

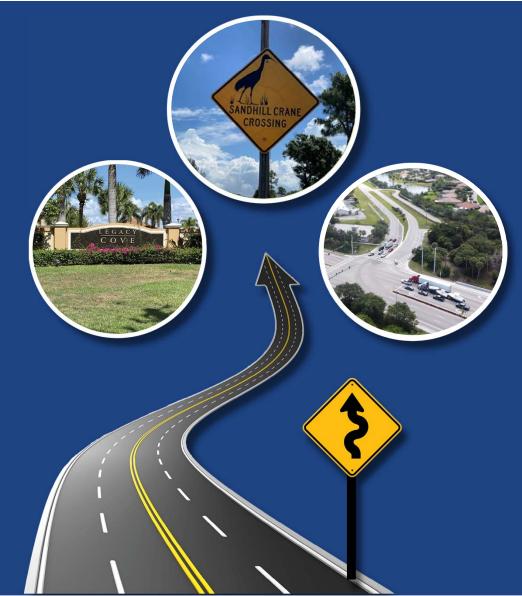
# COVE ROAD

From State Road (SR) 76/Kanner Highway to SR 5/US-1 Martin County, Florida

# PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY

Financial Project Identification Number: 441700-1

Efficient Transportation Decision Making (ETDM) Number: 14479







### **Transportation Development Process**

Planning PD&E Design Right of Way Acquisition (IF NEEDED) Construction Maintenance



Martin
Metropolitan
Planning
Organization
(MPO)
requested
FDOT to fund
and lead the
Cove Road
Widening
Project

- 1
- ✓ Alternatives Development
- ✓ Engineering & Environmental Analysis
- ✓ Public/Agency Outreach
- ✓ Preferred
   Alternative/
   Documentation



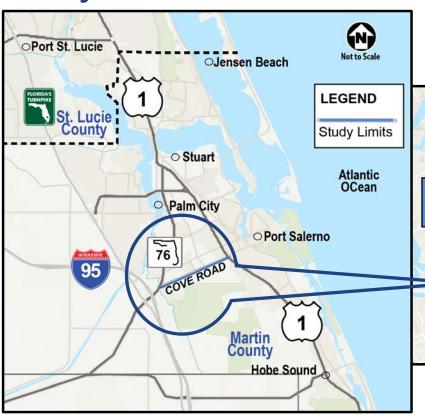
**COMMUNITY** 

Public Outreach continues throughout all phases of the Transportation Development Process.



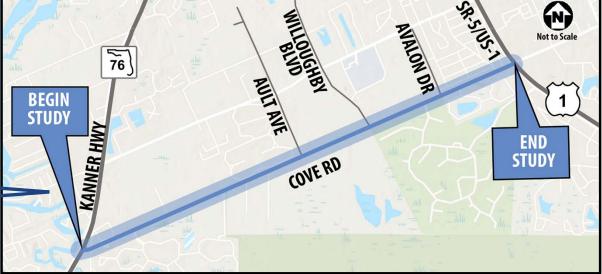


### **Project Location**



- From Kanner Highway to US-1
- **Project extends approximately 3.2 miles**









### Project Background

- Existing Roadway Characteristics
  - 2-lane undivided roadway
  - Major arterial
  - Unincorporated Martin County
  - Intermittent sidewalks
  - Posted speed varies from 35-45 miles per hour
- Project Kick-off Meeting held:
  - Virtual March 29, 2023
  - In-Person March 30, 2023







### Project Purpose

The primary purpose of widening Cove Road from two lanes to four lanes is to add capacity for all modes of travel and improve the local transportation network.

## Project Needs

Support Economic & Social Demands



Improve System Linkage



Improve Capacity



Improve Modal Interrelationships



Improve Emergency Evacuation





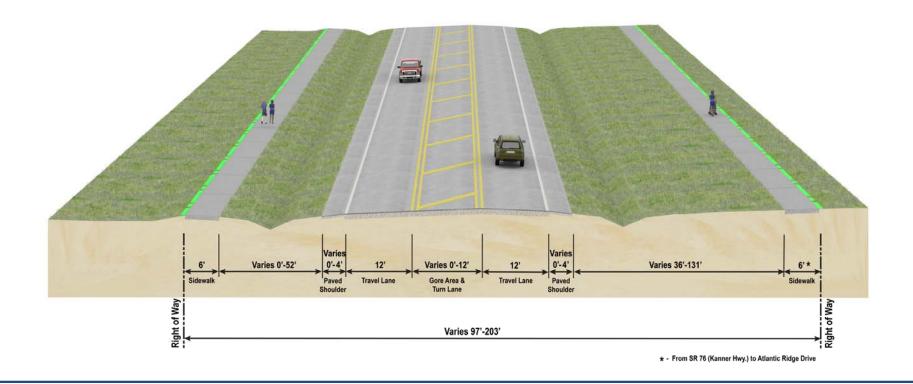


### **Concepts and Alternatives Under Consideration**

- Five alternatives are currently being evaluated for this project
  - An initial review considered additional alternatives, but it was determined that they did not meet the project's purpose and need and were eliminated from further consideration.
- The No-Build Alternative
  - No improvements to the roadway other than routine maintenance
- The project was divided into two evaluation segments
  - Segment 1 is from SR 76/Kanner Highway to west of Avalon Drive
  - Segment 2 is from west of Avalon Drive to SR 5/US 1



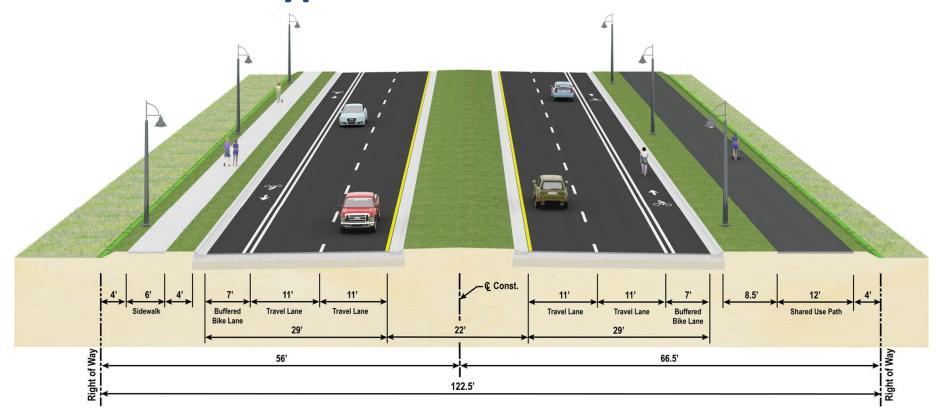
#### **Existing Condition from SR 76 to W of Avalon Dr**







## **Alternative 1A Typical Section**





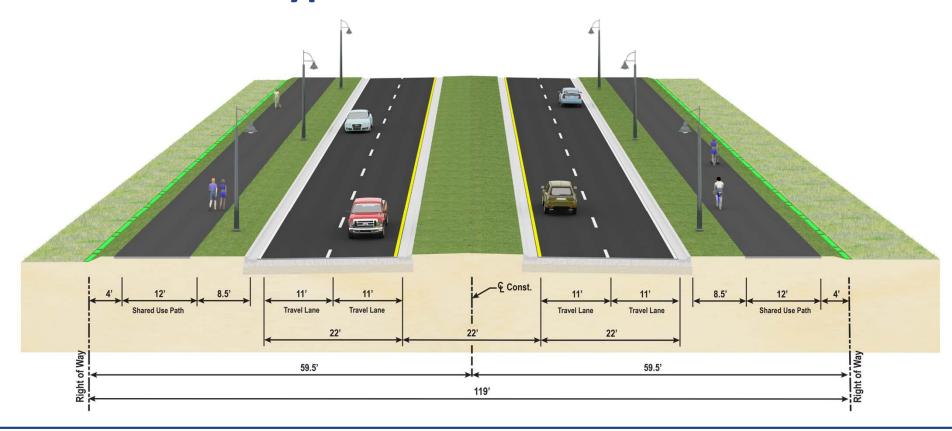








### **Alternative 1B Typical Section**





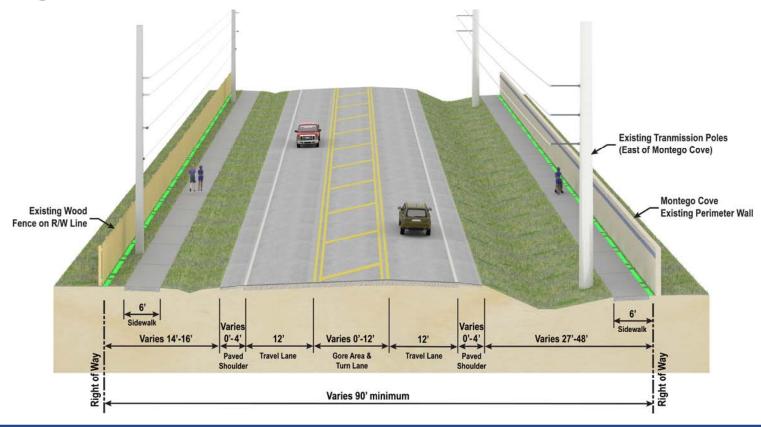








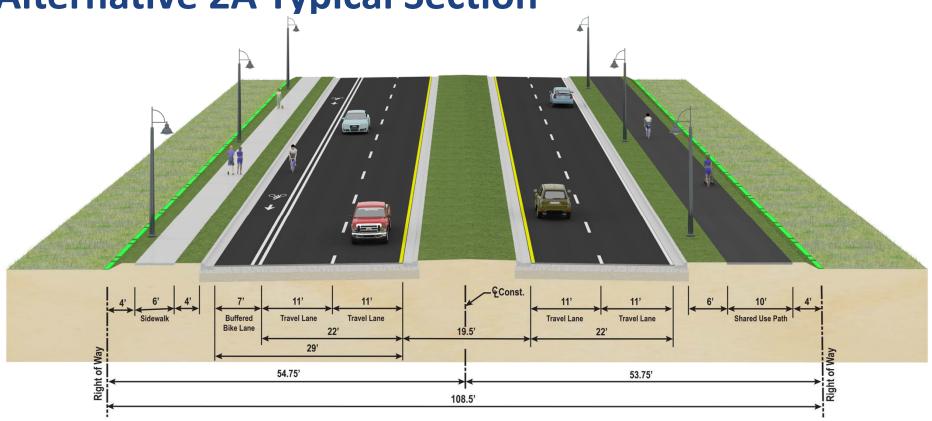
### **Existing Condition from Avalon Dr to US 1**





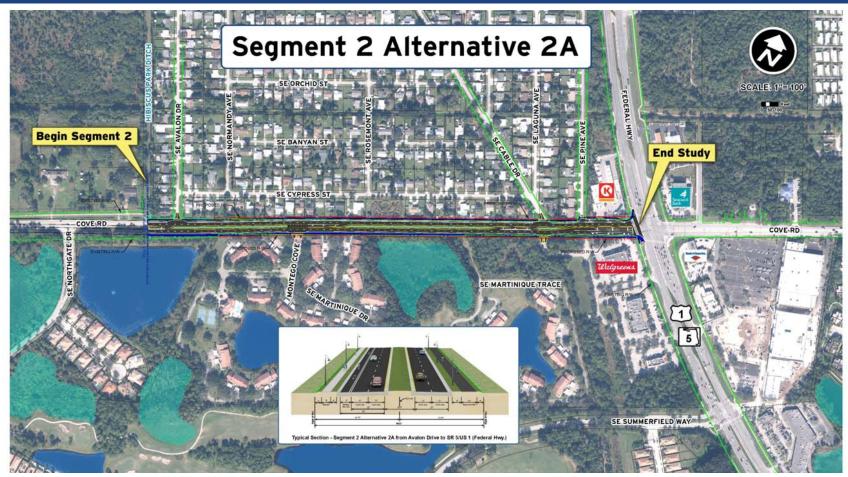


**Alternative 2A Typical Section** 





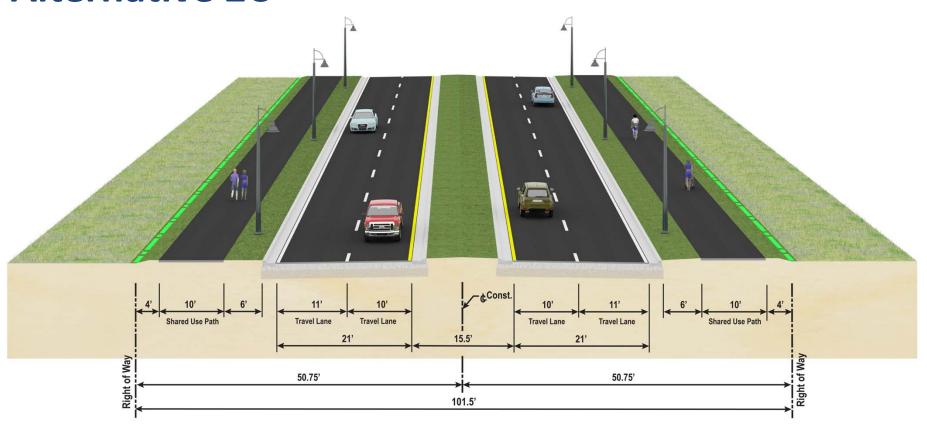






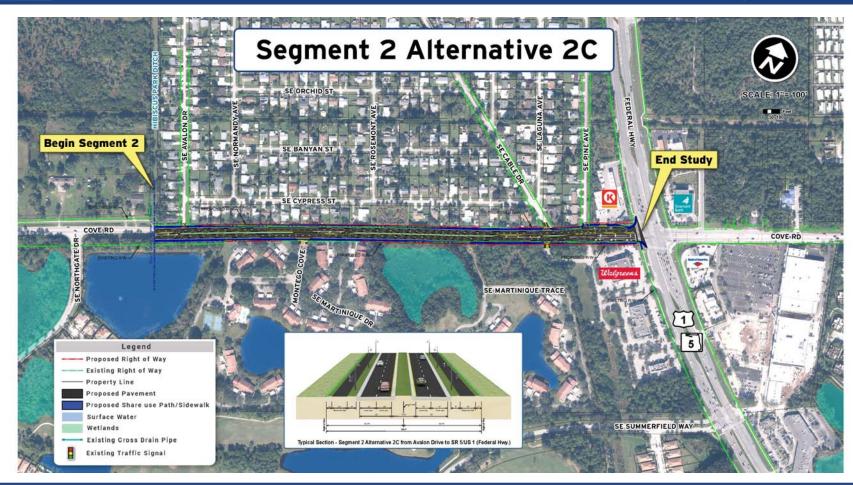


#### **Alternative 2C**

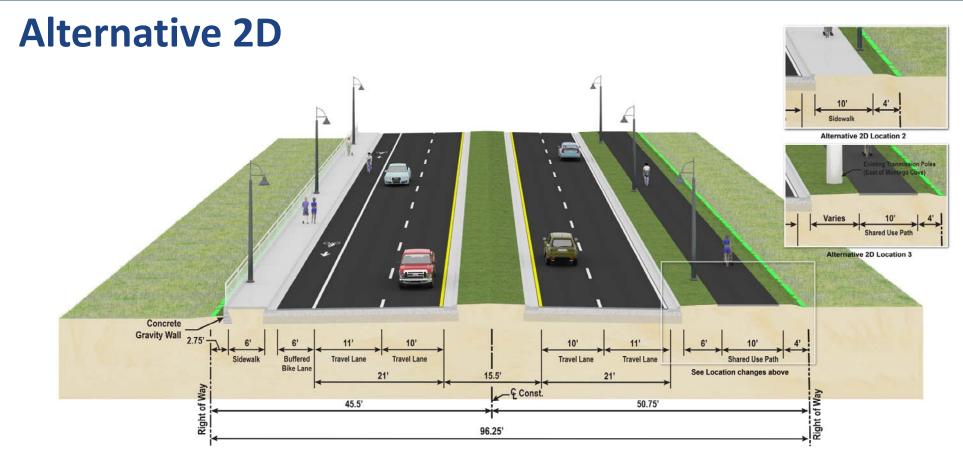






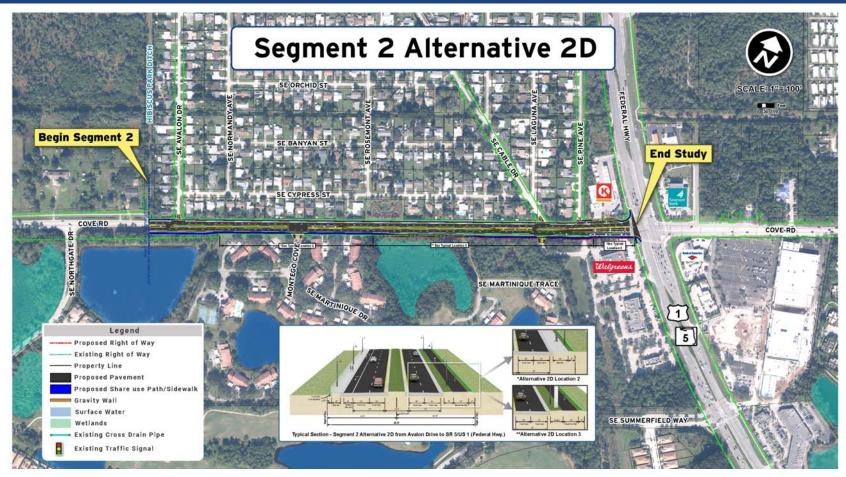














### **Environmental Analysis**

- · Protected species and habitat
- Wetland and floodplains
- Water quality and Stormwater management and permitting
- Air quality
- Right-of-way requirements and relocations
- Contamination
- Archeological and Historical Resources
- Noise
- Land use
- Construction effects
- Farmland
- Aesthetics



#### **Evaluation Matrix\***

- Compares the Build and No Build Alternatives
- Evaluation Criteria includes:
  - Right-of-Way Impacts
  - Natural, Environmental, and Physical Impacts
  - Estimated Costs

|   |                         | Segment 1  SR 76 (Kanner Highway) to Avalon Drive |                    | Segment 2  Avalon Drive to SR 5 (US 1)     |  |                    |
|---|-------------------------|---|--------------------|--|--|--------------------|
| Evaluation Criteria   | No Build<br>Alternative |   |                    |  |  |                    |
|   |                         | Typical Section 1A                                | Typical Section 1B | Typical Section 2A<br>(Best fit alignment) | Typical Section 2C<br>(Best fit alignment) | Typical Section 2D |
| Right-of-Way Impacts  |                         |   |                    |  | I.   |                    |
| Number of parcels impacted                                    | 0                       | 23  | 21                 | 30   | 31   | 3                  |
| Right of way impact area (acres)                              | 0                       | 1.07  | 1.02               | 1.38                                       | 0.94                                       | 0.48               |
| Number of residential relocations                             | 0                       | 0   | 0                  | 0  | 0  | 0                  |
| Number of business relocations                                | 0                       | 0   | 0                  | 0  | 0  | 0                  |
| Natural, Environmental & Physical Impacts                     |                         |   |                    |  |  |                    |
| Threatened and endangered species impacts                     | None                    | Medium  | Medium             | Low  | Low  | Low                |
| Archaeological/historic site impacts                          | None                    | Medium  | Medium             | Low  | Low  | Low                |
| Potential contamination sites<br>(high & medium risk ranking) | None                    | o   | o                  | o  | o  | 0                  |
| Wetland impacts (acres)                                       | None                    | 0.52  | 0.52               | 0.00                                       | 0.00                                       | 0.00               |
| Floodplain impacts (acres)                                    | None                    | 0.04  | 0.01               | 0.00                                       | 0.00                                       | 0.00               |
| Potential Section 4(f) impacts                                | None                    | 0   | 0                  | 0  | 0  | 0                  |
| Social & neighborhood impacts                                 | None                    | Low   | Low                | High                                       | Medium                                     | Low                |
| Estimated Costs (Present Day Costs)                           |                         |   |                    |  |  |                    |
| Design (15% of construction)                                  | No cost                 | \$6,564,000                                       | \$6,122,000        | \$1,236,000                                | \$1,165,000                                | \$1,356,000        |
| Road right-of-way   | No cost                 | \$4,262,000                                       | \$3,933,000        | \$13,452,000                               | \$10,431,000                               | \$4,419,000        |
| Pond right-of-way   | No cost                 | TBD   | TBD                | TBD  | TBD  | TBD                |
| Wetland mitigation  | No cost                 | \$54,000  | \$54,000           | \$0  | \$0  | \$0                |
| Roadway construction  | No cost                 | \$43,758,400                                      | \$40,810,300       | \$8,239,500                                | \$7,764,200                                | \$9,036,700        |
| CEI (15% of construction)                                     | No cost                 | \$6,564,000                                       | \$6,122,000        | \$1,236,000                                | \$1,165,000                                | \$1,356,000        |
| Total cost  | No cost                 | \$61,202,000                                      | \$57,041,000       | \$24,164,000                               | \$20,525,000                               | \$16,168,000       |

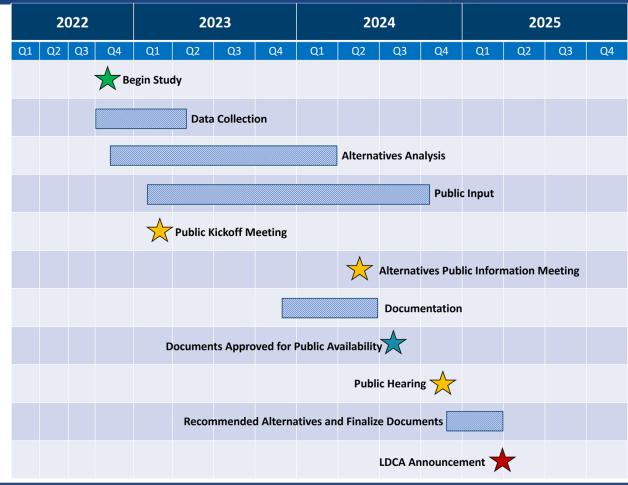
<sup>\*</sup>Preliminary – Subject to Change





#### **Project Schedule**

- Alternatives Public Meeting
  - Virtual May 21, 2024
  - In-Person May 22, 2024
    - Indian River State College
    - Begins 5:30 pm
- Design funded in fiscal year 2025
- Right-of-way and construction are not currently funded









#### **Contact Information**

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### **National Youth Traffic Safety Month**







### **Questions?**

