

**DRAFT
SOCIOCULTURAL EFFECTS EVALUATION
TECHNICAL MEMORANDUM**

**Florida Department of Transportation
District Four**

**Cove Road
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 Management Number: 441700-1-22-02
ETDM Number: 14479



March 2025

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 Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated May 26, 2022, and executed by Federal Highway Administration and FDOT.

Table of Contents

I.	Introduction	1
A.	Project Summary.....	1
	• Project Purpose and Need	3
	• Conceptual Alternatives.....	3
II.	Community Characteristics Summary and Map.....	9
III.	Potential Effects	16
A.	Social.....	16
	• Demographics	16
	• Community Cohesion	17
	• Safety	17
	• Community Goals/Quality of Life	18
	• Special Community Designations.....	18
B.	Economic	18
	• Business and Employment.....	18
	• Tax Base.....	19
	• Traffic Patterns.....	19
	• Business Access.....	19
	• Special Needs Patrons.....	20
C.	Land Use Changes	20
	• Land Use – Urban Form.....	20
	• Plan Consistency	20
	• Growth Trends and Issues (past and present).....	20
	• Focal Points.....	20
	• Agricultural lands not protected under the FPPA.....	21
D.	Mobility	21
	• Mobility Choices	21
	• Accessibility	21
	• Connectivity	21
	• Traffic Circulation	21

• Public Parking	22
E. Aesthetic Effects.....	22
• Noise/Vibration.....	22
• Viewshed	22
• Compatibility.....	23
F. Relocation Potential.....	23
• Residential.....	23
• Non-Residential.....	24
• Public Facilities.....	24
IV. Recommendations and Commitments.....	24
A. Recommendations for Resolving Issues.....	24
B. Project Commitments.....	24
C. Protected Populations in Study Area.....	25
D. Coordination and Participation.....	27
E. Summary of Project Effects.....	29
• Noise	29
• Traffic Pattern Effects	29
• Relocation Effects	29
F. Mitigation and Enhancement Actions.....	30
G. Findings Regarding Disproportionate Adverse Effects	30
V. Appendices	31
Data Sources.....	31
Public Involvement Summary and Analysis	45

List of Figures

Figure 1: Project Location Map	2
Figure 2: Alternative 1A Typical Section.....	4
Figure 3: Alternative 1B Typical Section.....	5
Figure 4: Alternative 2A Typical Section.....	5
Figure 5: Alternative 2B Typical Section.....	6
Figure 6: Alternative 2C Typical Section.....	7
Figure 7: Alternative 2D Typical Section.....	8
Figure 8: Alternative 2C – Modified Typical Section	9
Figure 9: Existing Land Use	11
Figure 10: Future Land Use	13
Figure 11: Community Focal Points	15
Figure 12: Percent Minority by Census Tract Group.....	26

List of Tables

Table 1: Existing Land Use Composition Summary.....	12
Table 2: Study Area Community Focal Points	14
Table 3: Study Area and Martin County Demographic Summary.....	16
Table 4: Total Acquisition Property to be Converted to Public Use.....	19
Table 5: Residential Relocations Summary.....	23
Table 6: Public Outreach Events.....	27

I. Introduction

A. Project Summary

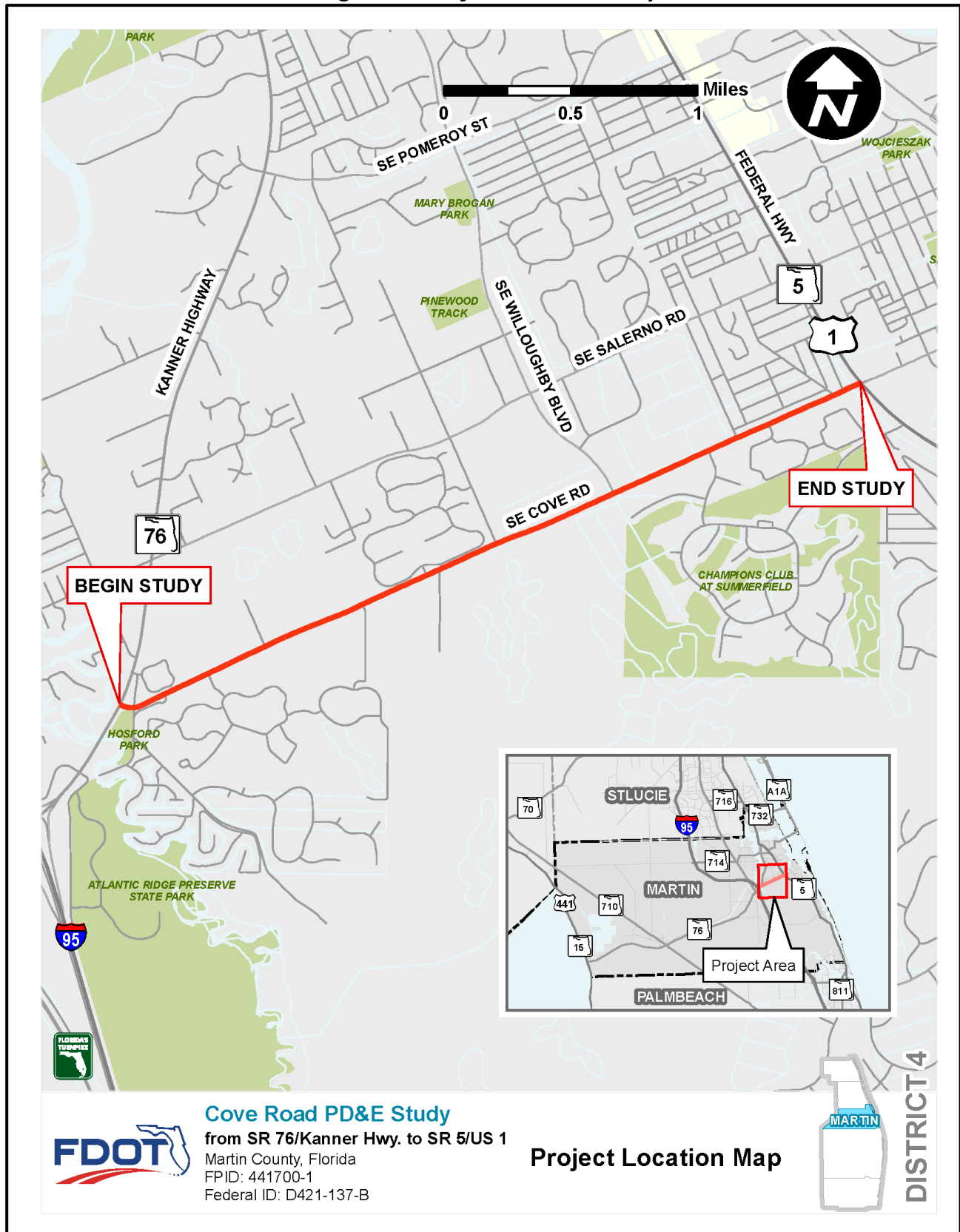
The Florida Department of Transportation (FDOT) is evaluating alternatives to widen a segment of Cove Road from State Road (SR) 76/Kanner Highway to SR 5/US 1/Federal Highway, approximately 3.2-miles. The project is in unincorporated Martin County, Florida. The project location map, **Figure 1**, shows the limits of the Cove Road Project Development and Environment (PD&E) Study.

Cove Road is currently two-lane (one lane in each direction) roadway providing one 12-foot-wide travel lane in each direction within the project limits. Currently, there are no bicycle facilities along the project corridor, however, sidewalks are intermittent throughout. Cove Road has a posted speed limit of 45 miles per hour (mph) from SR-76/Kanner Highway to SE Ault Avenue, 40 mph from SE Ault Avenue to Avalon Drive, and 35 mph from Avalon Drive to SR-5/US 1/SE Federal Highway. The right-of-way along the project corridor varies from 90 ft to 203 ft.

Cove Road is classified as an Other Principal Arterial according to FDOT functional classification map for Martin County. The preliminary context classification for Cove Road is C3R – Suburban Residential from SR-76/Kanner Highway to SE Tres Belle Circle, C2 – Rural from SE Tres Belle Circle to Anderson Middle School Driveway, C3R – Suburban Residential from SE Atlantic Ridge Drive to SE Northgate Drive, and C4 – Urban General from SE Northgate Drive to SR-5/US 1/SE Federal Highway. Signalized intersections within the project limits are located at Kanner Highway, Atlantic Ridge, Legacy Cove Circle/Classical Way, Willoughby Boulevard, and Federal Highway.

The proposed improvements are expected to reduce traffic and improve safety along Cove Road by increasing capacity for all modes within the defined segment. 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.

Figure 1: Project Location Map



- **Project Purpose and Need**

The primary purpose of widening Cove Road from two lanes to four lanes is to add capacity and improve the local transportation network. 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 study area for the proposed improvements includes Cove Road from Kanner Highway to Federal Highway/US 1.

The need for the project is based on the following criteria:

- Improve System Linkage
- Increase Capacity
- Enhance Emergency Evacuation
- Multimodal Interrelationships

- **Conceptual Alternatives**

Five Build alternatives and the No-Build alternative were evaluated during the PD&E study. The No-Build alternative maintains the existing configuration of Cove Road from SR 76/Kanner Highway to SR-5/US 1/SE Federal Highway and would not make any capacity improvements to the corridor while the Build Alternative increases capacity along Cove Road. During the alternative development process, Cove Road was broken out into two segments:

- Segment 1 – from SR 76 to Avalon Drive
- Segment 2 – from Avalon Drive to US 1

Below is a description of the No-Build and each of the Build Alternatives.

1. No-Build Alternative

The No-Build Alternative assumes that the existing two (2) lanes would remain along Cove Road. The operational analysis shows that three of the signalized intersection Cove Road will operate at a failing level during both AM and PM peak hour by year 2035 or year 2045. Additionally, under 2035 and 2045 No Build conditions there are 10 and 11 roadway segments, respectively, anticipated to operate below the adopted level of service (LOS) D. The results of the queue analysis indicate that vehicle queue lengths are anticipated to increase from the existing conditions due to the increase in volumes.

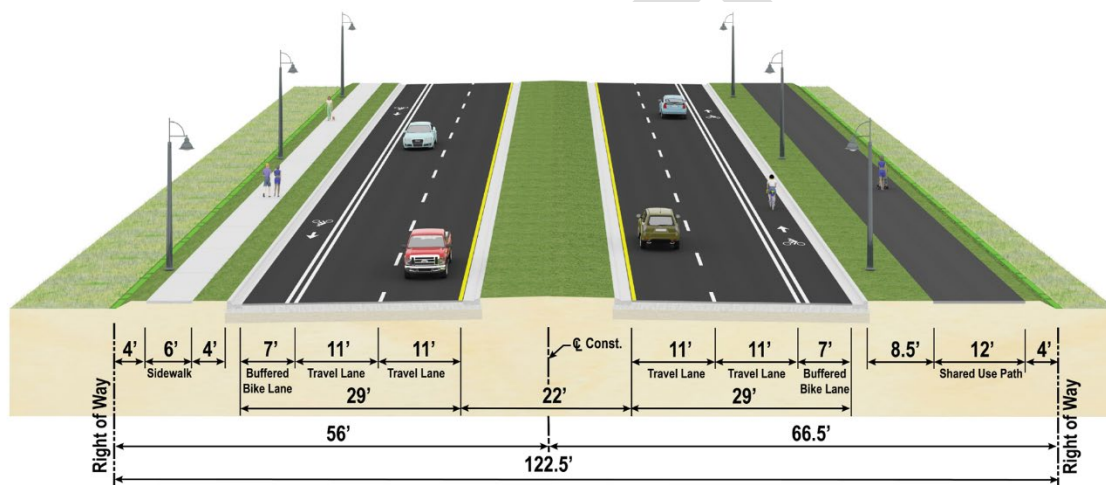
2. Segment 1: from SR 76 to Avalon Drive

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

This alternative increases the capacity along Cove Road from two lanes to four lanes (two lanes in each direction). The widening includes two 11-foot-wide travel lanes and an on-road buffered bicycle lane in each direction separated by a 22-foot-wide median. The improvement also provides a 6-foot-wide sidewalk on the north side of the road and a 12-foot-wide shared use path on the south side of the road. This alternative is anticipated to be the most impactful of the two alternatives proposed for this segment as it requires a minimum of 122.5 feet of right-of-way. A figure of Alternative 1A typical section is shown in **Figure 2**.

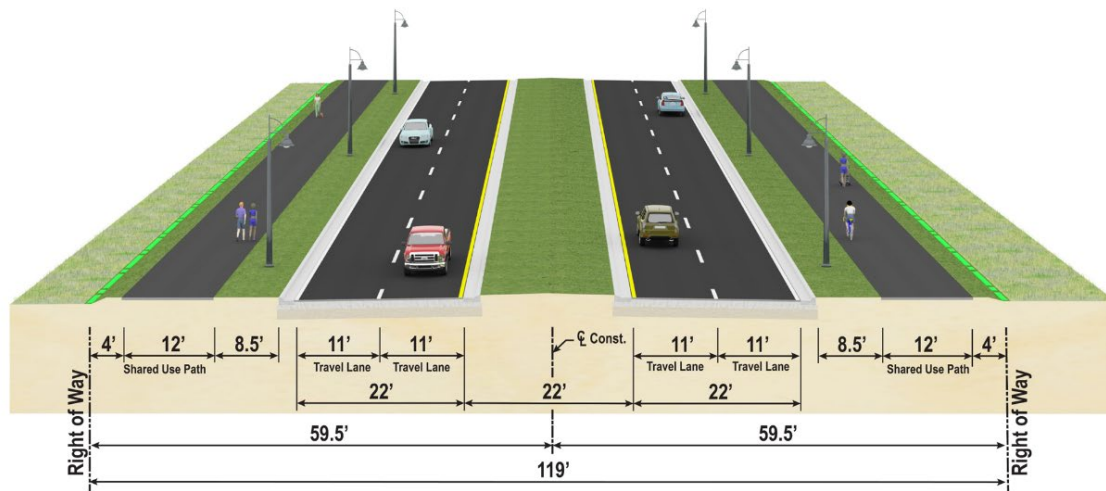
Figure 2: Alternative 1A Typical Section



Alternative 1B

This alternative proposes to widen Cove Road from two lanes to four lanes (two lanes in each direction). The widening includes two 11-foot-wide travel lanes in each direction, separated by a 22-foot-wide median. A 12-foot-wide shared use path will be constructed along both sides of the road. This alternative requires a minimum of 119 feet of right-of-way. A figure of Alternative 1B typical section is shown in **Figure 3**.

Figure 3: Alternative 1B Typical Section

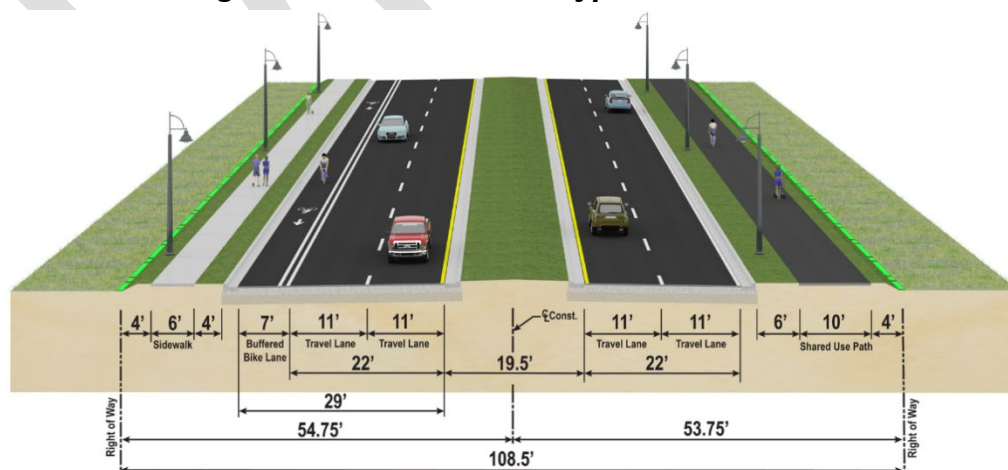


3. Segment 2 – from Avalon Drive to US 1

Four alternatives were proposed for this segment. All four alternatives (Alternative 2A, 2B, 2C, and 2D) will require right-of-way from one side of the road or the other.

Alternative 2A This alternative proposes to add two 11-foot-wide travel lanes in each direction separated by a 19.5-foot-wide median. The proposed improvement will include a 7-foot-wide buffered bike lane along the north side of the road along with a 6-foot-wide sidewalk. A 10-foot-wide shared use path is proposed for the south side of the road. This alternative is anticipated to be the most impactful of the three alternatives proposed for this segment as it requires a minimum of 108.5 feet of right-of-way. A figure of Alternative 2A typical section is shown in **Figure 4**.

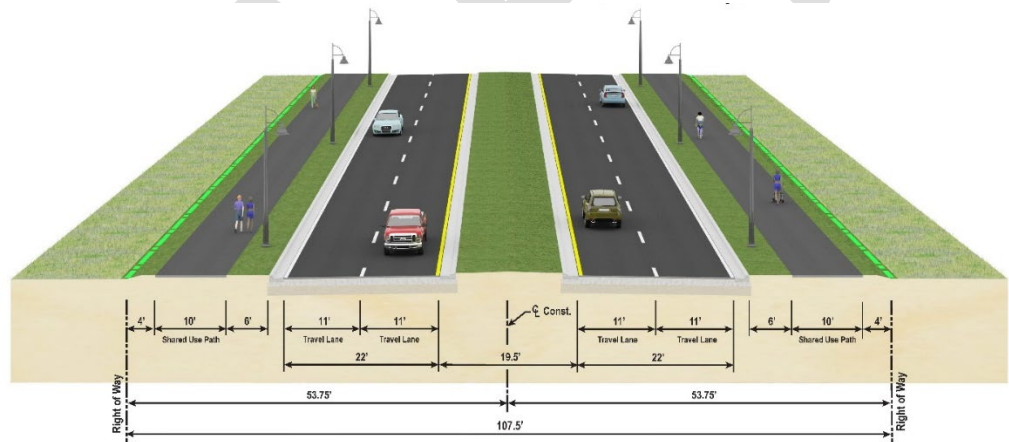
Figure 4: Alternative 2A Typical Section



Alternative 2B

Alternative 2B is a four-lane divided urban roadway with two 11-foot travel lanes divided by a 19.5-foot raised median. There are no on-road bicycle lanes proposed and bicycles and pedestrians are accommodated with a 10-foot shared use path along both sides of the road. Stormwater runoff is collected in curb and gutter and directed to offsite stormwater ponds through underground pipes. The 10-foot shared use paths are located six feet behind the curb and roadway lighting can be accommodated in this area. The total minimum right-of-way needed for this typical section is 107.5 feet which means an additional 17.5 feet of right-of-way would be required. Alternative 2C (described below) was developed based on Alternative 2B, but some elements were further reduced, so Alternative 2B was dropped from further consideration. A figure of Alternative 2B typical section is shown in **Figure 5**.

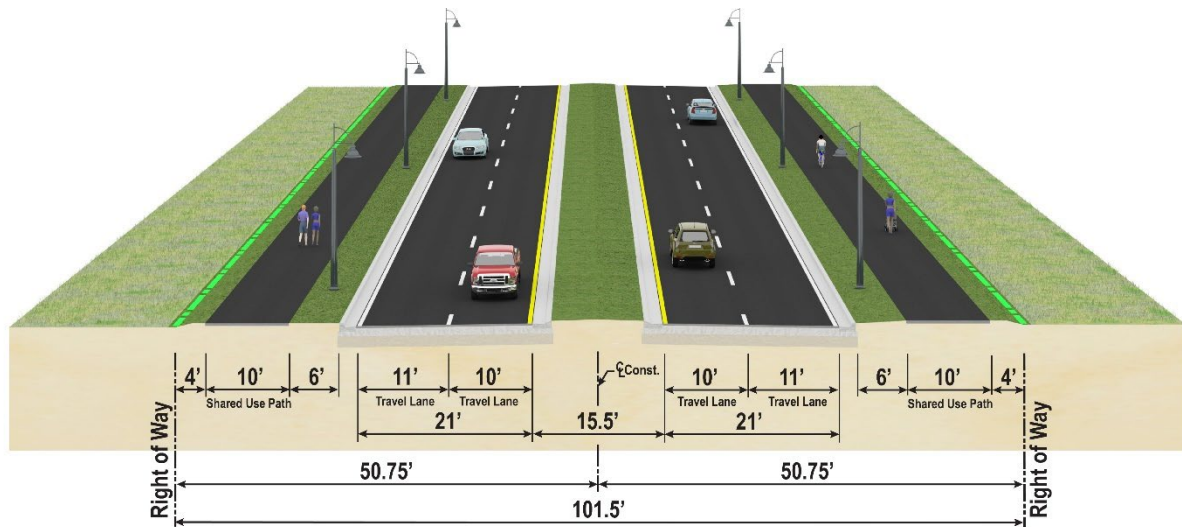
Figure 5: Alternative 2B Typical Section



Alternative 2C

Alternative 2C includes an 11-foot-wide outside lane and 10-foot-wide inside lane in each direction separated by a 15.5-foot-wide median. This alternative includes a 10-foot-wide shared use path along both sides of the road. This typical section will be impactful as it requires a minimum of 101.5 foot of right-of-way. A figure of Alternative 2C typical section is shown in **Figure 6**.

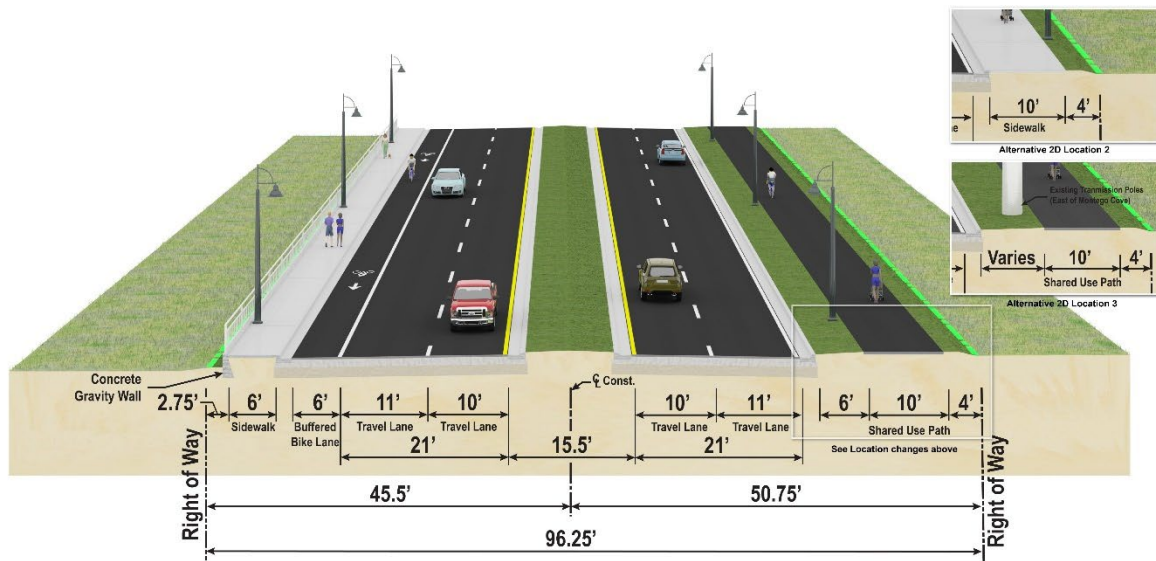
Figure 6: Alternative 2C Typical Section



Alternative 2D

Alternative 2D also includes an 11-foot-wide outside lane and 10-foot-wide inside lane in each direction separated by a 15.5-foot-wide median. It includes a 6-foot-wide sidewalk at the back of curb and an on-road 6-foot-wide bike lane along the north side of the road and a 10-foot-wide shared use path along the south side of the road. To minimize impacts to the Montego Cove residential community, 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 alternative is anticipated to be the least impactful of the three alternatives proposed for this segment as it only requires the least amount of right-of-way. This alternative will require a minimum of 96.25 feet right-of-way. A figure of Alternative 2D typical section is shown in **Figure 7**.

Figure 7: Alternative 2D Typical Section

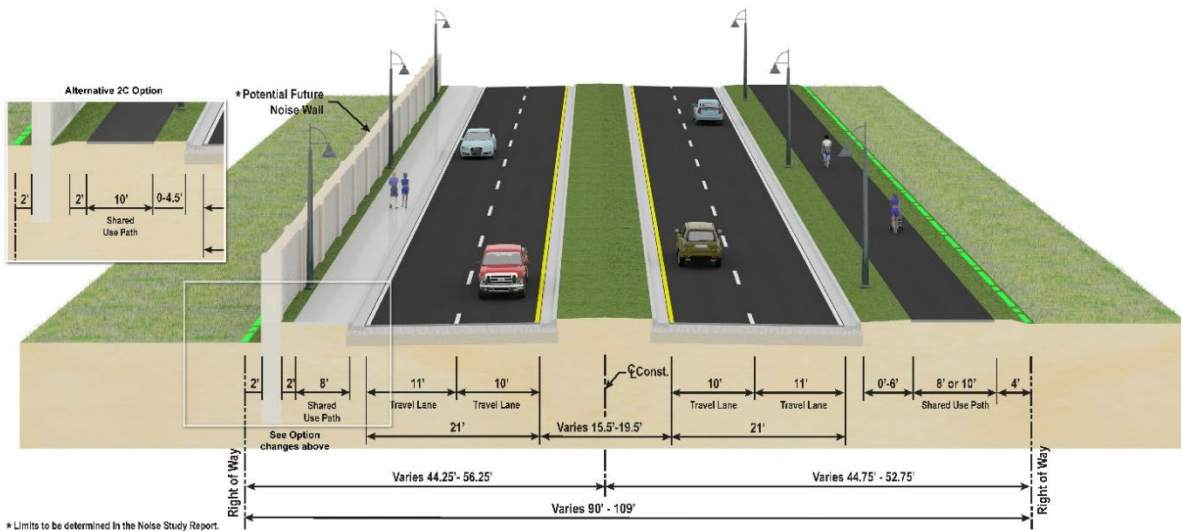


Following public and agency input, an additional alternative was developed.

Alternative 2C - Modified

Alternative 2C -Modified was created due to support from the public and the Martin MPO for a concept that included shared use paths along both sides of the road. In order to minimize right-of-way impacts in Segment 2, the shared use path was reduced to 8 feet in width and is located adjacent to the curb through the constrained area between the Hibiscus Park neighborhood on the north and Montego Cove condominiums on the south side. In addition, a new roadway connection from SE Martinique Trace to Cove Road (exit only) is proposed to provide a safer crossing of Cove Road to head west on Cove Road from the Montego Cove condominiums. The total minimum right-of-way needed for this typical section ranges from 90 feet to 109 feet. As much as an additional 19 feet of right-of-way will be required. A figure of Alternative 2C typical section is shown in **Figure 8**.

Figure 8: Alternative 2C – Modified Typical Section



II. Community Characteristics Summary and Map

A sociocultural effects (SCE) evaluation assesses social, economic, land use changes, mobility, aesthetic effects, and relocations. Project benefits and effects on communities are assessed in the SCE evaluation with special consideration for minority, low income, and other potentially underrepresented populations. The SCE evaluation is a process used to evaluate and address the effects of a transportation action on a community and its quality of life.

There are six major steps in an SCE evaluation process:

1. Review Project Information
2. Define the Study Area
3. Prepare Community Information
4. Evaluate Sociocultural Effects
5. Identify Solutions to Project Impacts
6. Document Results

The data used for the community information and sociocultural effects evaluation is downloaded from the Florida Geographic Data Library (FGDL) and other sources as listed in this document. A Sociocultural Data Report (SDR) was generated in the Efficient Transportation Decision Making (ETDM), Environmental Screening Tool (EST) and was

used to understand general population trends. A copy of the SDR is available for review in **Appendix A** of this report.

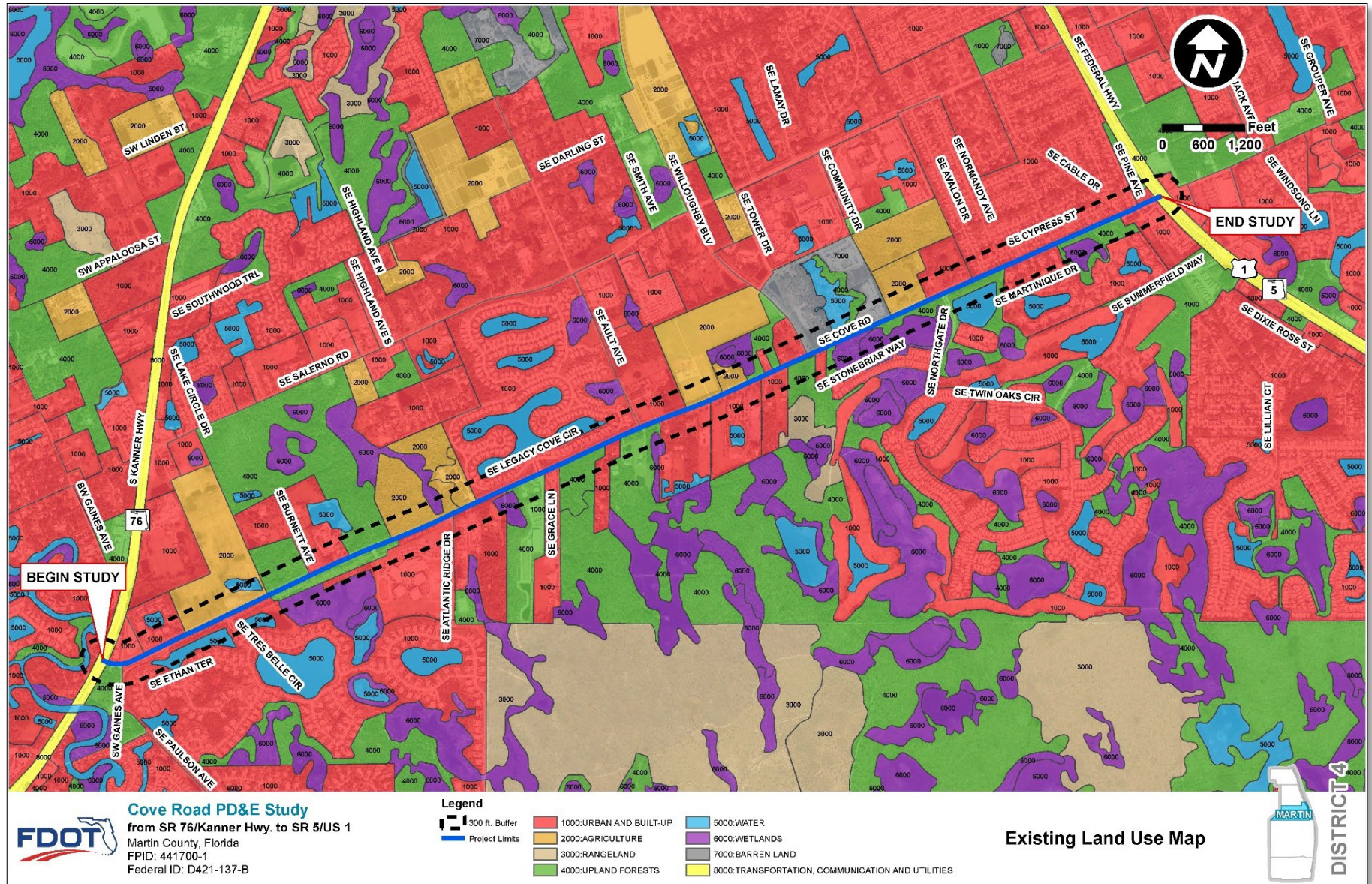
The study area for the sociocultural effects evaluation is the proposed corridor for the Cove Road PD&E Study between SR 76/Kanner Highway to SR 5/US 1 and a 1,320-foot buffer around the existing roadway for the resources evaluated. The project was screened through the ETDM EST, and the programming screen was published May 24, 2023 (ETDM #14479 -<https://etdmpub.flas-etat.org/est/>).

This report was prepared in accordance with the FDOT PD&E Manual, Part 2, Chapter 4, Sociocultural Effects Evaluation, dated July 31, 2024.

SCE Evaluation Study Area – Existing Land Use

The community along the corridor of Cove Road within the study area has experienced significant growth within the recent years and continues to experience growth of single and multi-family residential developments along both sides of Cove Road. The existing conditions within the study limits land uses are generally single-family residential with additional uses including schools, church, and some businesses. The existing land use within the study limits is shown in **Figure 9**.

Figure 9: Existing Land Use



The highest existing land uses within the study area is summarized in **Table 1**.

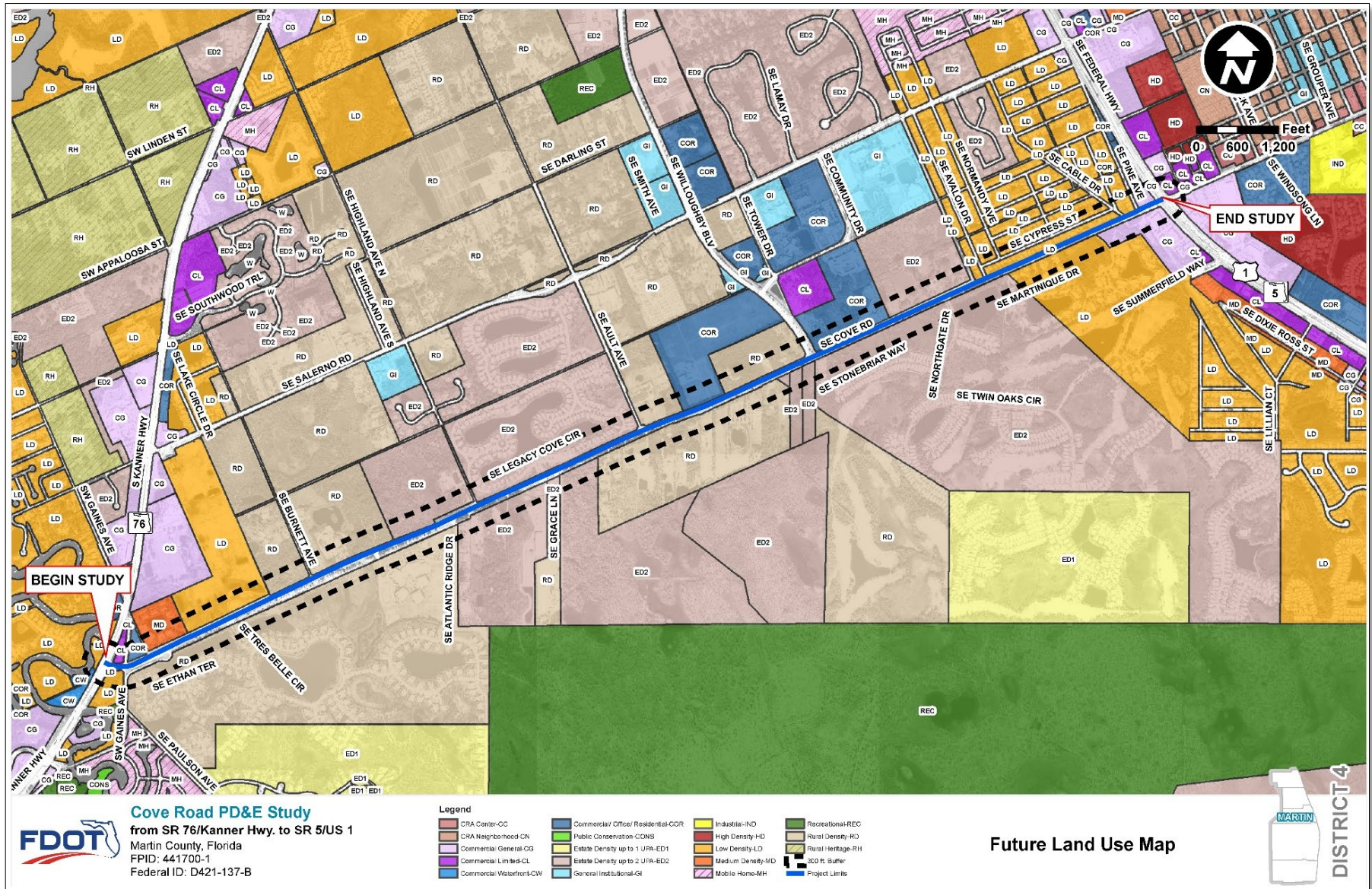
Table 1: Existing Land Use Composition Summary

Land Use Types	Acres	Percentage
Residential	347	30.27%
Parcels With No Values	170	14.83%
Acreage Not Zoned for Agriculture	98	8.55%
Water	94	8.20%
Agricultural	84	7.33%
Recreation	72	6.28%
Institutional	70	6.11%
Retail/Office	60	5.23%

SCE Evaluation Study Area – Future Land Use

The Future Land Use (FLU) in Martin County is dominated by residential at varying densities and some commercial. The Future Land Use Map provides the planned land uses throughout the project limits as shown in **Figure 10**.

Figure 10: Future Land Use



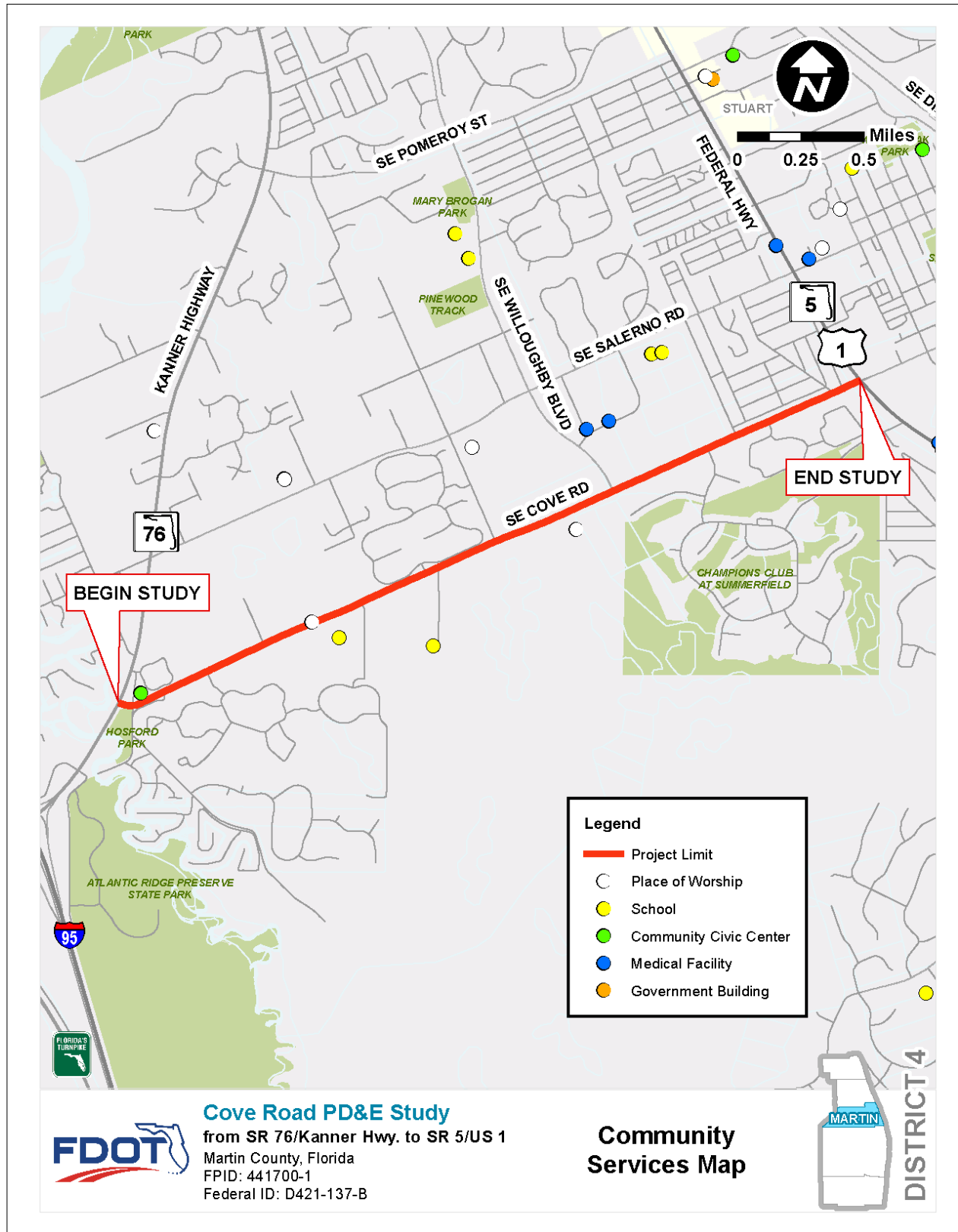
Community Focal Points

Community focal points are public or private locations, facilities, or organizations that are important to local residents and communities. Community focal points include schools, religious facilities, community centers, parks, cemeteries, fire stations, law enforcement facilities, government buildings, cultural centers, healthcare facilities, and social service facilities. **Table 2** and **Figure 11** identifies the community focal points within the SCE study area, defined as the area within a quarter mile of the project limits.

Table 2: Study Area Community Focal Points

Name	Address
Knights of Columbus	7251 SW Gaines Ave
St. Andrew Catholic Church	2100 SW Cove Road
Hosford Park & Boat Ramp	SE Gaines Ave
Dr. David L. Anderson Middle School	7000 SE Atlantic Ridge Drive
Treasure Coast Classical Academy	1400 SE Cove Road
Samaritan House – Hampton School	1490 SE Cove Road
Anderson Middle School	7000 SW Atlantic Ridge Road

Figure 11: Community Focal Points



III. Potential Effects

Potential direct and indirect effects to Social, Economic, Land Use Changes, Mobility, Aesthetic Effects, and Relocation Potential were examined, as described in the following sections.

A. Social

- **Demographics**

This project has been developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968.

An analysis of potential at risk populations was conducted using a review of the American Community Survey (ACS) 5-Year Estimates (2018-2022) data for census block groups that overlap the study area. The demographic analysis was conducted by comparing the population characteristics of each census block group in the project area to the Martin County community of comparison.

The ACS defines minority population percentage as “the percent of individuals in a block group who list their racial status as a race other than white alone and/or list their ethnicity as Hispanic or Latino. That is, all people other than non-Hispanic white-alone individuals. The word ‘alone’ in this case indicates that the person is of a single race, not multiracial.” The ACS defines percent low-income as the “percent of individuals whose ratio of household income to poverty level in the past 12 months was less than 2 (as a fraction of individuals for whom ratio was determined).” The poverty level is set by the U.S. Census Bureau each year. **Table 3** below highlights the demographic area summary for the study area and Martin County.

Table 3: Study Area and Martin County Demographic Summary

Demographic Variable	Study Area	Martin County
Minority Population	19.94%	23.29%
Low Income Population	6.24%	10.52%
Limited English-Speaking Households	2.68%	4.85%
Less than High School Education	11.03%	3%
Under Age 5	4.35%	3.96%
Population Over Age 65	32.20%	31.75%

The project area has a minority population (19.94%), which is less than Martin County's minority population (23.29%). The median household income for the U.S. Census Block Groups composing the study area is \$67,375, which is \$10,519 lower than the median family income for Martin County. Also, the average percentage of Martin County households reporting poverty within the past twelve months (within the time frame of the 2022 Five-Year ACS) is 9.58%. The study area's population with less than a high school education is greater (11.03%) than Martin County's 7.59%. The study area is lower than the county-wide averages for LEP populations in Martin County. The percent population age 65 and over within the study area is 32.20%, higher than the county average of 31.79%.

Based upon review of the study area demographics and project effects, the Preferred Alternative is not anticipated to have disproportionate effects on minority, low-income, LEP, or elderly populations. The proposed improvement associated with the preferred alternative will improve access for all users creating easier connection for all users to community facilities.

- **Community Cohesion**

Community cohesion is when residents have a sense of belonging to their community. Community cohesion may also include the degree in which neighbors interact and cooperate with one another, the level of attachment felt between residents and institutions in the community, and/or a sense of common belonging, cultural similarity or "togetherness" experienced by the population. Therefore, construction of roadways through existing communities has the potential to reduce the level of community cohesion by restricting access and creating divisions between already connected neighborhoods.

The preferred alternative is expected to improve the existing roadway, therefore, widening Cove Road is not anticipated to result in any changes to the current population, any new community division or creation of isolated areas. The proposed improvements associated with the preferred alternative will improve multi-modal connectivity to the surrounding communities creating a more connected corridor. It will also improve safety through the reduction of conflict points and congestion along the study corridor.

- **Safety**

Cove Road plays an important role in the transportation network as it facilitates east-west movement within Martin County for both local and regional traffic, including commercial traffic. Based on Martin County's Evacuation Routes Map, Cove Road is classified as an evacuation route within the entire project limits. Therefore, improvements to Cove Road, will help to improve mobility to I-95 and other major arterials and decrease evacuation times. The operational

capacity improvement and multi-modal improvement is also expected to reduce the number of crashes and provide a facility for all roadway users.

- **Community Goals/Quality of Life**

Martin County Comprehensive Plan outlines the transportation goals for the county is to develop and implement a transportation network that is coordinated and consistent with municipal, county, state, federal and regional planning programs and planning programs of adjacent jurisdictions. The proposed improvements for this project were developed to meet the transportation goals of the county along with the purpose and need of this project. An analysis of public comments received as part of this study's public outreach efforts was conducted to identify public concerns related to the initial proposed improvements. The proposed alternatives were refined to address concerns received during the public outreach period.

The proposed preferred Build Alternative is anticipated to improve quality of life within the study area by reducing congestion and crashes, improving travel time reliability and emergency response times.

- **Special Community Designations**

The project corridor does not contain any special community designations. The project is not within any Community Redevelopment Areas.

B. Economic

The improvements associated with the Preferred Alternative are anticipated to enhance the economic conditions in the adjacent community by improving operational capacity, enhancing safety conditions and accommodating bicycle and pedestrian activities. The proposed widening is expected to enhance economic conditions of the area by addressing deficient operational capacity of the roadway in the future condition to serve the mobility demands of the area, thereby accommodating increased growth and freight traffic spurred because of area growth.

- **Business and Employment**

Widening Cove Road is a critical component to accommodate the growth of economic opportunity within the surrounding area. Improving operational capacity will accommodate future travel demand projected because of the area-wide population and employment growth. The proposed improvements to Cove Road regardless of the alternative chosen are expected to provide access to areawide jobs including those on and adjacent to Cove Road through improved multi-modal facilities. The Cove Road study area is rapidly redeveloping including the addition of multiple approved single-family and retail developments planned along both sides of Cove Road and within the study area. The project should help to improve the economic viability of the area.

- **Tax Base**

Additional right-of-way will be required to accommodate the proposed improvements, including the acquisition of one property that will be converted from private to public use. Any property converted from private to public use will no longer be generating property tax income for Martin County. Acquisition of this privately owned parcel is anticipated to reduce the Martin County's tax revenue by approximately \$4,787.81 per year. The property anticipated to be acquired by the Florida Department of Transportation and converted to public use is shown in **Table 4**.

Table 4: Total Acquisition Property to be Converted to Public Use

ID	Parcel ID.	Land Use	Address	Assessed Value <i>(based on 2024 taxes)</i>	Estimated Tax Revenue Loss <i>(based on 2024 taxes)</i>
1	04-39-41-000-000-00080-7	0100 Single Family	7500 SE PAULSON AVE STUART FL 34997	\$ 318,020	\$4,787.81

- **Traffic Patterns**

The proposed improvement will provide an additional 11-foot-wide travel lane in each direction along Cove Road and improvements to the intersections of Kanner Highway, Atlantic Ridge Drive, Legacy Cove Circle, Ault Avenue, SE Willoughby Boulevard and US 1/Federal Highway. This additional travel lane and proposed intersection improvement will result in operational and safety improvement within this segment of Cove Road.

- **Business Access**

Business access is anticipated to be preserved or enhanced through the proposed improvements. Visibility of proximate businesses/properties may temporarily be affected and/or modified because of the project given the presence of private driveway connections along the project corridor. However, the proposed project is expected to enhance access to local businesses and the economic conditions of the area by addressing the deficient operational capacity of the roadway in the future condition and accommodating projected increased area growth. Additionally, the potential provision of bicycle and pedestrian facilities could improve multimodal access to the corridor businesses.

- **Special Needs Patrons**

The proposed improvements are not anticipated to have any impact on special needs patrons of businesses in the project limits.

C. Land Use Changes

- **Land Use – Urban Form**

The Preferred Alternative is not anticipated to affect the existing character or use of the surrounding area. The land use along the project corridor is primarily comprised of residential homes, natural and agricultural land dispersed throughout and institutional. Based on generalized existing land use data (presented by zoning description), the 1,320-foot project buffer primarily consists of residential (30.27%), parcels with no values (14.83%), recreation (9.94%), acreage not zoned for agriculture (8.55%) and water (8.20%) with smaller acreages/percentages of parcels agricultural (7.33%), institutional (6.11%) retail/office (5.23%), vacant residential (2.88%), vacant nonresidential (2.70%) and industrial (<0.04%).

According to the Martin County Future Land Use Map, the area surrounding the project corridor is anticipated to support the multiple approved single-family and multi-family planned developments along both sides of Cove Road. There is no land use change anticipated with the preferred alternative for this study.

- **Plan Consistency**

Within the project limits, a segment of this project is included in the Martin Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) for FY 2025 to FY 2029 as well as the Martin County MPO Long Range Transportation Plan (LRTP) Move in Motion 2045. The Martin MPO TIP and LRTP include widening the Cove Road from SR-76/Kanner Highway to SR-5/US 1 from two to four lanes for the PD&E and preliminary engineering.

- **Growth Trends and Issues (past and present)**

The project area experienced an increase of 10.2% between 2010 and 2020 according to the Bureau of Economic and Business Research (BEBR) at the University of Florida. According to the predictions, the population is estimated to increase in Martin County by 75% by year 2050, growing from 175,700 in 2025 to 232,000 in 2050.

- **Focal Points**

Several community focal points are in the study area and identified above in **Table 2**. Based on a preliminary evaluation, access to community focal points could temporarily be affected and/or modified because of construction. However, access will be maintained to all community facilities throughout

construction. No other negative impacts to community focal points are expected.

- **Agricultural lands not protected under the FPPA**

There are no agricultural lands not protected under the Farmland Protection Policy Act (FPPA).

D. Mobility

The purpose of this project is to increase operational capacity to provide for future travel demand while improving safety, addressing roadway and enhancing travel conditions / operations throughout the study limits. Thus, mobility is enhanced with the recommended alternative.

- **Mobility Choices**

The preferred alternative will provide improved service to motorists with the increase in capacity along Cove Road within the study segment. A continuous bicycle and pedestrian facility will also be included as part of the preferred alternative, creating continuous connectivity for all users within this segment.

- **Accessibility**

The proposed widening of Cove Road and intersection improvements are not anticipated to have a significant effect on accessibility within the study limits. The proposed improvements are expected to benefit transportation disadvantages by addressing gaps in the bicycle and pedestrian network.

- **Connectivity**

Cove Road serves as a connection to other major corridors including US 1/Federal Highway, Florida State Road A1A and Kanner Highway. It also provides connection to two Strategic Intermodal System (SIS) facilities: I-95 and Florida's Turnpike. The preferred alternative will also improve connections for all users and reduce travel time along the project corridor as users utilize this facility to connect to these major arterials and minor corridors.

- **Traffic Circulation**

No major changes to traffic patterns are expected as this is an existing corridor. Traffic circulation is anticipated to be enhanced with the addition of more travel lanes along Cove Road and improvements to the existing intersections within the study limits. The project is anticipated to provide traffic congestion relief, multi-modal connectivity, improve the roadway safety for vehicles and pedestrians, reduce commuting times, improve access to evacuation routes and enhance access to job opportunities.

- **Public Parking**

There are limited businesses and establishments located along the project corridor associated with surface parking lots. Therefore, there are no impacts to public parking associated with the proposed improvements.

E. Aesthetic Effects

Aesthetics include consideration of community and environmental character, community values, sensitive areas, visual features, and overall compatibility of the project within the regional context. The ends of the study corridor include some businesses surrounding the intersections of US 1 and Kanner Highway, while most of the corridor includes residential neighborhoods, church and institutional uses that are mostly accessible from the corridor's intersections.

- **Noise/Vibration**

Noise and vibration are expected to increase within the study area due to anticipated increase in traffic. Several residential communities are within the study area, which are considered noise sensitive sites. Noise impacts are a major concern of the adjacent community, with most public comments being related to noise or potential noise barriers. A Noise Study is being performed in accordance with 23 CFR 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise, the FDOT's PD&E Manual, Part 2, Chapter 18, Highway Traffic Noise, and FDOT's Traffic Noise Modeling and Analysis Practitioners Handbook to determine noise impacts and potential need for noise barriers. Construction related noise and vibration impacts to these sites will be minimized by adherence to the controls listed in the latest edition of the FDOT's Standard Specifications for Road and Bridge Construction. A reevaluation of the project corridor for additional noise sensitive sites particularly sensitive to construction noise and/or vibration will be performed during the final design phase to ensure that impacts to such sites are minimized.

During construction, there is the potential for noise impacts to be substantially greater than those resulting from normal traffic operations because heavy construction equipment. In addition, construction activities may result in vibration impacts. Therefore, early identification of potential noise/vibration sensitive sites along the project corridor is important in minimizing noise and vibration impacts.

- **Viewshed**

Most of the project study area consists of single and multi-family residential houses. Views within the area are restricted by vegetation and/or other structures. The proposed improvements will be constructed at-grade and

will incorporate enhancements to aesthetics including opportunities for landscaping. Alteration to the viewshed and aesthetics will be minimal.

During the design phase, the final aesthetic package will be determined and will be partially based on community input from public involvement efforts.

Construction may consist of visual disturbance to the local community in the form of construction equipment and dust from earthwork. To reduce construction related impacts, the design team will evaluate construction staging options that reduce the effects to local residences and businesses to the extent practical.

- **Compatibility**

According to the Martin County Future Land Use Map, the area surrounding the project corridor is anticipated to support increased residential densities and intensities. The proposed infrastructure improvements will enhance the transportation corridor's function and are compatible with the existing facility's relationship to the surrounding community.

F. Relocation Potential

Approximately 20.73 acres of right-of-way is anticipated to be needed with the proposed improvements associated with the preferred alternative. 18.18 acres of the anticipated right-of-way take will be utilized for the proposed ponds.

- **Residential**

There is one residential relocation associated with the proposed improvement included in the preferred alternative. The residential relocation is associated with the proposed pond. The residential property for relocation is in an area with less than or equal to 19.43% minority population.

A *Conceptual Stage Relocation Plan (CSRP)* will be prepared under a separate cover.

In order to minimize the unavoidable effects of Right of Way acquisition and displacement of people, FDOT will carry out a Right of Way and Relocation Assistance Program in accordance with Florida Statute 421.55, Relocation of Displaced Persons.

Table 5: Residential Relocations Summary

ID	Address	Description	Area (square feet)	Type	Built	Owner/Tenant
1	7500 SE Paulson Ave, Stuart, FL 34997	3 Bed/2 Bath	1,508	Single Family	1976	Owner

- **Non-Residential**

There are no non-residential relocations anticipated to be required with the preferred alternative.

- **Public Facilities**

There are no public facilities anticipated to be required with the preferred alternative.

IV. Recommendations and Commitments

A. Recommendations for Resolving Issues

Martin County has engaged various stakeholders during the PD&E Study, including the public, business community, and property owners, and Homeowners Association (HOA) Boards to solicit input on the project's potential effects and enhancements. In response to community feedback, the proposed Build Alternatives were refined to address community concerns. Through this comprehensive engagement, Martin County will continue to work with key stakeholders to ensure that the social, economic, and transportation needs of the affected communities are thoroughly addressed.

B. Project Commitments

To minimize the impacts of this project to the social, cultural, natural, and physical environment FDOT has made the following commitments throughout the PD&E Study:

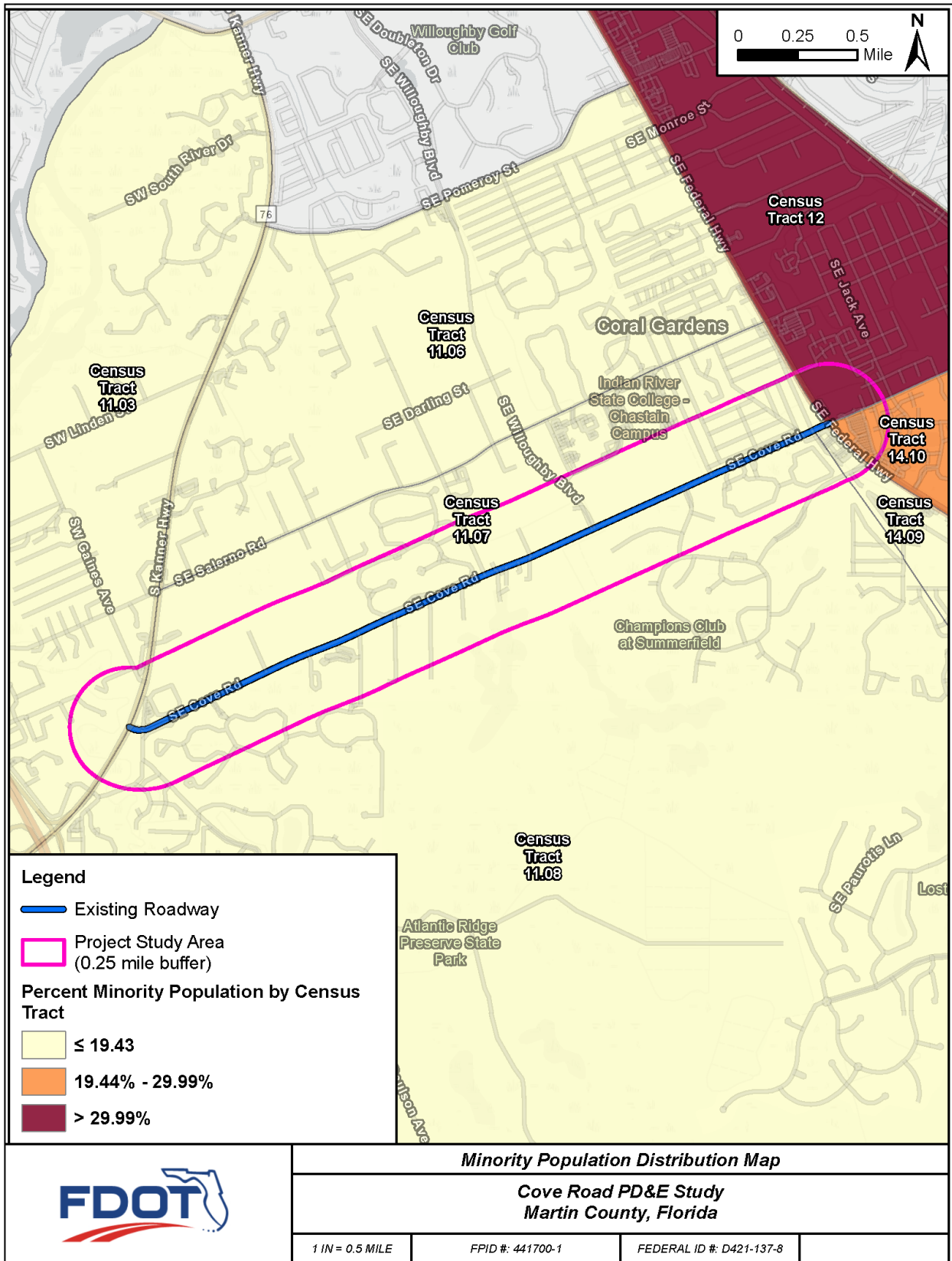
1. FDOT is committed to the construction of feasible and reasonable noise abatement measures specifically, a noise barrier system for the Hibiscus Park neighborhood, including an 1140-foot-long 10-foot-tall barrier and an 840-foot-long 10-foot-tall barrier as identified in the Noise Study Report, contingent upon the following conditions:
 - Final recommendations on the construction of abatement measures will be determined during the project's final design and through the public involvement process.
 - Detailed noise analyses during the final design process support the need, feasibility, and reasonableness of providing abatement.
 - Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion.
 - Community input supporting types, heights, and locations of the noise barrier(s) is provided to FDOT and Martin County.
 - Safety and engineering aspects will be reviewed, and any conflicts or issues will be resolved.

C. Protected Populations in Study Area

A demographic analysis of the study area indicates that the minority population in the study area (19.94%) is below the 50% threshold, and the study area's minority population is also lower than the minority percentage in Martin County (23.29%). The study area's low-income population (6.24%) does not exceed the 50% threshold and is also lower than the low-income percentage in Martin County (10.52%). Based on this analysis, there are no protected populations identified within the study area.

The demographics of the study area's census tract groups are summarized in **Figure 12**.

Figure 12: Percent Minority by Census Tract Group



D. Coordination and Participation

Public Outreach and stakeholder coordination were a key component throughout the PD&E Study phase and will continue as the project advances to future phases (design and construction). A Public Involvement Plan was developed at the onset of the project which included a list of key project partners and stakeholders. The project team met and coordinated on several occasions with these key stakeholders and partners throughout the development of Build Alternatives. A pair (hybrid and virtual format) of Public Kickoff meetings and Alternatives Public Workshops was held in March 2023 and May 2024, respectively. Comments and feedback were solicited and reviewed throughout the PD&E study phase and the proposed Build Alternatives were refined to address major concerns received.

Table 6 provides a summary of each of the public outreach events throughout the project study thus far.

Table 6: Public Outreach Events

Agency	Meeting Type	Dates
Martin County	Kickoff Meeting	11/02/2022
Martin County and Martin MPO	Joint Meeting	03/17/2023
Martin MPO	Joint CAC, TAC and BPAC	04/03/2023; 05/06/2024
Martin MPO	Board Meeting	04/17/2023; 05/06/2024; 10/07/2024
Martin MPO	Policy Board Meeting	05/06/2024
Martin MPO	Freight Transportation Advisory Committee (FTAC)	06/07/2024
South Fork Estates	Residential Meeting	05/31/2023; 09/11/2024
Montego Cove	Residential Meeting	09/12/2024
Public Kickoff Meeting	Hybrid	03/29/2023; 03/30/2023
Alternatives Public Workshop	Hybrid	05/21/2024; 05/22/2024

The following section provides more information regarding the Public Meetings.

1. Public Kickoff Meeting

The meeting was held as an informal open house followed by a formal presentation. Attendees viewed preliminary project information, asked

questions, and provided comments. Exhibits that described the PD&E Study process, study area and need for the proposed improvements were on display. A copy of the presentation presented at both meetings is available for viewing on the study website at www.CoveRoadStudy.com.

At the virtual Public Kick-Off Meeting, a total of thirty-five comments were received using the GoToWebinar chat box. The study team received 12 written comments at the in-person Public Kick-Off Meeting. Below is a summary of the feedback received at the Public Kick-Off Meetings.

- Martin MPO provided support of a shared use path on the south side of Cove Road.
- Concerns with traffic along the project corridor.
- Concerns with student/pedestrian safety.
- Request for intersection improvements throughout the project corridor.
- Request for traffic signal improvements along the project corridor.

2. Alternatives Public Information Meeting

An Alternatives Public Workshop was held for this project on May 21, 2024, and May 22, 2024, simultaneously. They were three participation options to select from: Virtual/Online via a computer, tablet or smartphone, by telephone in listen-only mode on May 21, 2024, or in-person on May 22, 2024. The meeting was held to give interested persons an opportunity to review the project alternatives being considered, ask questions, and provide comments concerning the conceptual design, and potential social, economic, and environmental effects of the proposed improvements.

At the virtual Alternatives Public Workshop, a total of seventeen comments were received during registration and sixteen comments were received using the GoToWebinar chat box during the workshop. At the in-person Alternatives Public Workshop, the study team received twenty-five written comments. Also, at the in-person workshop, nineteen attendees spoke during the question-and-answer session. A total of forty comment forms were received through the project website, www.CoveRoadStudy.com. Eleven emails with comments/questions were sent directly to the FDOT Project Manager, Vanita Saini, P.E. Below is a summary of the feedback received at the Alternatives Public Workshop.

- Request for a traffic signal/roundabout to be considered at Tres Belle, Montego Cove, SE North Gate Dr, Ault Ave.
- Request for additional space to be added at Montego Cove entrance from the west to accommodate cars waiting at gated entrance.
- Request for intersection modification at Kanner Highway, Cove Road and Gaines Ave intersection.
- Concerns with access management and safety concerns for both pedestrians and vehicular traffic particularly near the school.
- Concerns with noise and requests for noise walls to be added at several locations along the project corridor.
- Concerns with congestion along Cove Road particularly by Tres Belle development.

Additional summary of the public engagement is provided in **Appendix B** of this report.

E. Summary of Project Effects

The proposed improvements to Cove Road within the study segment would help reduce congestion, cars idling for long periods of time, travel times, and accidents, which is anticipated to improve the quality of life for residents.

- **Noise**

The proposed improvements are expected to increase traffic noise levels along the project corridor as travel lanes will now be closer to existing residences and businesses on both sides. A Noise Study Report (NSR) prepared under a separate cover evaluated the anticipated noise impacts associated with the preferred alternative. Noise levels near the Hibiscus Park neighborhood approached or exceeded the NAC for the year 2050 Build Alternative, therefore, this is considered "impacted".

- **Traffic Pattern Effects**

During the proposed construction, temporary disruptions to existing travel patterns are expected to occur. These impacts are temporary and are the same for all populations potentially utilizing the corridor.

- **Relocation Effects**

The proposed design requires one residential relocation. The residential property for relocation is in an area with less than or equal to 19.43% minority population.

A *Conceptual Stage Relocation Plan (CSRP)* will be prepared under a separate cover.



F. Mitigation and Enhancement Actions

A traffic noise analysis will be documented in a Noise Study Report (NSR) which will be made available for public review prior to the Public Hearing. The noise barrier analysis performed to date and summarized in the NSR indicates that noise barriers could potentially provide reasonable and feasible noise abatement for the Hibiscus Park community located on the north-east end of the project corridor. Additional noise related information is documented under a separate cover in the NSR.

G. Findings Regarding Disproportionate Adverse Effects

There are no adverse effects anticipated as part of this project.

V. Appendices

Data Sources

DRAFT

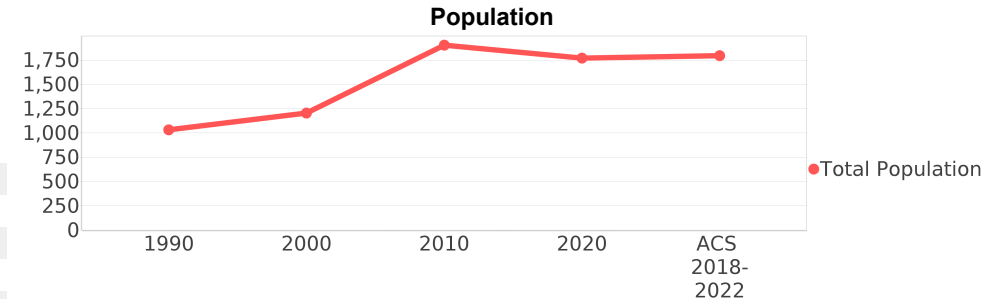
ETDM #14479 - Alternative #1

Buffer Distance: 1320 feet (Quarter Mile)
Area: 2 1.791 square miles
Jurisdiction - Cities: 3 NA
Jurisdiction - Counties: 3 Martin



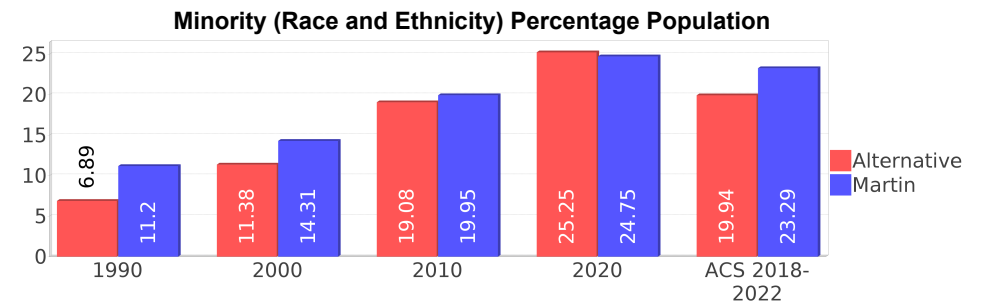
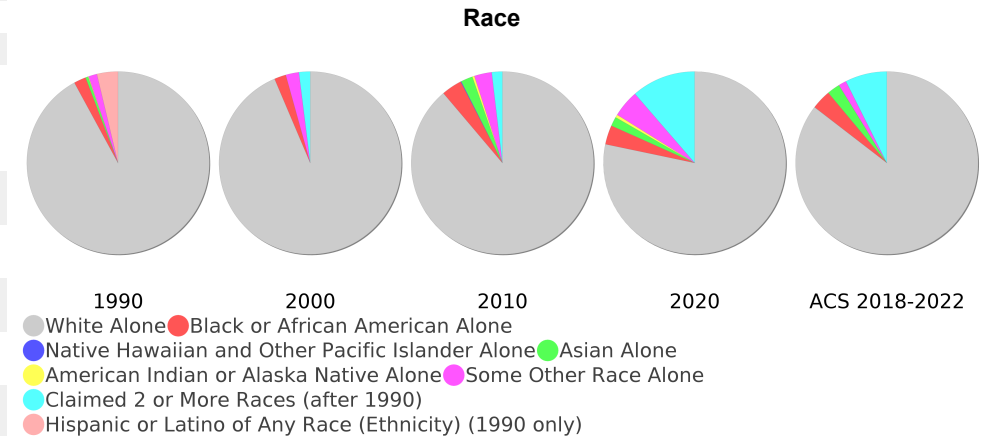
General Population Trends

Description	1990	2000	2010 ¹	2020 ¹	ACS 2018-2022
Total Population	1,031	1,204	1,903	1,770	1,795
Total Households	414	485	771	696	681
Average Persons per Acre	1.84	2.53	3.27	3.01	3.46
Average Persons per Household	2.33	2.28	2.32	2.29	2.49
Average Persons per Family	2.70	2.76	2.83	3.26	3.02
Males	506	564	913	868	868
Females	525	639	990	902	927



Race and Ethnicity Trends ^{5, 8, 9}

Description	1990	2000	2010 ¹	2020 ¹	ACS 2018-2022
White Alone	984 (95.44%)	1,125 (93.44%)	1,687 (88.65%)	1,384 (78.19%)	1,533 (85.40%)
Black or African American Alone	23 (2.23%)	25 (2.08%)	69 (3.63%)	60 (3.39%)	62 (3.45%)
Native Hawaiian and Other Pacific Islander Alone	0 (0.00%)	0 (0.00%)	2 (0.11%)	0 (0.00%)	0 (0.00%)
Asian Alone	5 (0.48%)	0 (0.00%)	40 (2.10%)	29 (1.64%)	41 (2.28%)
American Indian or Alaska Native Alone	1 (0.10%)	0 (0.00%)	7 (0.37%)	9 (0.51%)	0 (0.00%)
Some Other Race Alone	16 (1.55%)	28 (2.33%)	59 (3.10%)	85 (4.80%)	25 (1.39%)
Claimed 2 or More Races	NA (NA)	24 (1.99%)	36 (1.89%)	201 (11.36%)	133 (7.41%)
Hispanic or Latino of Any Race (Ethnicity)	40 (3.88%)	87 (7.23%)	224 (11.77%)	264 (14.92%)	177 (9.86%)
Not Hispanic or Latino (Ethnicity)	991 (96.12%)	1,117 (92.77%)	1,679 (88.23%)	1,506 (85.08%)	1,618 (90.14%)
Minority (Race and Ethnicity)	71 (6.89%)	137 (11.38%)	363 (19.08%)	447 (25.25%)	358 (19.94%)



Age Trends ⁵

Description	1990	2000	2010 ¹	2020 ¹	ACS 2018-2022
Under Age 5	6.69%	5.23%	5.78%	3.84%	4.35%
Ages 5-17	14.84%	20.02%	14.87%	13.62%	10.14%
Ages 18-21	3.98%	4.15%	3.52%	3.90%	4.96%
Ages 22-29	10.77%	4.57%	6.73%	7.74%	7.19%
Ages 30-39	16.97%	13.95%	11.04%	9.94%	11.87%
Ages 40-49	12.80%	15.78%	14.45%	10.96%	7.97%
Ages 50-64	15.23%	13.87%	21.28%	23.56%	21.17%
Age 65 and Over	18.33%	22.18%	22.18%	26.27%	32.20%
-Ages 65-74	11.45%	9.97%	10.88%	14.01%	16.27%
-Ages 75-84	6.01%	7.23%	6.99%	8.53%	11.14%
-Age 85 and Over	0.78%	4.82%	4.26%	3.67%	4.74%
Median Age	NA	48	47	49	48

Income Trends ^{12, 13, 5}

Description	1990	2000	2010 ¹	2020 ¹	ACS 2018-2022
Median Household Income	\$31,837	\$35,940	\$50,979	\$60,531	\$67,375
Median Family Income	\$35,018	\$41,483	\$55,501	\$61,288	\$87,292
Population below Poverty Level	5.04%	13.70%	9.83%	6.10%	6.24%
Households below Poverty Level	6.04%	10.31%	6.49%	7.04%	9.40%
Households with Public Assistance Income	1.93%	4.74%	0.52%	4.31%	3.96%

Disability Trends ¹⁰

See the Data Sources section below for an explanation about the differences in disability data among the various years.

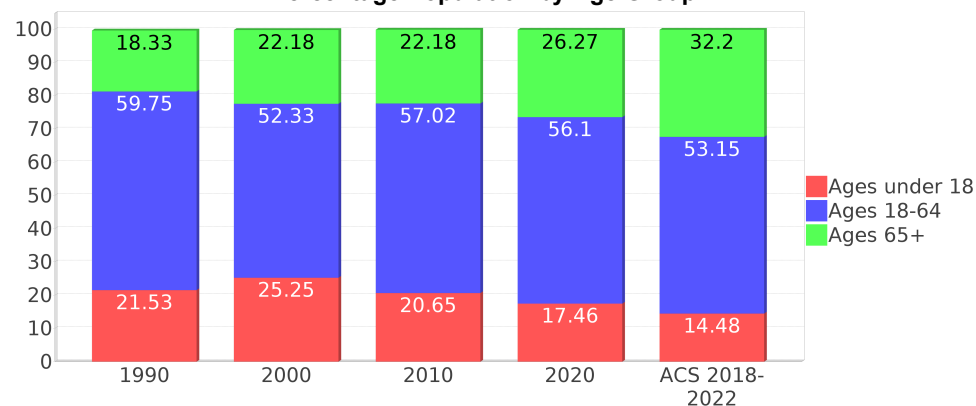
Description	1990	2000	2010 ¹	2020 ¹	ACS 2018-2022
Population 16 To 64 Years with a disability	34 (4.36%)	194 (17.64%)	(NA)	(NA)	(NA)
Population 20 To 64 Years with a disability	(NA)	(NA)	(NA)	140 (14.83%)	126 (13.68%)

Educational Attainment Trends ^{11, 5}

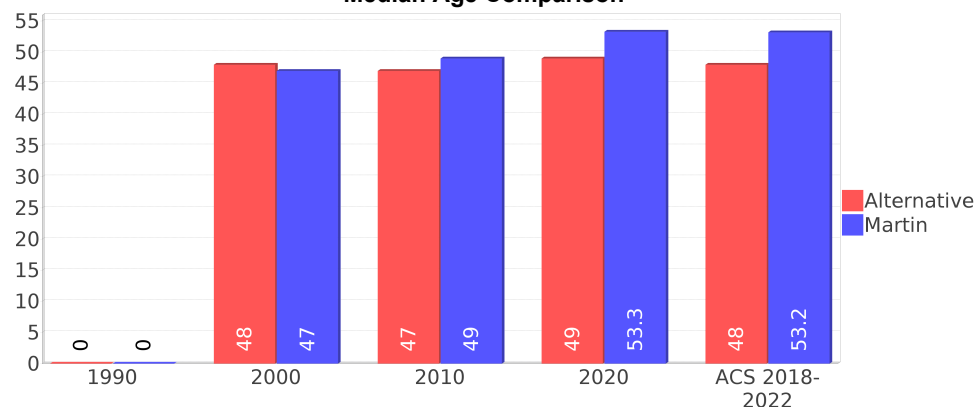
Age 25 and Over

Description	1990	2000	2010 ¹	2020 ¹	ACS 2018-2022
Less than 9th Grade	32 (4.66%)	60 (7.25%)	36 (2.42%)	52 (3.78%)	42 (3.03%)
9th to 12th Grade, No Diploma	109 (15.87%)	93 (11.23%)	177 (11.88%)	120 (8.71%)	111 (8.00%)
High School Graduate or Higher	544 (79.18%)	674 (81.40%)	1,276 (85.64%)	1,204 (87.44%)	1,232 (88.82%)
Bachelor's Degree or Higher	109 (15.87%)	122 (14.73%)	301 (20.20%)	217 (15.76%)	381 (27.47%)

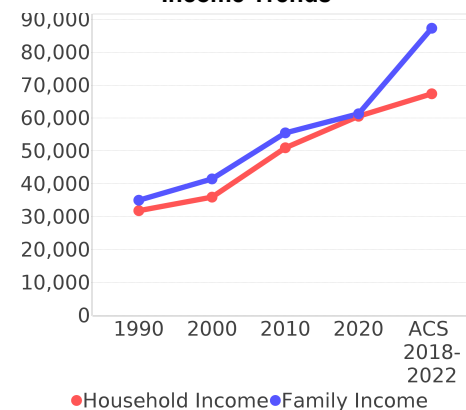
Percentage Population by Age Group



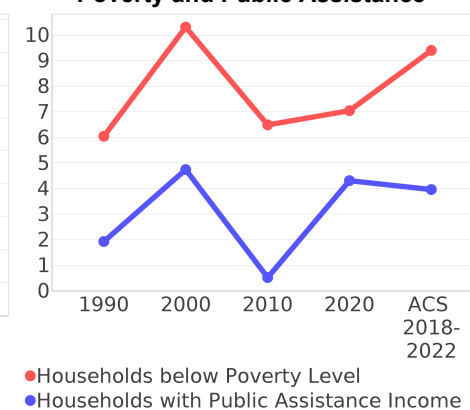
Median Age Comparison



Income Trends



Poverty and Public Assistance



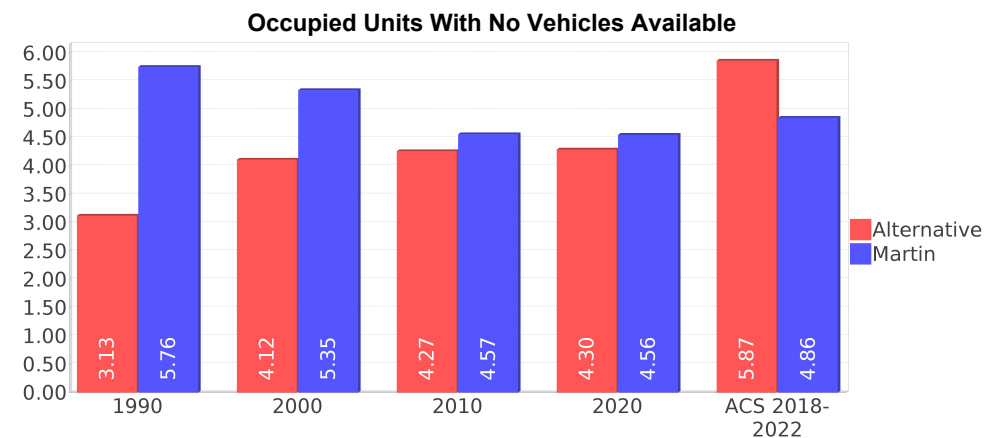
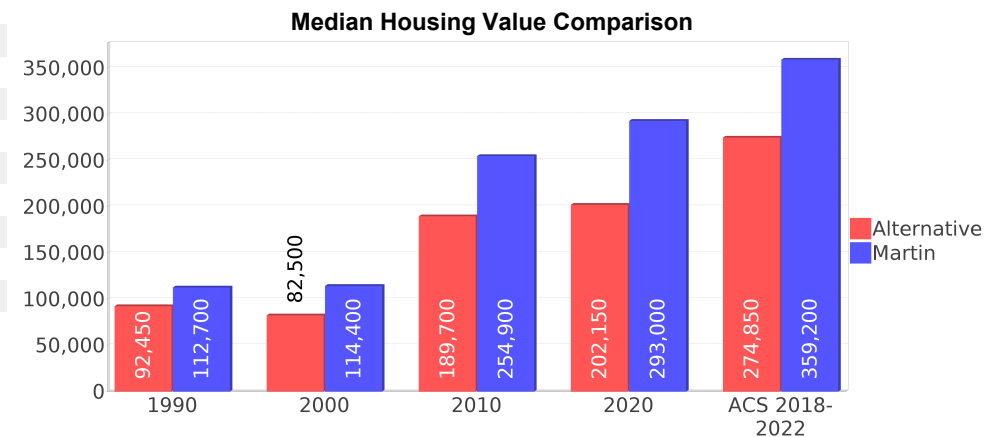
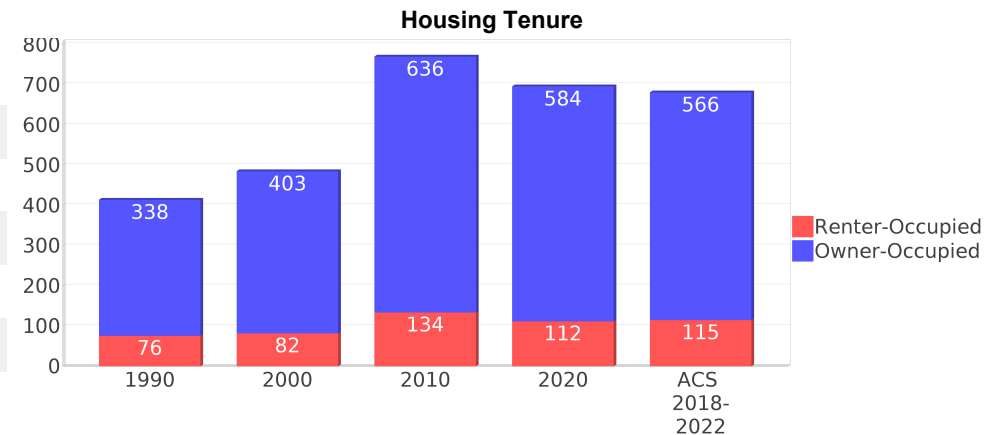
Language Trends ⁵

Age 5 and Over

Description	1990	2000	2010 ¹	2020 ¹	ACS 2018-2022
Speaks English Well	6 (0.64%)	39 (3.42%)	12 (0.67%)	47 (2.66%)	29 (1.69%)
Speaks English Not Well	NA (NA)	16 (1.40%)	79 (4.42%)	35 (1.98%)	43 (2.50%)
Speaks English Not at All	NA (NA)	6 (0.53%)	43 (2.41%)	3 (0.17%)	3 (0.17%)
Speaks English Not Well or Not at All	3 (0.32%)	NA (NA)	122 (6.83%)	38 (2.15%)	46 (2.68%)
Speaks English Less than Very Well	NA (NA)	62 (5.44%)	136 (7.61%)	86 (4.88%)	76 (4.43%)

Housing Trends ⁵

Description	1990	2000	2010 ¹	2020 ¹	ACS 2018-2022
Total	475	526	866	785	720
Units per Acre	0.43	0.47	0.80	0.70	0.65
Single-Family Units	311	409	625	582	552
Multi-Family Units	58	75	89	53	100
Mobile Home Units	42	41	87	55	68
Owner-Occupied Units	338	403	636	584	566
Renter-Occupied Units	76	82	134	112	115
Vacant Units	60	40	94	88	39
Median Housing Value	\$92,450	\$82,500	\$189,700	\$202,150	\$274,850
Occupied Housing Units w/No Vehicle	13 (3.13%)	20 (4.12%)	33 (4.27%)	30 (4.30%)	40 (5.87%)



Geographic Mobility

Description	2020 ¹	ACS 2018-2022
Median year householder moved into unit - Total	2012	2012
Median year householder moved into unit - Owner Occupied	2008	2011
Median year householder moved into unit - Renter Occupied	2014	2018
Abroad 1 year ago	7	6
Different house in United States 1 year ago	137	161
Same house 1 year ago	1,637	1,623
Geographical Mobility in the Past Year - Total	1,782	1,791

Computers and Internet

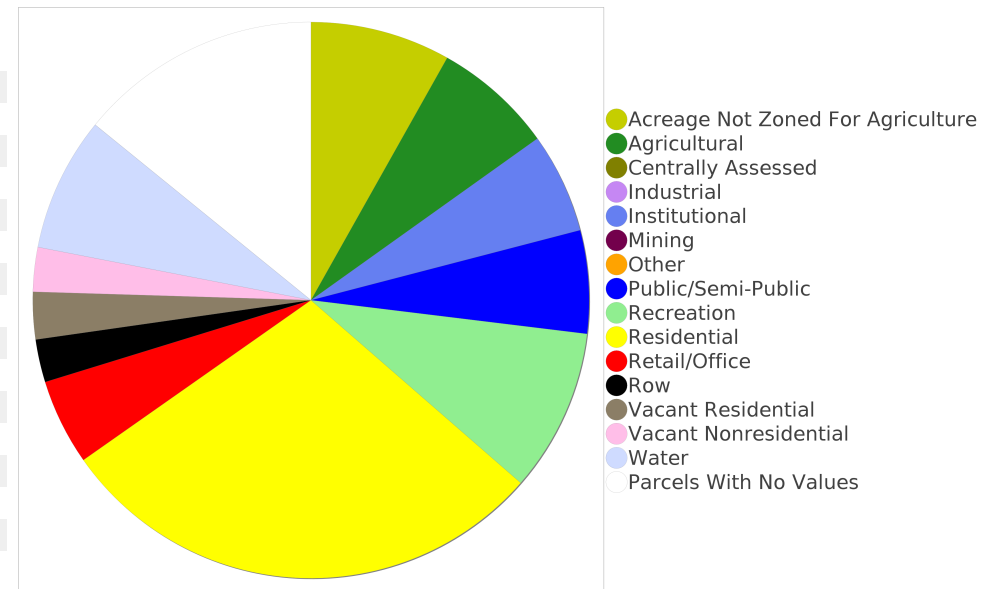
Description	2020 ¹	ACS 2018-2022
Total Households Types of Computers in HH	641	681
Households with 1 or more device	618	645
Households with no computer	22	36
Total Households Presence and Types of Internet Subscriptions	641	681
Households with an internet subscription	572	624
Households with internet access without a subscription	2	10
Households with no internet access	66	46

Household Languages

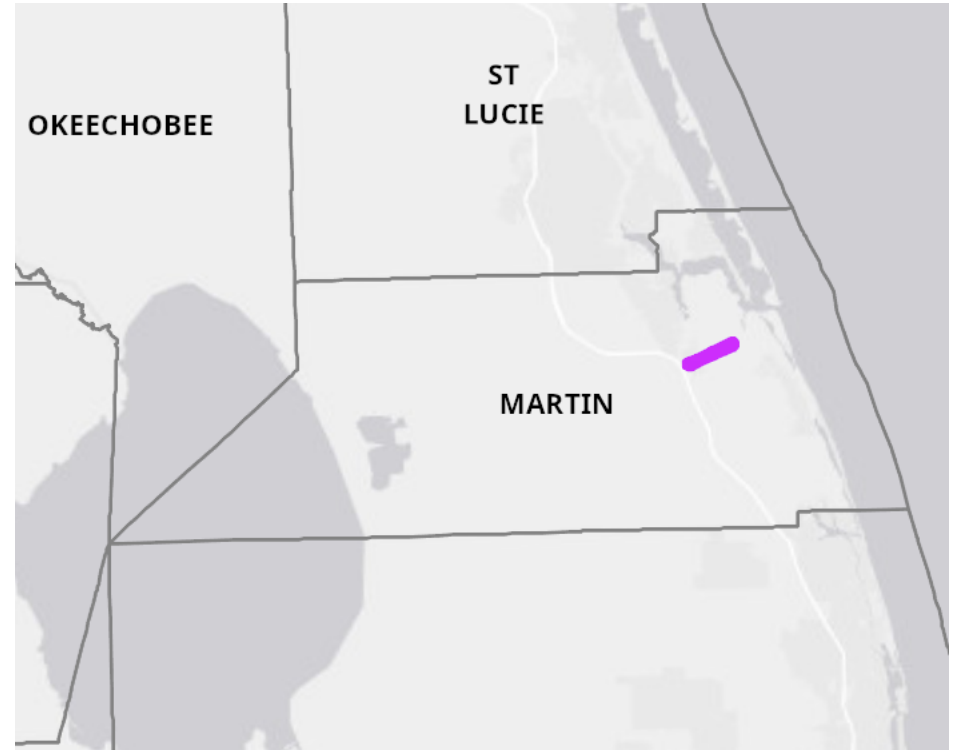
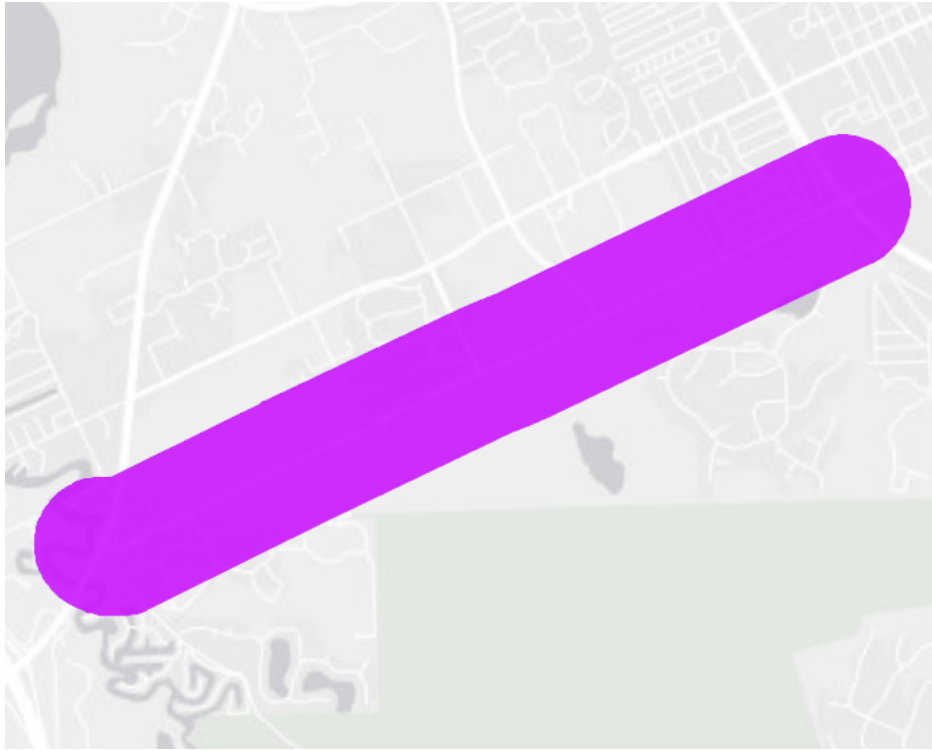
Description	2020 ¹	ACS 2018-2022
Total Households by Household Language	641	681
Household Not Limited English Speaking Status	638	674
Spanish: Limited English speaking household	1	5
Indo-European languages: Limited English speaking household	0	0
Asian and Pacific Island languages: Limited English speaking household	1	1
Other languages: Limited English speaking household	0	0

Existing Land Use ^{15, 56}

Land Use Type	Acres	Percentage
Acreage Not Zoned For Agriculture	98	8.55%
Agricultural	84	7.33%
Centrally Assessed	0	0.00%
Industrial	<0.5	<0.04%
Institutional	70	6.11%
Mining	0	0.00%
Other	0	0.00%
Public/Semi-Public	72	6.28%
Recreation	114	9.94%
Residential	347	30.27%
Retail/Office	60	5.23%
Row	30	2.62%
Vacant Residential	33	2.88%
Vacant Nonresidential	31	2.70%
Water	94	8.20%
Parcels With No Values	170	14.83%



Location Maps



Community Facilities

The community facilities information below is useful in a variety of ways for environmental evaluations. These community resources should be evaluated for potential sociocultural effects, such as accessibility and relocation potential. The facility types may indicate the types of population groups present in the project study area. Facility staff and leaders can be sources of community information such as who uses the facility and how it is used. Additionally, community facilities are potential public meeting venues.

Community and Fraternal Centers

Facility Name	Address	Zip Code
KNIGHTS OF COLUMBUS 6241 - MARTIN	7251 SW GAINES AVE	34997
KNIGHTS OF COLUMBUS 6241 - MARTIN	7251 SW GAINES AVE	34997

Florida Parks and Recreational Facilities

Facility Name	Address	Zip Code
HOSFORD PARK & BOAT RAMP	SE GAINES AVE	34997

Religious Centers

Facility Name	Address	Zip Code
ST ANDREW CATHOLIC CHURCH	2100 SE COVE ROAD	34997
ST ANDREW CATHOLIC CHURCH	2100 SE COVE ROAD	34997

Public Schools

Facility Name	Address	Zip Code
DR. DAVID L. ANDERSON MIDDLE SCHOOL	7000 SE ATLANTIC RIDGE DR	34997
DR. DAVID L. ANDERSON MIDDLE SCHOOL	7000 SE ATLANTIC RIDGE DR	34997
TREASURE COAST CLASSICAL ACADEMY	1400 SE COVE RD	34997

Group Care Facilities

Facility Name	Address	Zip Code
SAMARITAN HOUSE - HAMPTON SCHOOL	1490 SE COVE ROAD	34997
SAMARITAN HOUSE - HAMPTON SCHOOL	1490 SE COVE ROAD	34997
ANDERSON MIDDLE SCHOOL	7000 SW ATLANTIC RIDGE ROAD	34997

Block Groups

The following Census Block Groups were used to calculate demographics for this report.

1990 Census Block Groups

120850011002, 120850011005, 120850012002, 120850014013, 120850014014, 120850011006, 120850011002, 120850011005, 120850012002, 120850014013, 120850014014, 120850011006

2000 Census Block Groups

120850011025, 120850011026, 120850011012, 120850012002, 120850014033, 120850011025, 120850011026, 120850011012, 120850012002, 120850014034, 120850014033

2010 Census Block Groups

120850011021, 120850011022, 120850012002, 120850014101, 120850011031, 120850011021, 120850011022, 120850012002, 120850014101, 120850011031, 120850014091

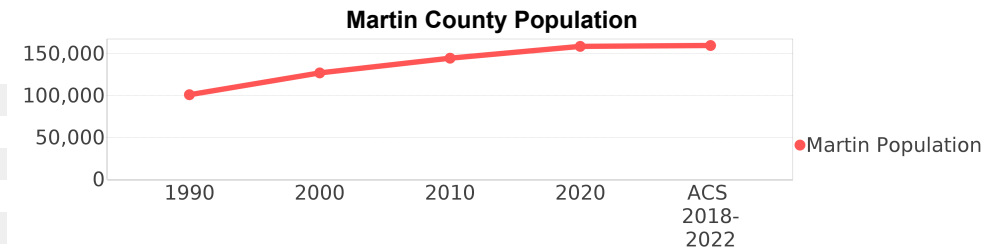
Census Block Groups

120850011071, 120850011031, 120850012002, 120850014102, 120850011082, 120850011071, 120850011031, 120850012002, 120850014102, 120850011082, 120850014091

Martin County Demographic Profile

General Population Trends - Martin ⁵

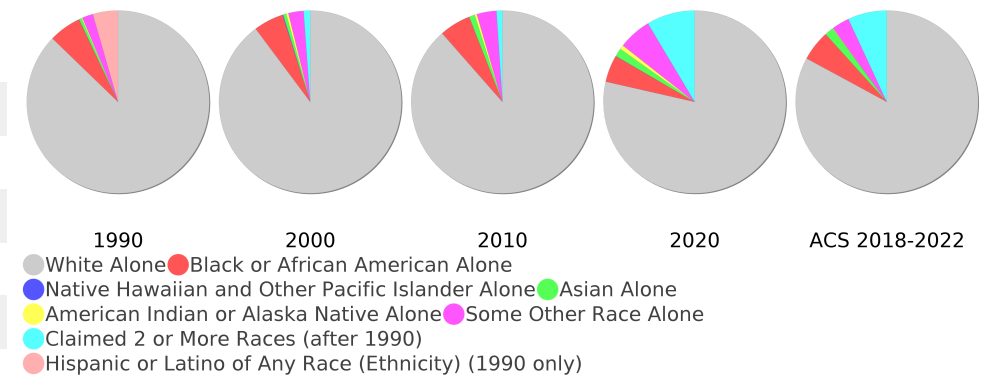
Description	1990	2000	2010 ¹	2020 ¹	ACS 2018-2022
Total Population	100,900	126,731	144,322	158,431	159,399
Total Households	43,022	55,288	59,203	68,750	66,724
Average Persons per Acre	0.24	0.297	0.339	0.37	0.46
Average Persons per Household	2.345	2.228	2.00	2.24	2.33
Average Persons per Family	2.744	2.77	3.062	3.12	2.99
Males	49,522	62,491	71,351	78,128	78,808
Females	51,378	64,240	72,971	80,303	80,591



Race and Ethnicity Trends - Martin ^{5, 8, 9}

Description	1990	2000	2010 ¹	2020 ¹	ACS 2018-2022
White Alone	92,119 (91.30%)	113,782 (89.78%)	127,722 (88.50%)	124,465 (78.56%)	132,109 (82.88%)
Black or African American Alone	6,043 (5.99%)	6,691 (5.28%)	7,981 (5.53%)	7,582 (4.79%)	8,637 (5.42%)
Native Hawaiian and Other Pacific Islander Alone	51 (0.05%)	163 (0.13%)	37 (0.03%)	60 (0.04%)	3 (0.00%)
Asian Alone	483 (0.48%)	701 (0.55%)	1,461 (1.01%)	2,291 (1.45%)	2,462 (1.54%)
American Indian or Alaska Native Alone	179 (0.18%)	496 (0.39%)	563 (0.39%)	1,223 (0.77%)	172 (0.11%)
Some Other Race Alone	2,025 (2.01%)	3,415 (2.69%)	5,041 (3.49%)	9,241 (5.83%)	4,957 (3.11%)
Claimed 2 or More Races	(NA)	1,483 (1.17%)	1,517 (1.05%)	13,569 (8.56%)	11,059 (6.94%)
Hispanic or Latino of Any Race (Ethnicity)	4,728 (4.69%)	9,490 (7.49%)	16,280 (11.28%)	24,187 (15.27%)	22,778 (14.29%)
Not Hispanic or Latino (Ethnicity)	96,172 (95.31%)	117,241 (92.51%)	128,042 (88.72%)	134,244 (84.73%)	136,621 (85.71%)
Minority (Race and Ethnicity)	11,304 (11.20%)	18,132 (14.31%)	28,786 (19.95%)	39,215 (24.75%)	37,122 (23.29%)

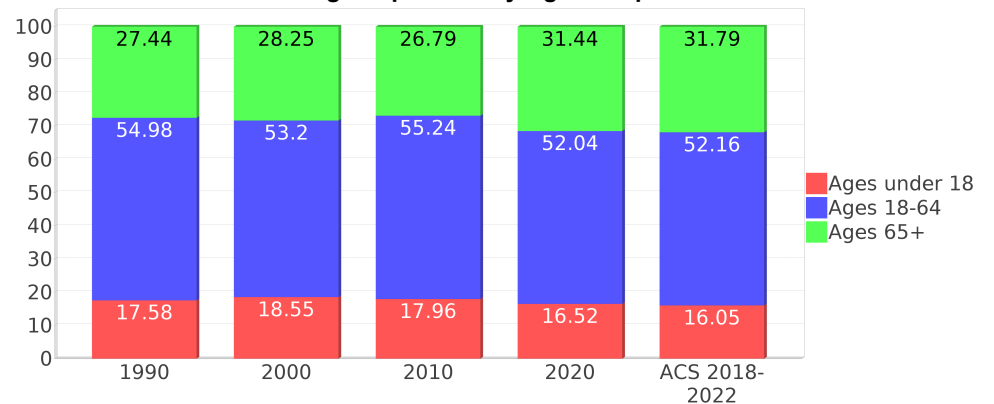
Martin County Race



Age Trends - Martin ⁵

Description	1990	2000	2010 ¹	2020 ¹	ACS 2018-2022
Under Age 5	5.12%	4.30%	4.31%	3.76%	3.96%
Ages 5-17	12.46%	14.25%	13.65%	12.76%	12.09%
Ages 18-21	3.74%	3.16%	4.08%	3.58%	3.29%
Ages 22-29	9.53%	6.01%	6.51%	6.50%	7.39%
Ages 30-39	13.72%	11.71%	9.25%	9.56%	9.24%
Ages 40-49	11.28%	13.97%	13.73%	9.77%	10.17%
Ages 50-64	16.71%	18.35%	21.67%	22.62%	22.07%
Age 65 and Over	27.44%	28.25%	26.79%	31.44%	31.79%
-Ages 65-74	16.68%	14.24%	12.93%	16.28%	15.61%
-Ages 75-84	8.83%	10.98%	10.14%	10.81%	11.72%
-Age 85 and Over	1.93%	3.03%	3.72%	4.35%	4.46%
Median Age	NA	47	49	53.3	53.2

Percentage Population by Age Group - Martin



Income Trends - Martin ⁵

Description	1990	2000	2010 ¹	2020 ¹	ACS 2018-2022
Median Household Income	\$31,760	\$43,083	\$53,210	\$65,821	\$77,894
Median Family Income	\$37,732	\$53,244	\$70,271	\$85,508	\$96,881
Population below Poverty Level	8.32%	8.77%	10.40%	10.27%	10.52%
Households below Poverty Level	7.85%	7.57%	8.90%	8.71%	9.58%
Households with Public Assistance Income	3.94%	1.30%	0.80%	1.60%	1.90%

Disability Trends - Martin ¹⁰

See the Data Sources section below for an explanation about the differences in disability data among the various years.

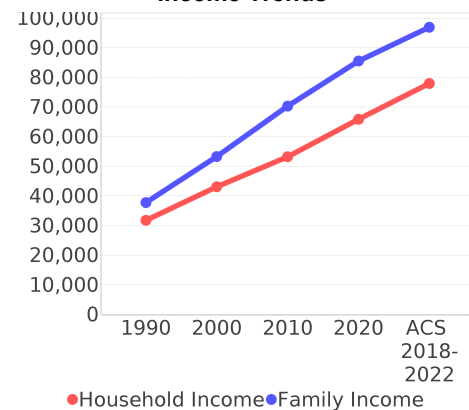
Description	1990	2000	2010 ¹	2020 ¹	ACS 2018-2022
Population 16 To 64 Years with a disability	4,183 (5.06%)	13,501 (11.38%)	NA (NA)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	8,135 (10.26%)	7,403 (9.45%)

Educational Attainment Trends - Martin ^{11, 5}

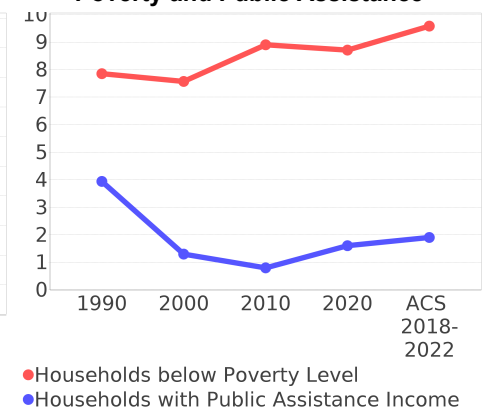
Age 25 and Over

Description	1990	2000	2010 ¹	2020 ¹	ACS 2018-2022
Less than 9th Grade	5,043 (6.58%)	4,281 (4.44%)	4,534 (4.16%)	3,718 (2.99%)	3,720 (3.00%)
9th to 12th Grade, No Diploma	10,509 (13.72%)	9,902 (10.26%)	7,935 (7.29%)	6,936 (5.58%)	5,684 (4.59%)
High School Graduate or Higher	61,044 (79.70%)	82,284 (85.30%)	96,432 (88.55%)	113,727 (91.43%)	114,452 (92.41%)
Bachelor's Degree or Higher	15,541 (20.29%)	25,413 (26.34%)	32,053 (29.43%)	41,655 (33.49%)	43,470 (35.10%)

Income Trends



Poverty and Public Assistance



Language Trends - Martin ⁵

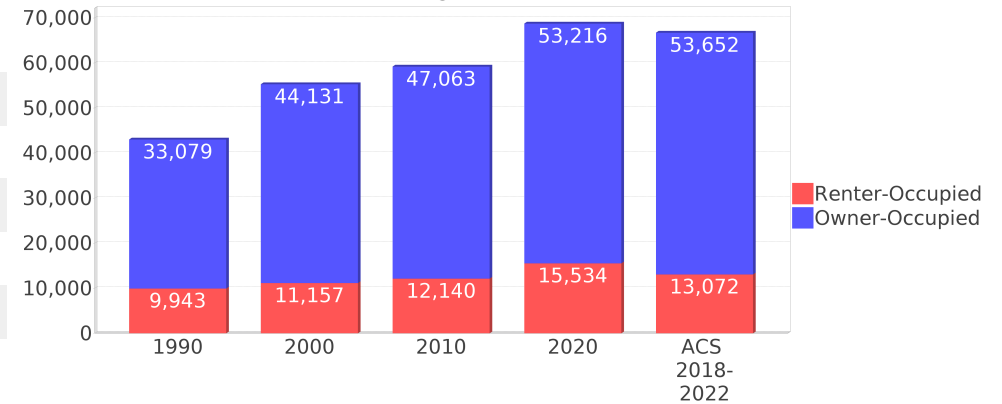
Age 5 and Over

Description	1990	2000	2010 ¹	2020 ¹	ACS 2018-2022
Speaks English Well	1,670 (1.74%)	2,898 (2.39%)	4,220 (3.06%)	4,377 (2.84%)	3,836 (2.51%)
Speaks English Not Well	NA (NA)	2,132 (1.76%)	3,886 (2.81%)	2,805 (1.82%)	2,699 (1.76%)
Speaks English Not at All	NA (NA)	1,310 (1.08%)	1,730 (1.25%)	1,064 (0.69%)	897 (0.59%)
Speaks English Not Well or Not at All	1,736 (1.81%)	3,442 (2.84%)	5,616 (4.07%)	3,869 (2.51%)	3,596 (2.35%)
Speaks English Less than Very Well	NA (NA)	6,340 (5.23%)	9,836 (7.12%)	8,246 (5.36%)	7,432 (4.85%)

Housing Trends - Martin ⁵

Description	1990	2000	2010 ¹	2020 ¹	ACS 2018-2022
Total	54,199	65,471	77,490	81,371	81,593
Units per Acre	0.129	0.154	0.182	0.19	0.23
Single-Family Units	24,972	38,666	47,200	50,547	51,201
Multi-Family Units	11,747	19,039	22,226	22,498	22,816
Mobile Home Units	6,001	7,626	7,995	7,434	7,447
Owner-Occupied Units	33,079	44,131	47,063	53,216	53,652
Renter-Occupied Units	9,943	11,157	12,140	15,534	13,072
Vacant Units	11,177	10,183	18,287	12,621	14,869
Median Housing Value	\$112,700	\$114,400	\$254,900	\$293,000	\$359,200
Occupied Housing Units w/No Vehicle	2,477 (5.76%)	2,958 (5.35%)	2,706 (4.57%)	3,137 (4.56%)	3,241 (4.86%)
Median year householder moved into unit - Total	NA	NA	NA	2011	2012
Median year householder moved into unit - Owner Occupied	NA	NA	NA	2009	2011
Median year householder moved into unit - Renter Occupied	NA	NA	NA	2016	2016
Abroad 1 year ago	NA	NA	NA	998	971
Different house in United States 1 year ago	NA	NA	NA	19,347	16,484
Same house 1 year ago	NA	NA	NA	139,205	141,049
Geographical Mobility in the Past Year - Total	NA	NA	NA	159,550	158,504

Housing Tenure - Martin



Data Sources

ACS vs Census Data

(1) The 2010 and 2020 Census data is represented by a combination of decennial and ACS data. The 2010 decennial is combined with the 5-year ACS data for 2006-2010 and the 2020 decennial is combined with the 5-year ACS data for 2016-2020. The General Population Trends, Race and Ethnicity Trends, and Age Trends are entirely from the decennial. The Income Trends, Disability Trends, Educational Attainment Trends, and Language Trends are entirely from the ACS. The Housing Trends section is derived from both: Decennial (Total # Housing Units, Housing Units per Acre, Owner-Occupied Units, Renter-Occupied Units, Vacant Units); ACS (Single-Family Units, Multi-family Units, Mobile Homes, Median Housing Value, Occupied Housing Units w/No Vehicle).

Area

(2) The geographic area of the community based on a user-defined community boundary or area of interest (AOI) boundary.

Jurisdiction

(3) Jurisdiction(s) includes local government boundaries that intersect the user-defined community or AOI boundary.

Goals, Values and History

(4) Information under the headings Goals and Values and History is entered manually by the user before the Sociocultural Data Report (SDR) is generated. This information is usually not available for communities with boundaries that are based on Census-defined places (i.e., not user-specified).

Demographic Data

(5) Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census for 1990 and 2000 and the American Community Survey (ACS) 5-year estimates for 2006-2010 and . The data was gathered at the block group level for user-defined communities, Census places, and AOIs, and at the county level for counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS). For more information about using demographic data, please see the training videos located here: <https://www.fdot.gov/environment/pubs/sce/sce1.shtm>.

About the Census Data

(6) The block group analysis for ETDM project analysis areas, user-defined communities, Census places, and AOI boundaries do not always correspond precisely to block group boundaries. To estimate the actual population more accurately, the SDR analysis adjusts the geographic area and data of affected block groups using the following methodology:

Delete overlapping census blocks with extremely low populations (2 or fewer people)
Remove the portion of the block group that lies outside of the analysis area
Recalculate the demographics assuming an equal area distribution of the population

Note that there may be areas where there is no population.

(7) Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: https://www.census.gov/content/dam/Census/programs-surveys/acs/news/10ACS_keyfacts.pdf) The U.S. Census Bureau provides help with this process: <https://www.census.gov/programs-surveys/acs/guidance/comparing-acs-data.html>

(8) Race and ethnicity are separate questions on the Census questionnaire. Individuals can report multiple race and ethnicity answers; therefore, numbers in the Race and Ethnicity portion of this report may add up to be greater than the total population. In addition, use caution when interpreting changes in race and ethnicity over time. Starting with the 2000 Decennial Census, respondents could select one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: <https://www.census.gov/library/publications/2001/dec/c2kbr01-01.html>)

(9) The "Minority" calculations use both the race and ethnicity responses from Census and ACS data. In this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities. We use the following formula: $\text{MINORITY} = \text{TOTALPOP} - \text{WHITE_NH}$ where TOTALPOP is the Total Population and WHITE_NH is the population with a race of White alone and an ethnicity of Not Hispanic or Latino. Translating this to the field names used in the census ACS source data, the formula looks like this: $\text{MINORITY} = \text{B01003_E001} - \text{B03002_E003}$. (Note, the WHITE_NH population is not reported separately in this report.)

(10) Disability data is not included in the 2010 Decennial Census or the 2006-2010 ACS. This data is available in the ACS 2018-2022 ACS. Because of changes made to the Census and ACS questions between 1990 and ACS, disability variables should not be compared from year to year. For example: 1) with the 1990 data, the disabilities are listed as a "work disability" while this distinction is not made with 2000 or ACS data; 2) the ACS data includes the institutionalized population (e.g. persons in prisons and group homes) while this population is not included in 1990 or 2000; and 3) the age groupings changed over the years.

(11) The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

(12) Income of households. This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income.

(13) Income of families. In compiling statistics on family income, the incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.

(14) Age trends. The median age for 1990 is not available.

Land Use Data

(15) The Land Use information Indicates acreages and percentages for the generalized land use types used to group parcel-specific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

Community Facilities Data

- (16) Assisted Rental Housing Units - Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- (17) Mobile Home Parks - Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.
- (18) Migrant Camps - Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- (19) Group Care Facilities - Identifies group care facilities inspected by the Florida Department of Health.
- (20) Community Center and Fraternal Association Facilities - Identifies facilities reported by multiple sources.
- (21) Law Enforcement Correctional Facilities - Identifies facilities reported by multiple sources.
- (22) Cultural Centers - Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters; museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage facilities) reported by multiple sources.
- (23) Fire Department and Rescue Station Facilities - Identifies facilities reported by multiple sources.
- (24) Government Buildings - Identifies local, state, and federal government buildings reported by multiple sources.
- (25) Health Care Facilities - Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.
- (26) Hospital Facilities - Identifies hospital facilities reported by multiple sources.
- (27) Law Enforcement Facilities - Identifies law enforcement facilities reported by multiple sources.
- (28) Parks and Recreational Facilities - Identifies parks and recreational facilities reported by multiple sources.
- (29) Religious Center Facilities - Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- (30) Private and Public Schools - Identifies private and public schools reported by multiple sources.
- (31) Social Service Centers - Identifies social service centers reported by multiple sources.
- (32) Veteran Organizations and Facilities

County Data Sources

ACS vs Census Data

(1) The 2010 and 2020 Census data is represented by a combination of decennial and ACS data. The 2010 decennial is combined with the 5-year ACS data for 2006-2010 and the 2020 decennial is combined with the 5-year ACS data for 2016-2020. The General Population Trends, Race and Ethnicity Trends, and Age Trends are entirely from the decennial. The Income Trends, Disability Trends, Educational Attainment Trends, and Language Trends are entirely from the ACS. The Housing Trends section is derived from both: Decennial (Total # Housing Units, Housing Units per Acre, Owner-Occupied Units, Renter-Occupied Units, Vacant Units); ACS (Single-Family Units, Multi-family Units, Mobile Homes, Median Housing Value, Occupied Housing Units w/No Vehicle).

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(38) The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Metadata

- (39) Community and Fraternal Centers https://etdmpub.fl-a-etat.org/meta/gc_communitycenter.xml
- (40) Correctional Facilities in Florida https://etdmpub.fl-a-etat.org/meta/gc_correctional.xml
- (41) Cultural Centers in Florida https://etdmpub.fl-a-etat.org/meta/gc_culturecenter.xml
- (42) Fire Department and Rescue Station Facilities in Florida https://etdmpub.fl-a-etat.org/meta/gc_firestat.xml
- (43) Local, State, and Federal Government Buildings in Florida https://etdmpub.fl-a-etat.org/meta/gc_govbuild.xml
- (44) Florida Health Care Facilities https://etdmpub.fl-a-etat.org/meta/gc_health.xml
- (45) Hospital Facilities in Florida https://etdmpub.fl-a-etat.org/meta/gc_hospitals.xml
- (46) Law Enforcement Facilities in Florida https://etdmpub.fl-a-etat.org/meta/gc_lawenforce.xml
- (47) Florida Parks and Recreational Facilities https://etdmpub.fl-a-etat.org/meta/gc_parks.xml
- (48) Religious Centers https://etdmpub.fl-a-etat.org/meta/gc_religion.xml
- (49) Florida Public and Private Schools https://etdmpub.fl-a-etat.org/meta/gc_schools.xml
- (50) Social Service Centers https://etdmpub.fl-a-etat.org/meta/gc_socialservice.xml
- (51) Assisted Rental Housing Units in Florida https://etdmpub.fl-a-etat.org/meta/gc_assisted_housing.xml
- (52) Group Care Facilities <https://etdmpub.fl-a-etat.org/meta/groupcare.xml>
- (53) Mobile Home Parks in Florida https://etdmpub.fl-a-etat.org/meta/gc_mobilehomes.xml
- (54) Migrant Camps in Florida <https://etdmpub.fl-a-etat.org/meta/migrant.xml>
- (55) Veteran Organizations and Facilities https://etdmpub.fl-a-etat.org/meta/gc_veterans.xml
- (56) Generalized Land Use https://etdmpub.fl-a-etat.org/meta/lu_gen.xml
- (57) Census Block Groups in Florida https://etdmpub.fl-a-etat.org/meta/e2_cenacs_cci.xml
- (58) 1990 Census Block Groups in Florida https://etdmpub.fl-a-etat.org/meta/e2_cenblkgrp_1990_cci.xml
- (59) 2000 Census Block Groups in Florida https://etdmpub.fl-a-etat.org/meta/e2_cenblkgrp_2000_cci.xml
- (60) 2010 Census Block Groups in Florida https://etdmpub.fl-a-etat.org/meta/e2_cenblkgrp_2010_cci.xml

Public Involvement Summary and Analysis

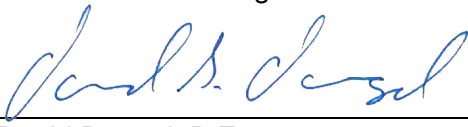
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01/10/23

PUBLIC INVOLVEMENT PLAN

Project Name: Cove Road Project Development & Environment (PD&E) Study
Project Limits: From SR-76/Kanner Highway to SR-5/US-1
County/State: Martin County, Florida
Financial Management Number: 441700-1-22-02
Federal Aid Project Number: D421-137-B
Efficient Transportation Decision Making (ETDM): 14479

In accordance with Part 1, Chapter 11 of the **Project Development and Environment (PD&E) Manual**, this Public Involvement Plan is submitted to the manager of the District office in charge of PD&E studies as appropriate based on District organizational structure for his/her review and approval.

Submitted By: 
David Dangel, P.E.
Consultant Project Manager

Date: January 10, 2023

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 Florida Highway Administration (FHWA) and FDOT.


Approved by: 
Vanita Saini, P.E.
FDOT Project Manager
01/25/2023 | 11:16 AM EST
Date: _____

Table of Contents

I. DESCRIPTION OF PROPOSED IMPROVEMENT 1

II. PROJECT BACKGROUND 3

III. PROJECT GOALS..... 3

IV. IDENTIFICATION OF ELECTED OFFICIALS AND AGENCIES..... 3

V. IDENTIFICATION OF AFFECTED COMMUNITIES AND STAKEHOLDERS 12

VI. OUTREACH ACTIVITIES 14

VII. COORDINATION WITH MARTIN COUNTY 17

VIII. PUBLIC HEARING 18

IX. PUBLIC HEARING FOLLOW-UP..... 20

X. PUBLIC INVOLVEMENT DURING DESIGN..... 20

Table of Figures

Figure 1: Project Location Map..... 2

Figure 2: Public Outreach Activity Schedule17

Appendices

Appendix A: Sociocultural Data Report (SDR)

PUBLIC INVOLVEMENT PLAN

Project Development and Environment (PD&E) Study

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

The purpose of this Public Involvement Plan (PIP) is to assist in providing information to and obtaining input from concerned citizens, agencies, private groups (residential/business), and governmental entities. The overall goal of this plan is to help ensure that the study reflects the values and needs of the communities it is designed to benefit. A schedule of events and a list of documentation exhibiting compliance with these procedures are included.

This plan is in compliance with the Florida Department of Transportation's *Project Development and Environment (PD&E) Manual, Part 1, Chapter 11*.

I. DESCRIPTION OF PROPOSED IMPROVEMENT

Financial Management Number: 441700-1-22-02

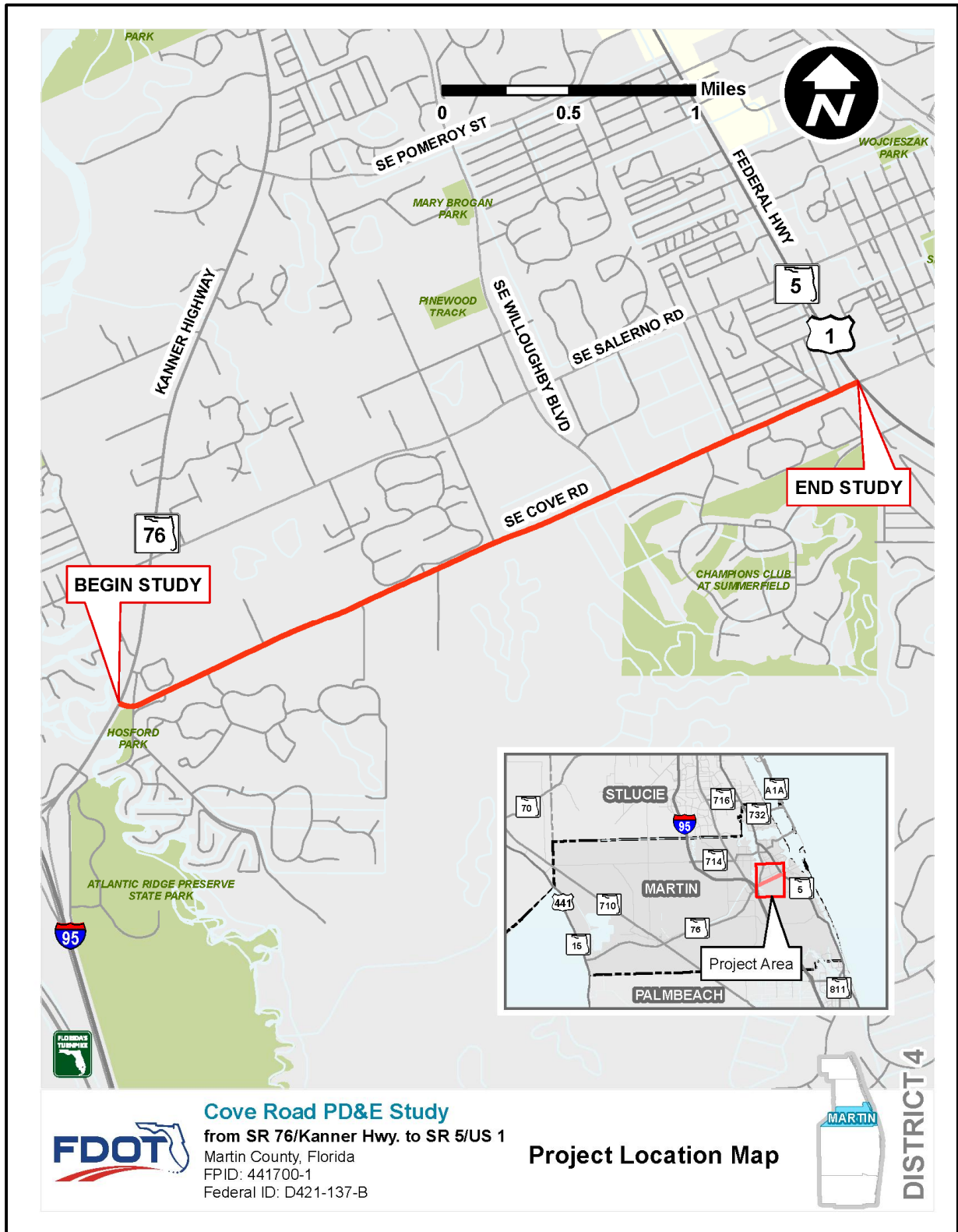
Federal Aid Project Number: D421-137-B

Project Limits: The project limits are Cove Road from SR 76/Kanner Highway to SR 5/US 1 in Martin County, Florida. The total project length is 3.20 miles.

Proposed Activity: A Project Development and Environment Study (PD&E) will be conducted in order to analyze the project's impact on the social, economic, cultural, natural, and physical environment, in order to develop the location and design concept of the Project. This PD&E study needs to address the diverse interests and concerns of many stakeholders. During this study, solutions will be developed to widen Cove Road from Kanner Highway to Federal Highway from a two-lane undivided to a four-lane divided roadway. The study will also develop context-sensitive solutions, provide multi-modal enhancements, and improve safety.

Class of Action: A Type II Categorical Exclusion is anticipated; however, the Class of Action will be determined at a later time.

Figure 1: Project Location Map



Project Contact Information:

For additional information regarding this project contact:

Vanita Saini, P.E.
Project Manager
FDOT – District 4
3400 W. Commercial Blvd.
Fort Lauderdale, FL 33309
Telephone: (954) 777-4468
E-mail: vanita.saini@dot.state.fl.us

David Dangel, P.E.
Consultant Project Manager
Inwood Consulting Engineers
3000 Dovera Drive, Suite 200
Oviedo, FL 32765
Telephone: (407) 971-8850
E-mail: ddangel@inwoodinc.com

II. PROJECT BACKGROUND

Martin County has identified the need to improve a 3.20-mile section of Cove Road, a local transportation network which will support economic and social demands, enhance multi-modal connectivity, and improve emergency evacuation.

III. PROJECT GOALS

The following goals have been defined for this study:

- Widen Cove Road from two to four lanes between SR 76/Kanner Highway and SR 5/US-1/Federal Highway
- Develop context-sensitive solutions
- Provide multi-modal enhancements
- Improve safety
- Ensure that the public understands the needs for the project
- Clearly communicate the advantages and disadvantages of each alternative to ensure that the public understands the rationale for the preferred alternative
- Receive Location and Design Concept Acceptance (LDCA) from Office of Environmental Management

IV. IDENTIFICATION OF ELECTED OFFICIALS AND AGENCIES

The following local, regional, state, or federal agencies having a concern in this project due to jurisdictional review or expressed interest have been identified and will be contacted directly by Florida Department of Transportation (FDOT) through the Advance Notification (AN) process at the onset of the project in accordance with the PD&E Manual, Part 1, Chapter 3, Preliminary Environmental Discussion and Advance Notification. As other concerned public agencies are identified throughout the study, they will be listed and contacted.

STATE:

Florida Department of Agriculture and Consumer Services

- Brian Camposano, ETAT Representative
- Mark Kiser, ETAT Representative

Florida Department of Economic Opportunity

- Matt Preston, ETAT Representative

Florida Department of Environmental Protection

- Chris Stahl, ETAT Representative

Florida Department of State

- Benjamin Stewart, ETAT Representative
- Marcy Welch, ETAT Representative

Florida Department of Transportation (FDOT) Office of Environmental Management

- Brittany Ann Bianco, ETAT Representative
- Catherine Bradley, ETAT Representative
- Christine Ann Haddock, ETAT Representative
- Engy M. Samaan, ETAT Representative
- Jonathan Turner, ETAT Representative
- Katasha Cornwell, ETAT Representative
- Lindsay S. Rothrock, ETAT Representative
- Matt Marino, ETAT Representative
- Neil Campbell, ETAT Representative
- Thu-Huong Clark, ETAT Representative

Florida Fish and Wildlife Conservation Commission

- Jason Hight, ETAT Representative
- Laura DiGruttolo, ETAT Representative
- Robert Irving, ETAT Representative

FEDERAL:

Federal Emergency Management Agency (FEMA)

- Deanne Criswell, Administrator
- Erik Hooks, Deputy Administrator
- Gracia Szczech, Region 4 Administrator
- Robert Samaan, Region 4 Deputy Administrator
- Manny J. Toro, Director, Response Division, Region 4 – U.S. Department of Homeland Security/Federal Emergency Management Agency

U.S. Army Corps of Engineers

- Lisa Lovvorn, ETAT Representative
- Matt Dimitroff, ETAT Representative
- Michelle Gilbert, ETAT Representative
- Veronica del Carmen Beech, ETAT Representative

U.S. Coast Guard

- Jennifer Zercher, ETAT Representative
- Lisia Kowalczyk, ETAT Representative
- Randall D. Overton, ETAT Representative

U.S. Department of Agriculture, Natural Resources Conservation Service

- Terry Cosby, Chief
- James Tillman, Sr. Regional Conservationist, Southeast

U.S. Department of Commerce, National Marine Fisheries Service

- Kurtis Gregg, ETAT Representative
- Janet Coit, Assistant Administrator for Fisheries

U.S. Department of Health and Human Services

- Xavier Becerra, Secretary

U.S. Department of Housing and Urban Development

- Marcia L. Fudge, Secretary

U.S. Department of the Interior, Bureau of Indian Affairs

- Darryl LaCounte, Director
- Bryan Newland, Assistant Secretary

U.S. Department of the Interior, Bureau of Land Management

- Tracy Stone-Manning, Director
- Michael D. Nedd, Deputy Director, Operations
- Mitchell Leverette Eastern States State Director

U.S. Department of Interior, U.S. Fish and Wildlife Service

- John Wrublik, ETAT Representative
- Jose Rivera, ETAT Representative
- Mark Cantrell, ETAT Representative

U.S. Department of Interior, National Park Service

- Bob Vogel, Regional Director of Southeast Region
- Anita Barnett, ETAT Representative
- Joy Beasley, National Register of Historic Places Program Manager

U.S. Department of the Interior, U.S. Geological Survey

- David Applegate, Director
- Leslie Jones, Chief of Staff

U.S. Department of Transportation, Federal Aviation Administration Southern Region

- Michael O'Harra, Southern Regional Administrator
- Pearlis Johnson, Deputy Regional Administrator

U.S. Department of Transportation, Federal Highway Administration

- Stephanie Pollack, Acting Administrator

U.S. Department of Transportation, Federal Transit Administration

- Nuria Fernandez, Administrator
- Veronica Vanterpool, Deputy Administrator

U.S. Environmental Protection Agency

- Alya Singh-White, ETAT Representative
- Amanetta Somerville, ETAT Representative
- Ntale Kajumba, ETAT Representative
- Terry Adelsbach, ETAT Representative

REGIONAL:

Martin Metropolitan Planning Organization (MPO)

- Beth Beltran, MPO Administrator

South Florida Water Management District

- Barb Conmy, ETAT Representative
- Caitlin Westerfield, ETAT Representative
- Jessica Huffman, ETAT Representative

Stuart/Martin County Chamber of Commerce

- Joseph A. Catrambone, President/CEO

Treasure Coast Regional Planning Council (TCRPC)

- Thomas Lanahan, Executive Director

NATIVE AMERICAN TRIBES:

It is not anticipated to have ongoing coordination with the six Federally Recognized Native American Tribes unless it is requested by them during project consultation.

LOCAL ELECTED and APPOINTED OFFICIALS:

Florida State Senator for Local District:



Honorable Gayle Harrell (2022-2024)
Senator, District 31
215 SW Federal Highway, Suite 203
Stuart, FL 34994
(772) 221-4019

Florida State Representatives for Local Districts:



The Honorable John Snyder (2022-2024)
Representative, District 86
4239 Southwest High Meadows Ave.
Palm City, FL 34990
(772) 210-5626

Federal Delegation:



The Honorable Rick Scott (2022-2025)
U.S. Senator
901 Ponce de Leon Boulevard, Suite 505
Miami, FL 33134
(786) 501-7141



The Honorable Marco Rubio (2011-2029)
U.S. Senator
7400 SW 87th Avenue, Suite 270
Miami, FL 33173
(305) 596-4224



Honorable Brian Mast (2017 – 2025)
U.S. Representative, District 18
121 SW Port St. Lucie Blvd., Room 187
Port St. Lucie, FL 34984
(772) 336-2877

Local Elected & Appointed Officials

**Martin County
Elected Officials**



Martin County Commission
2401 SE Monterey Road
Stuart, FL 34996
<https://www.martin.fl.us/Commissioners>



The Honorable Doug Smith
Commissioner, District 1
(2020-2024)



The Honorable Stacey Hetherington
Commissioner, District 2
(2022-2026)



The Honorable Harold Jenkins
Commissioner, District 3
(2020-2024)



The Honorable Sarah Heard
Commissioner, District 4
(2022-2026)



The Honorable Edward V. Ciampi
Commissioner/Vice Chairman, District 5
(2020-2024)

Martin County Constitutional Officers

- Carolyn Timmann, Clerk of the Circuit Court & Comptroller
- Vicki Davis, Supervisor of Elections
- Ruth "Ski" Pietruszewski, Tax Collector
- William Snyder, Sheriff
- Jenny Fields, Property Appraiser

Martin County School Board

- Christia Li Roberts, District 1
- Marsha Powers, District 2
- Victoria Defenthaler, District 3
- Anthony Whitmore Anderson, District 4
- Michael DiTerlizzi, District 5

Martin County Appointed Officials



- Don Donaldson, County Administrator
- Lisa Wichser, P.E., County Engineer
- Michelle Cullum, P.E., Assistant County Engineer
- James Gorton, Public Works Director
- George Dzama, Deputy Public Works Director
- Paul Schilling, Growth Management Director
- Peter Walden, Deputy Growth Management Director
- Samuel Amerson, Utilities and Solid Waste Director
- Kevin Abbate, Parks & Recreation Director
- John Budensiek, Chief Deputy
- Chad Cianciulli, Fire Rescue Chief
- Sam Carver, Martin County (Witham Field) Airport Manager
- Claudette Mahan, Transit Manager
- John D. Millay, Ph.D., Martin County School District Superintendent
- Michael Maine, Martin County School District Deputy Superintendent
- Tom Hardin, Martin County School District Director of Transportation

City of Stuart Elected Officials

(Note this project is in unincorporated Martin County, however, the City of Stuart boundaries are within close proximity.)



City of Stuart Commission
121 SW Flagler Avenue
Stuart, Florida 34994
Phone: 772-288-5312
<https://cityofstuart.us/230/City-Commission>



The Honorable Troy McDonald,
Mayor, Group IV/MPO Chair
(2021-2024)



The Honorable Campbell Rich,
Commissioner Group I
(2022-2026)



The Honorable Becky Bruner
Commissioner Group II
(2021-2024)



The Honorable Christopher Collins,
Commissioner Group III
(2022-2026)



The Honorable Eula Clarke,
Commissioner Group V
(2022-2026)

City of Stuart Appointed Officials



- David Dyess, City Manager
- Mary Kindel, City Clerk
- Tim Voelker, P.E., Utilities & Engineering Director
- Milton Leggett, Public Works Director
- Erin Wohlitka, Acting Development Director
- Pinal Gandhi-Savdas, Community Redevelopment Agency (CRA) Executive Director
- Joseph Tumminelli, Chief of Police
- Vincent Felicione, Fire Chief

V. IDENTIFICATION OF AFFECTED COMMUNITIES AND STAKEHOLDERS

This project traverses through unincorporated Martin County, just south of the City of Stuart. A map of the communities in relation to the project limits is provided within **Figure 2**. The demographics of the study area were obtained through a Sociocultural Data Report (SDR) analysis. A copy of the SDR is attached to this PIP as **Appendix A**. Based on the demographics of the study area, approximately 9% of the residents living within a quarter-mile (1/4) of the project limits are not English proficient or limited English proficient (LED). Approximately 10% of nearby residents are Hispanic. To accommodate, all materials will be prepared in both English and Spanish. A translator will be present at all public meetings.

The following local, state, and national public interest groups or organizations having a direct or expressed interest in the project study have been identified and will be contacted by the Florida Department of Transportation (FDOT).

Airports

- Martin County (Witham Field) Airport
- Martin Memorial Heliport

Assisted Living Facilities

- Discovery Village at Stuart

Businesses

- 4 Corners Insurance
- Bank of America
- Circle K
- Florida Cuttings
- inGear Fitness
- Pat's Florida Innovative Landscape Design
- Seacoast Bank
- South Beach Orthotics & Prosthetics Inc.
- Stuart Event Center
- Walgreens

Churches

- Saint Andrew Catholic Church

Emergency Responders

- Martin County Fire Stations 22 and 23

Golf Courses

- Champions Club at Summerfield

Hospitals

- Cleveland Clinic Martin South Hospital

Organizations

- Audubon of Martin County
- Knights of Columbus Martin Council 6241
- Place of Hope Treasure Coast

Parks

- Hosford Park
- Martin County Blueway Paddling Trails

Police Station

- Martin County Sheriff

Residential

- Cove Royale (planned development)
- Cove Salerno (planned development)
Crestwood managed by Coastal Property Management
Coastal Property Management
10 SE Central Parkway, Suite 400
Stuart, FL
(772) 600-8900
- Hibiscus Park
- Legacy Cove a.k.a. Cove Isle managed by Avant-Garde Management
Avant-Garde Management
789 SW Federal Highway, Suite 316
Stuart FL, 34994
(772) 320-9617
- Montego Cove maintained by Montego Cove Condominium Association
Montego Cove Condominium Association
6120 SE Martinique Drive
Stuart 34997
(772) 283-5038
- Pulte Aquarius (planned development)
- Summerfield maintained by Summerfield Community Associates
Summerfield Community Associates
6542 SE Twin Oaks Circle
Stuart, FL 34997
(772) 286-0081
- Tres Belle maintained by Tres Belle Homeowners Association and managed by Avant-Garde Management
 - Tres Belle Homeowners Association, Inc.
759 SW Federal Highway, Suite 316
Stuart, FL 34994
 - Avant-Garde Management
Attn: Ms. Liz Diaz, Property Manager
2688 SE Willoughby Blvd., Suite 101
Stuart, FL 34994
(772) 320-9617
- Via Claudia (planned development)

Schools

- Clark Advanced Learning Center
- Dr. David L. Anderson Middle School
- Treasure Coast Classical Academy

Shopping Centers

- Sandy Cove Plaza
- Sterling Plaza

VI. OUTREACH ACTIVITIES

The following techniques will be used to notify the public of the proposed transportation improvement and to solicit public input into the project development process.

Newspaper(s):

- | | |
|--|--|
| <ul style="list-style-type: none">❖ The Stuart News/TCPalm
735 S. Colorado Avenue, Suite 111
Stuart, FL 34994
1-844-331-0264 | <ul style="list-style-type: none">❖ Daily News
6526 S. Kanner Highway, Suite 372
Stuart, FL 34997
772-286-2860 |
|--|--|

Television:

- | | |
|---|--|
| <ul style="list-style-type: none">❖ WPTV Treasure Coast News
1100 Banyan Blvd.
West Palm Beach, FL 33401
561-655-5455❖ Martin County Television (MCTV)
Official Station for Martin County government
2401 SE Monterey Road
Stuart, FL 34996
772-288-5400 | <ul style="list-style-type: none">❖ WPBF 25
3970 RCA Blvd., Suite 7007
Palm Beach Gardens, FL 33410
561-694-2525 |
|---|--|

Radio:

- ❖ WRPB Studios
8257 South US1
Port Saint Lucie, FL
<https://wrpbstudios.com/>
- ❖ WSTU 1450am
Martin County's Heritage Station
215 SW Federal Highway, Suite 103
Stuart, FL 34994
772-340-1590
[Home | WSTU1450 \(carolwpsl.wixsite.com\)](http://Home.WSTU1450.carolwpsl.wixsite.com)

In addition to working with the media, a number of different notification techniques will be used throughout the project development process. A brief description of these techniques is provided below.

- Letters/Newsletters:** Invitational and informational letters and newsletters will be distributed to elected and appointed officials, property owners/tenants, business owners/operators, and interested parties as feasible. It is anticipated that three newsletters will be distributed for this study prior: one prior to the Public Kickoff Meeting; one prior to the Alternatives Public Information Meeting; and one prior to the Public Hearing.
- News/Press Releases:** News/press releases will be submitted to the FDOT seven days prior to each public meeting and the Public Hearing.
- Public Notices/Ads:** Public advertisement will be published in the *Stuart News/TCPalm*, the area newspaper with the largest circulation. Public ads will be published once prior to the public meetings, twice prior to the Public Hearing and once to announce LDCA at the end of the study.
- Public Announcements:** In order to distribute PD&E phase information, flyers will be made available to organizations such as neighborhood/civic groups, the FDOT, and Martin County, to publish in existing newsletters and websites. Any such correspondence will be coordinated through the District's Communications Office. Information regarding upcoming public meetings/workshops and Public Hearings will be published to the FDOT's website at least 7 days prior.
- Electronic Notification:** A project website will be developed and updated to include project information prepared throughout the duration of the project. Email notifications for public meetings will be sent to all interested parties and will provide details on attending virtually (using GoTo Webinar) or in-person.
- Direct Mail List For Public Hearings:** The following will be contacted by direct mail in order to obtain input throughout the project development process and/or in order to provide project information:
- ❖ Those whose property lies, in whole or part, within at least 300 feet on either side of the centerline of each project alternative (Section 339.155, F.S.), as well as other local citizens who may be impacted by the construction of this project. This portion of the mailing list will be based on the County Property Appraiser's tax rolls.
 - ❖ Local elected and appointed public officials or individuals who request to be placed on the mailing list for this project.
 - ❖ Public and private groups, organizations, agencies, or businesses that request to be placed on the mailing list for this project.

Techniques:

Presentations to Local Officials: Presentations will be given to local officials and agencies such as the MPO prior to the Public Information Meeting(s) and the Public Hearing to apprise local officials of the project status, specific location, and design concepts, and to receive their comments.

Public Information Meetings: One Public Kick-Off Meeting will be conducted to announce the start of the project, present the purpose, and need and provide an overview of the scope and schedule. One Alternatives Public Information Meeting will be conducted to present the conceptual project alternatives being considered, and to obtain comments from the general public. These meetings will be informal.

Public Hearing: A formal Public Hearing, as required by federal regulations and state law, will be held. The meetings will be held in two formats: in-person and virtual. The virtual meeting will be held using GoTo Webinar platform. Instructions will be made available to all registrants prior to the meeting to assist with connecting to the meeting.

Information Meetings: In addition to the scheduled public meetings, additional meetings will be held with the public, elected and appointed officials, public agencies, HOA's, businesses, school board, or civic groups. The purpose of these meetings will be to apprise the attendees of the project status, specific location, and design concepts, and to receive input. Meetings will be documented with meeting minutes and included in the meetings list in the PD&E documentation.

Figure 2: Public Outreach Activity Schedule



Page 64 of 67

VIII. PUBLIC HEARING

In compliance with the Project Development and Environment (PD&E) Manual, 23 CFR 771, and Section 339.155, F.S., a Public Hearing will be held.

Public Hearing Site: The Public Hearing will be held at an appropriate facility convenient to the study area.

Public Advertisement: An advertisement will appear in the *Stuart News/TCPalm Newspaper* Twice. The first notice will be published 15-30 days prior to the Public Hearing. The second notice will be published 7-12 days prior to the Public Hearing.

The Stuart News/TCPalm
735 S. Colorado Avenue, Suite 111
Stuart, FL 34994

Daily News
6526 S. Kanner Highway, Suite 372
Stuart, FL 34997

All advertisements will be sent to local newspapers via e-mail or by registered mail, return receipt requested.

In addition, an announcement of the Public Hearing will be published in the *Florida Administrative Register* (FAR) at least 7 days prior to the Public Hearing. See Section 11.2.5.4.4 for instructions regarding FAR Ad submittal.

**Letters of Invitation
for Property Owners:**

Letters will be mailed to all property owners identified to receive notification no less than 20 calendar days prior to Public Hearing or 14 calendar days prior to Public Meetings as required by Section 339.155, F.S. Notices may be hand-delivered to residences and businesses located directly along the project corridor as deemed necessary by FDOT.

**Letters of Invitation
for Elected/Appointed
Officials and Agencies:**

Letters will be mailed to all elected, appointed and agencies identified to receive notification at least 25 days but no more than 30 calendar days prior to Public Hearing.

Hearing Preparation:

Slide presentations and/or video presentations, project corridor aerial maps, graphics, and handouts will be prepared to supplement the oral Public Hearing presentation.

Transcript:

A verbatim transcript of the Public Hearing will be compiled to include written comments received at the Public Hearing and written comments received within the established comment period after the Public Hearing. All Public Hearing documentation (handouts, presentation, graphics, etc.)

will be included with the transcript. The transcript will include a script of the recorded presentation, if applicable.

**Documents for
Public Review:**

All draft documents to support PD&E studies evaluation will be available for public review at least 21 calendar days prior to the Public Hearing date.

**Location of
Documents for
Public Review:**

Public notice will be provided in the Public Hearing advertisement and by mailed invitational letters as to where the study documents are located for public review.

Suggested public review sites are:

- ❖ Robert Morgade Library (Martin County Library System)
5851 SE Community Drive, Stuart, FL 34997
(772) 463-3245
Monday, Tuesday, Thursday, Friday, Saturday: 10:00 a.m. to 5:30 p.m.
Wednesday: 12:00 p.m. to 8:00 p.m.
Closed Sunday
- ❖ City of Stuart
121 SW Flagler Avenue, Stuart, FL 34994
772-288-5300
Monday through Friday: 8:30 a.m. to 4:00 p.m.
Closed Saturday and Sunday

**Title VI and Related
Statutes:**

Information about the Title VI Program will be provided in the presentation, by handout, signage, and through availability of personnel, on the Title VI Program and the Relocation Assistance Program.

**Americans with
Disabilities Act
Compliance:**

Notification of the Department's intent to comply with the Americans with Disabilities Act (ADA) will be provided in the public advertisements for the Public Hearing, in invitational letters to property owners/tenants and local officials, in handouts, and by selection of a Public Hearing site that meets ADA requirements.

IX. PUBLIC HEARING FOLLOW-UP

The following procedures will occur after the Public Hearing:

Responses:	Responses to letters received as a result of the Public Hearing and questions and comments not answered at the Public Hearing will be made in writing.
Recommendation Notice:	A legal notice announcing the Office of Environmental Mgmt.'s (OEM's) approval of the final document and recommendations will be published in <i>The Stuart News/TCPalm</i> newspaper. In addition, press releases detailing the FDOT's recommendations will be provided to local media.
Public Hearing Transcript Package:	A transcript package will be produced and submitted following the Public Hearing. The Transcript Package will include a verbatim hearing transcript prepared by an approved court reporter, an errata sheet detailing any transcript discrepancies, a copy of correspondence received by the FDOT as part of the Public Hearing record, and affidavits of publication for newspaper ads advertising the Public Hearing.
Public Involvement Summary:	A public involvement summary will be produced and submitted at the conclusion of the study, containing, at a minimum, documentation regarding public participation performed throughout the study period. This summary will include comments and responses received from the public, as well as Advance Notification, coordination with local officials and agencies, and public meetings; the verbatim transcript from the Public Hearing; proof of publication of ads; sign-in sheets; Public Hearing certification by the Project Manager (Moderator); and public comments.

X. PUBLIC INVOLVEMENT DURING DESIGN

To the extent public involvement activities are necessary in the Design phase, the Design Project Manager will be responsible for coordinating any such activities.