





WELCOME

Florida Department of Transportation

Alternatives Public Workshop









NON-DISCRIMINATION POLICY

Title VI Compliance

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express concerns relative to FDOT compliance with Title VI may do so by contacting:

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District Four Title VI Coordinator
3400 West Commercial Boulevard
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FEDERAL-STATE PARTNERSHIP

The environmental review, consultation and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the FDOT pursuant to 23 United States Code (U.S.C.) 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.







TRANSPORTATION DEVELOPMENT PROCESS

Planning

PD&E We are here Design

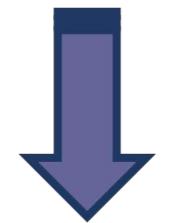
Right of Way Acquisition
(IF NEEDED)

Construction

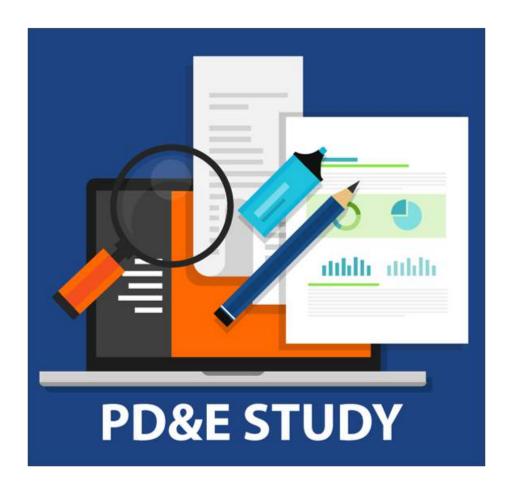
Maintenance



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



- ✓ AlternativesDevelopment
- Engineering & Environmental Analysis
- ✓ Public/AgencyOutreach
- ✓ PreferredAlternative/Documentation



The Project Development and Environment (PD&E) Study is a process developed by FDOT to evaluate the social, environmental and engineering impacts associated with a proposed transportation improvement.



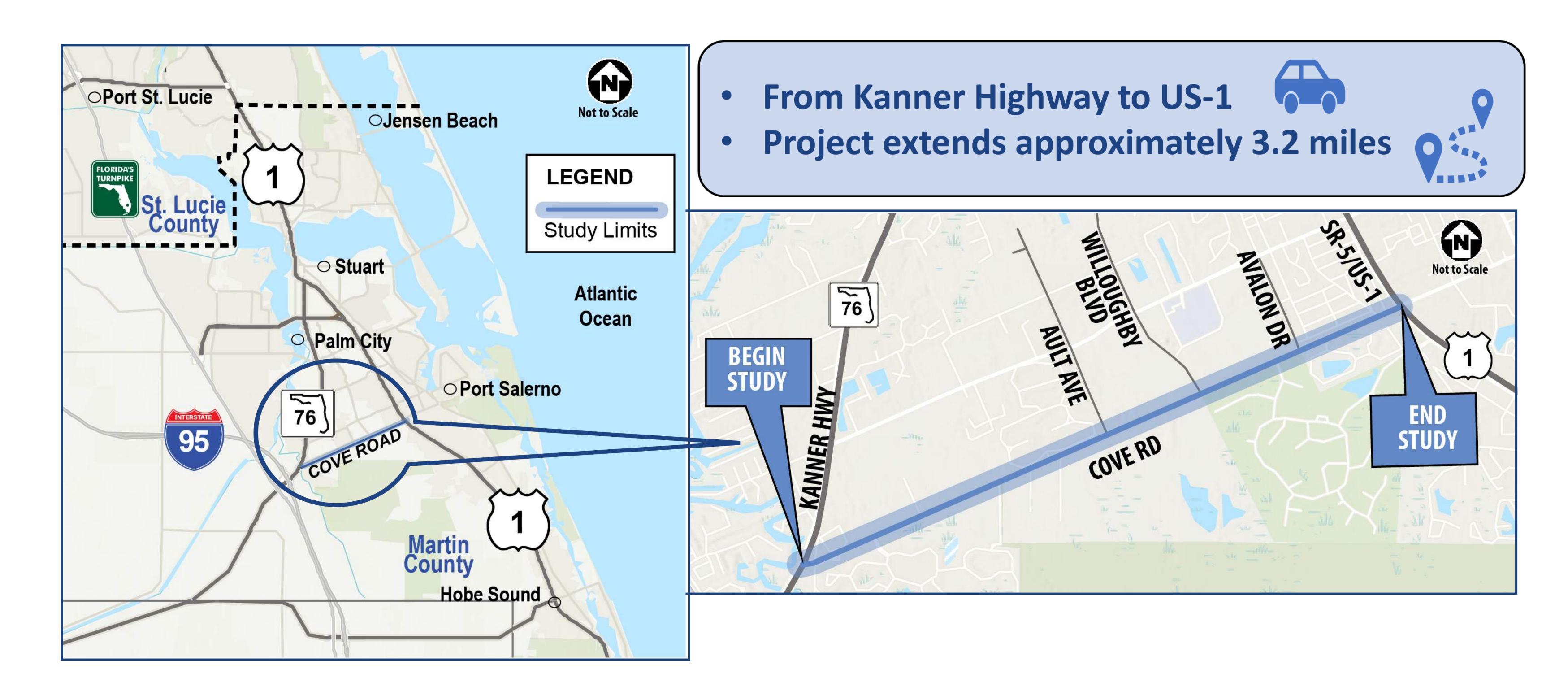
COMMUNITY

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





PROJECT LOCATION









PURPOSE & NEED

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

Social Demands

Improve System Linkage

Modal Interrelationships

**The Color of the Color of the

Improve

Improve Emergency Evacuation

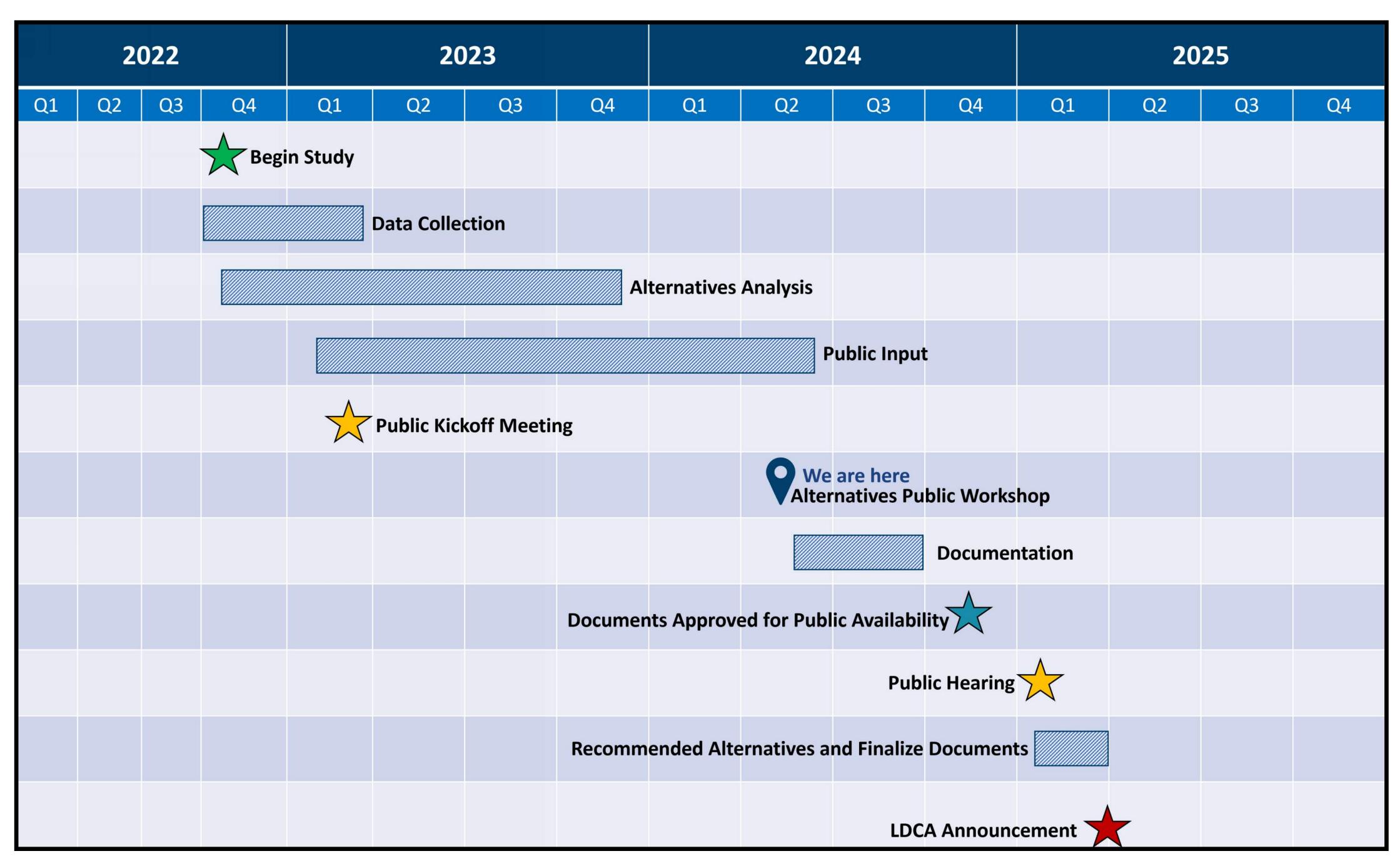






PROJECT SCHEDULE

- •Design funded in fiscal year 2025
- •Right-of-way and construction are not currently funded.



Subject to change





CONTACTINFORMATION

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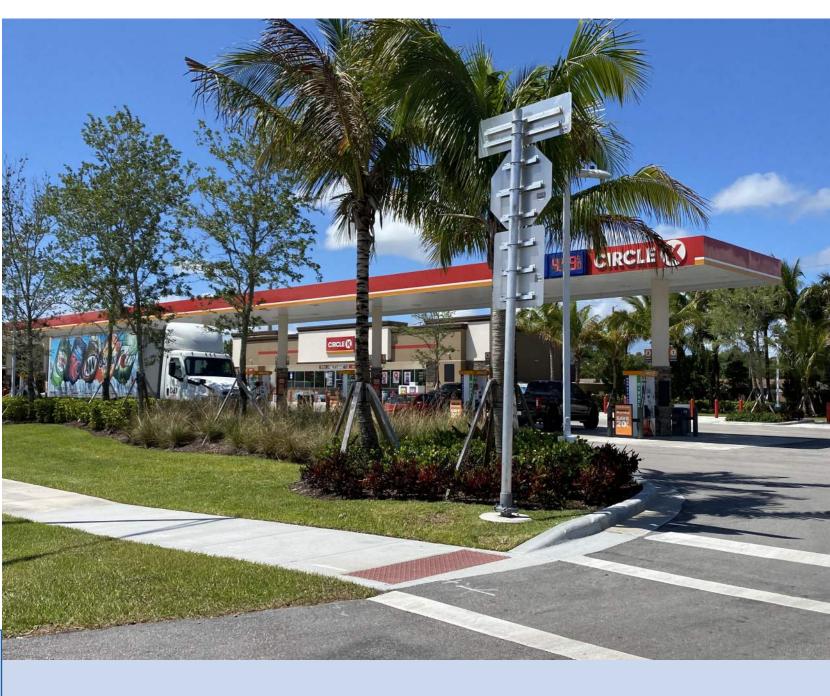


ENVIRONMENTAL IMPACT ANALYSIS









SOCIAL & ECONOMIC

- Land Use Changes
- Social
- Relocation Potential
- Aesthetic Effect
- Economic
- Mobility

CULTURAL RESOURCES

- Historic and Archaeological Sites
- Recreational Areas

NATURAL RESOURCES

- Wetlands and Other
 Surface Waters
- Threatened and Endangered Species
- Water Quality &
 Quantity

PHYSICAL ENVIRONMENT

- Noise
- Air Quality
- Contamination







Cove Road PD&E Study

From SR 76 (Kanner Highway) to SR 5 (US 1)

Alternatives Evaluation Matrix

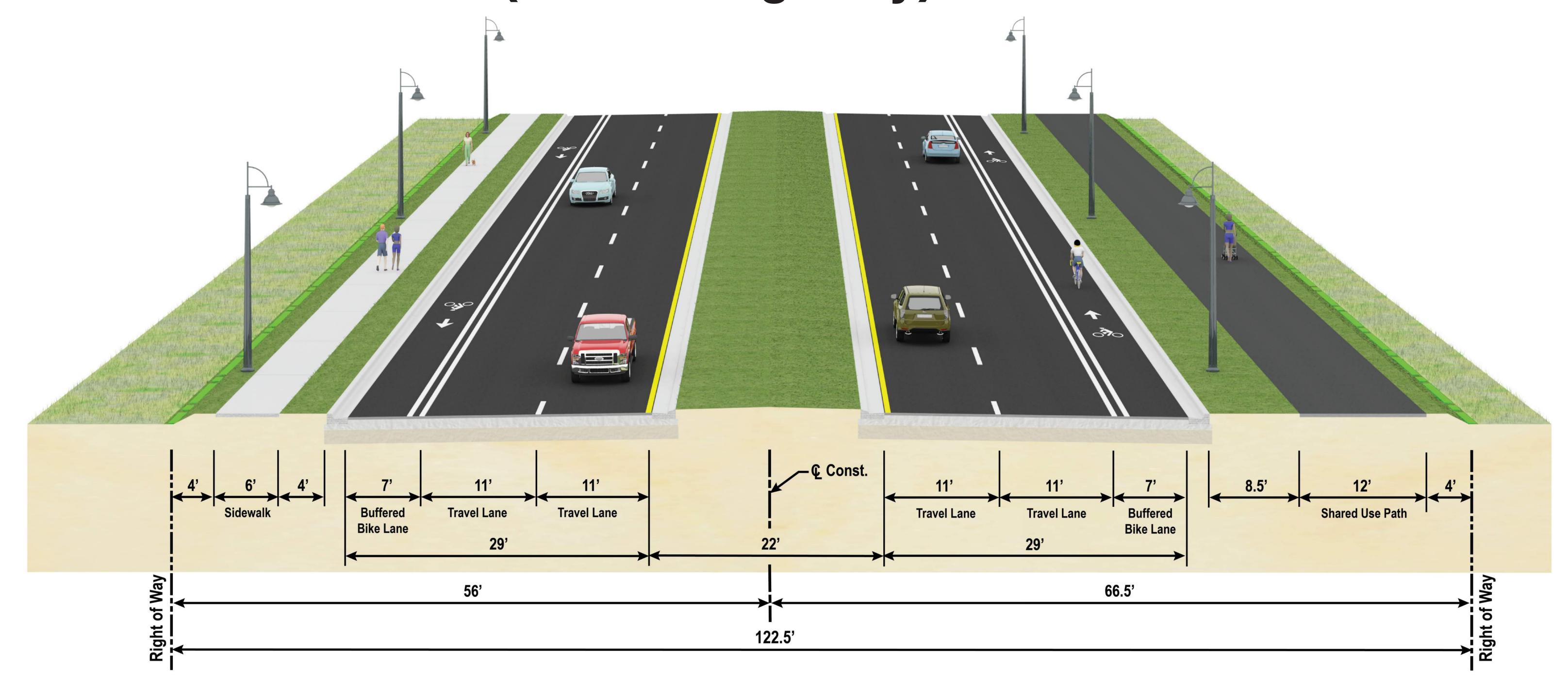
		Cove Road PD&E Study Limits				
Evaluation Criteria	No Build Alternative	Segment 1: SR 76 (Kanner Highway) to Avalon Drive		Segment 2: Avalon Drive to SR 5 (US 1)		
		Typical Section 1A	Typical Section 1B	Typical Section 2A (Best fit alignment)	Typical Section 2C (Best fit alignment)	Typical Section 2
Right-of-Way Impacts						
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 (high & medium risk ranking)	None	0	0	0	0	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	\$7,858,000	\$7,858,000	\$0	\$0	\$0
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
Subtotal cost	No cost	\$62,496,000	\$58,777,000	\$22,928,000	\$19,360,000	\$14,812,000
Total cost	No cost	Preferred Segment 1 Typical Section + Preferred Segment 2 Typical Section				







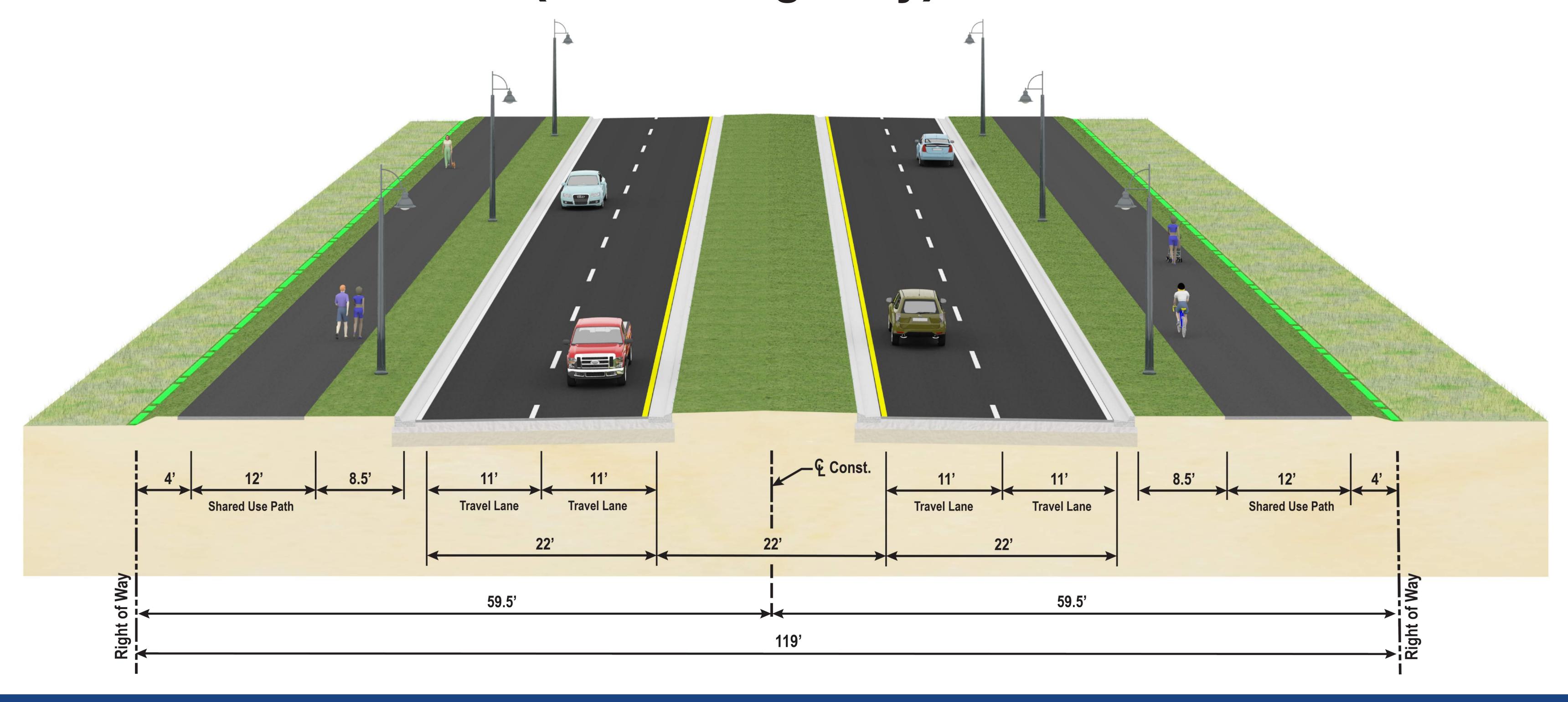
Typical Section - Segment 1 Alternative 1A from SR 76 (Kanner Highway) to Avalon Drive







Typical Section - Segment 1 Alternative 1B from SR 76 (Kanner Highway) to Avalon Drive

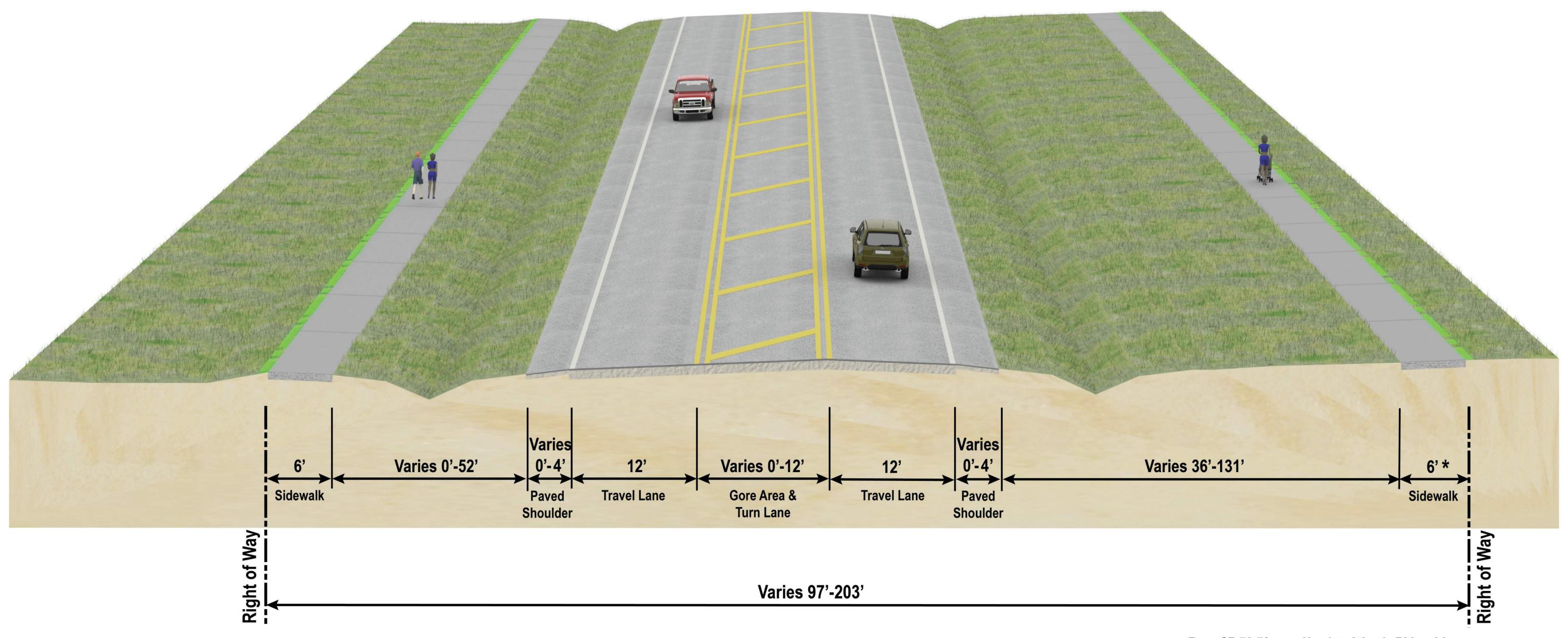








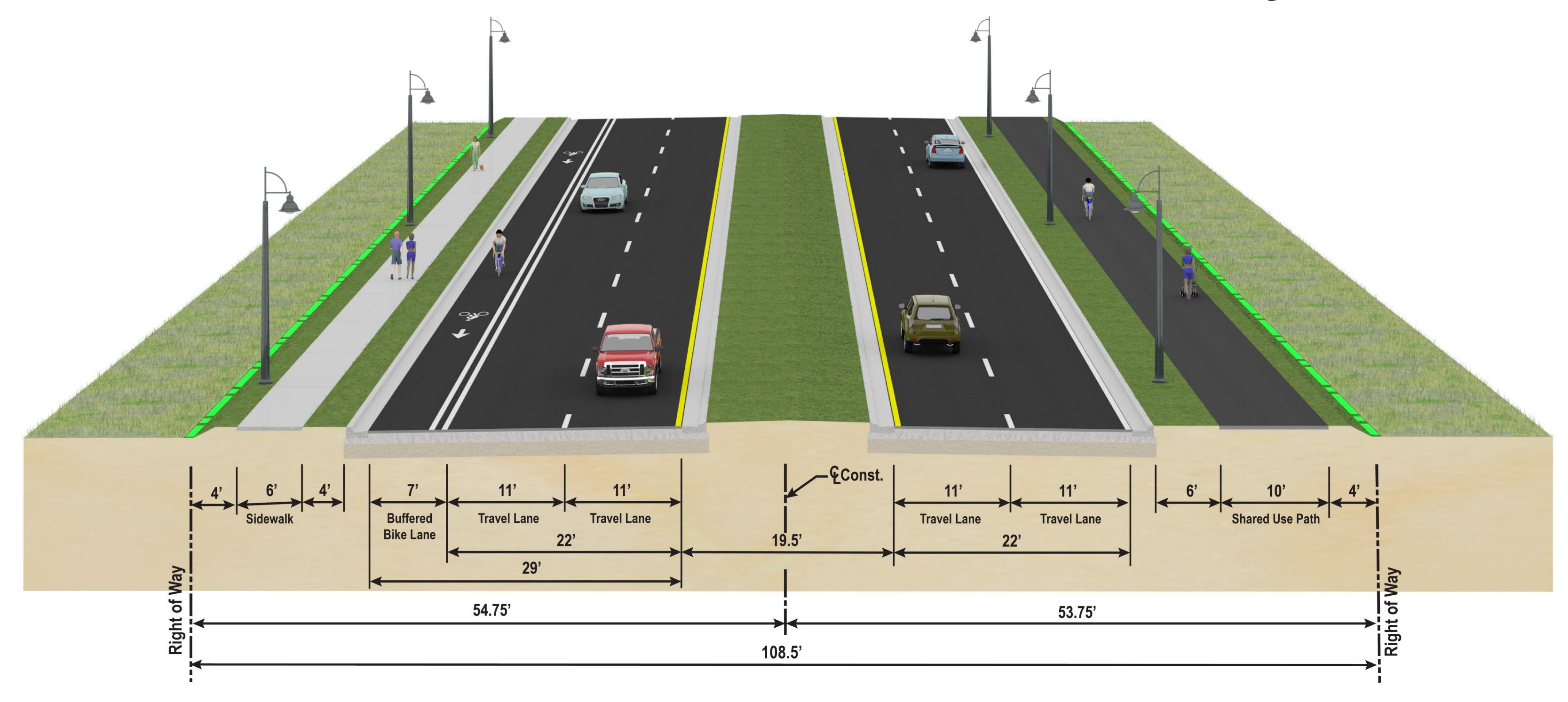
Typical Section - Segment 1 Existing Roadway from SR 76 (Kanner Highway) to Avalon Drive







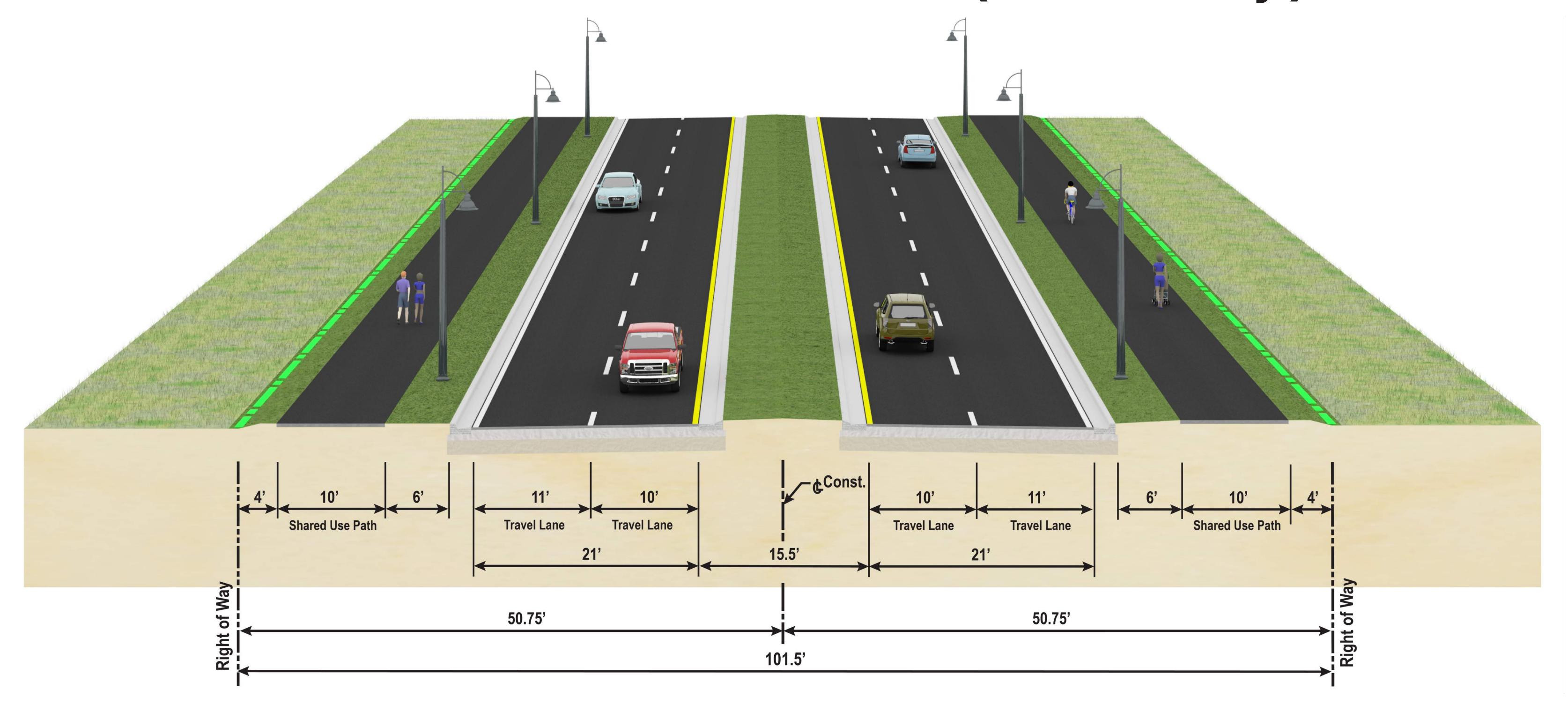
Typical Section - Segment 2 Alternative 2A from Avalon Drive to SR 5/US 1 (Federal Hwy.)







Typical Section - Segment 2 Alternative 2C from Avalon Drive to SR 5/US 1 (Federal Hwy.)

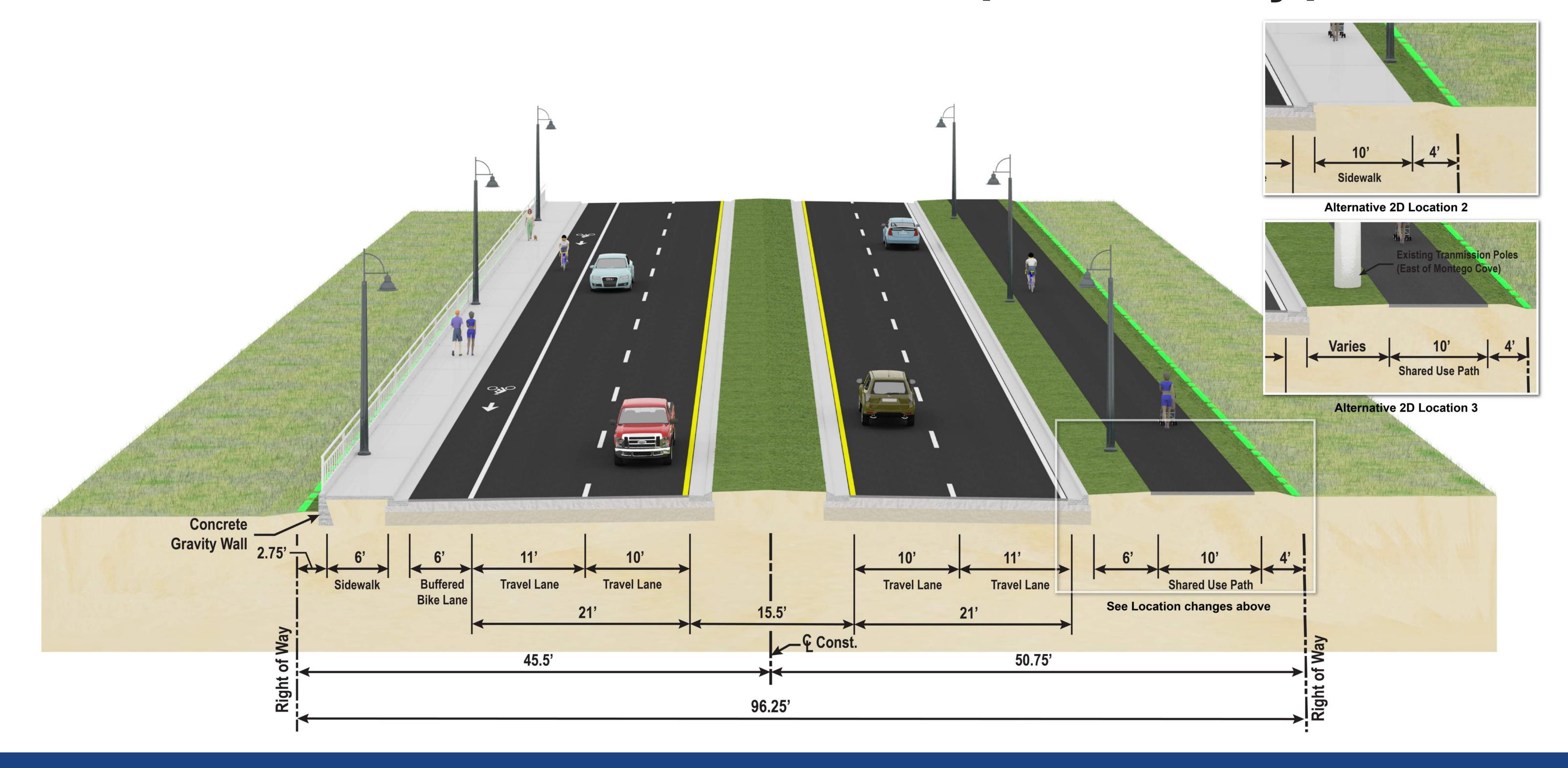








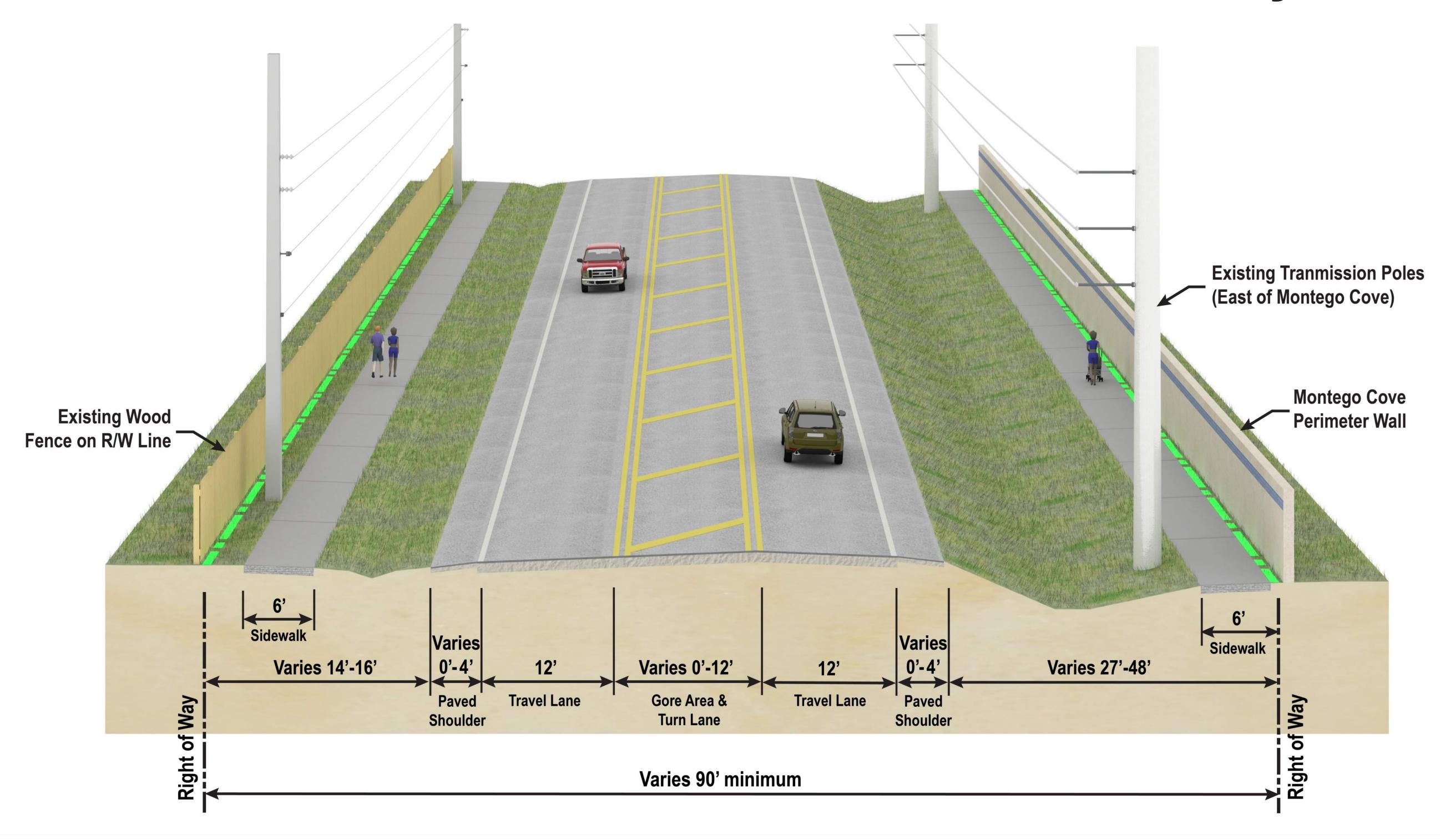
Typical Section - Segment 2 Alternative 2D from Avalon Drive to SR 5/US 1 (Federal Hwy.)







Typical Section - Segment 2 Existing Roadway from Avalon Drive to SR 5/US 1 (Federal Hwy.)







TRAFFIC

