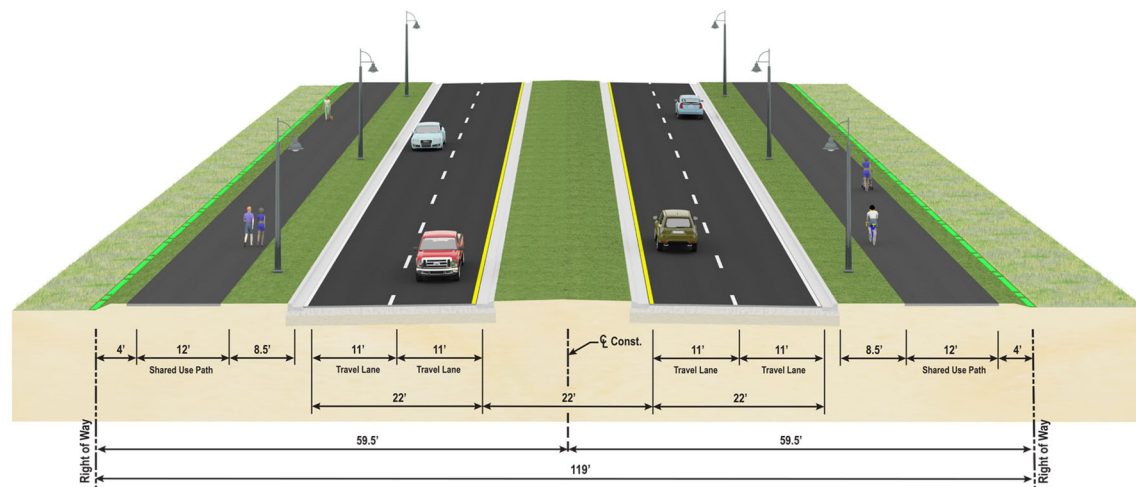
**SEGMENT 1 - FROM SR 76 (KANNER HIGHWAY) TO AVALON DRIVE**

Two alternatives are proposed in this segment. Alternative 1A and 1B can generally be built within existing right of way, however, there are some areas where additional right of way will be required.

**ALTERNATIVE 1A TYPICAL SECTION** - The Alternative 1A typical section includes two 11 foot travel lanes and an on-road buffered bicycle lane in each direction separated by a raised 22 foot median. A 6 foot sidewalk is included along the north side of the road and a 12 foot shared use path is included along the south side of the road. This typical section requires a minimum of 122.5 feet of right of way.



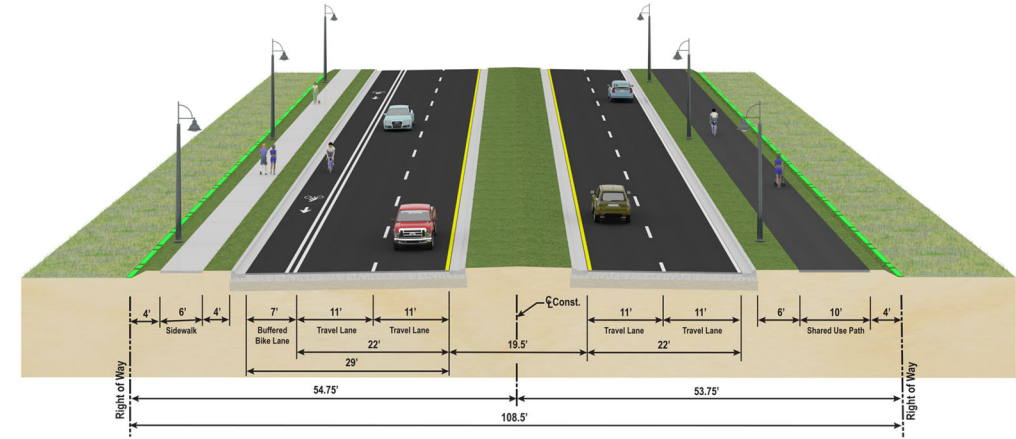
**ALTERNATIVE 1B TYPICAL SECTION** - Typical section 1B also includes two 11 foot travel lanes in each direction separated by a 22 foot median. Pedestrians and bicyclists are accommodated in 12 foot wide shared use paths along both sides of the road. This typical section requires a minimum of 119 feet of right of way.



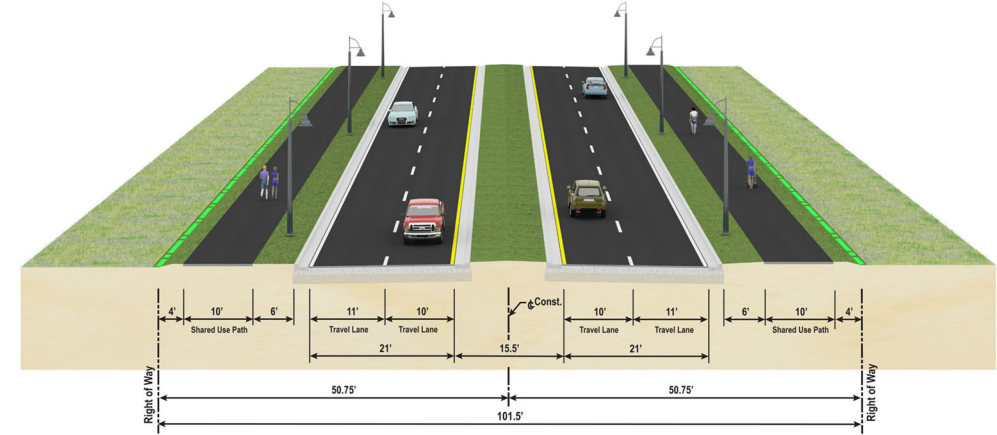
**SEGMENT 2 - FROM AVALON DRIVE TO SR 5/US 1 (FEDERAL HWY.)**

There are three alternatives proposed for this segment. All three alternatives (Alternative 2A, 2C and 2D) will require right of way from one side of the road or the other.

**ALTERNATIVE 2A TYPICAL SECTION** - Typical section 2A includes two 11 foot travel lanes in each direction separated by a 19.5 foot wide median. A 7-foot wide buffered bike lane is provided along the north side of the road along with a 6 foot wide sidewalk. A 10-foot wide shared use path is provided along the south side of the road. This typical section requires a minimum of 108.5 feet of right of way.



**ALTERNATIVE 2C TYPICAL SECTION** - Alternative 2C includes an 11 foot outside lane and 10 foot inside lane in each direction separated by a 15.5 foot median. A 10 foot shared use path is provided along both sides of the road. This typical section requires a minimum of 101.5 foot of right of way.



**ALTERNATIVE 2D TYPICAL SECTION** - Alternative 2D also includes an 11 foot outside lane and 10 foot inside lane in each direction separated by a 15.5-foot median. It includes a 6-foot sidewalk at the back of curb and an on-road 6-foot bike lane along the north side of the road and a 10-foot shared use path along the south side of the road. To minimize impacts to Montego Cove, the shared use path will move up against the curbs on the south side of the road adjacent to Montego Cove. In areas where the large transmission power poles are located east of Montego Cove, the shared use path will swing out behind the poles to avoid having to relocate them. This typical section requires a minimum of 96.25 feet of right of way.

