Welcome

to the Alternatives Public Workshop

For the CR 713/SW High Meadow Ave from I-95 to CR 714/SW Martin Hwy Martin County, Florida

FDOT

NON-DISCRIMINATORY POLICY

Title VI Compliance

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

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CR 713/SW High Meadow Ave PD&E Study
From I-95 to CR 714/SW Martin Hwy in Martin County
Financial Project ID Number: 441699-1-22-02 | ETDM Number: 14501

PROJECT PURPOSE

- Improve capacity for local and regional travel
- Improve freight movement
- Improve emergency evacuation
- Enhance economic development

PROJECT NEED

- Capacity: the congestion on the corridor will significantly worsen and result in prolonged delay for residents.
- Transportation Demand: The population of Martin County is projected to increase from 158,431 in 2020 to 193,300 in 2045.
- The proposed project will provide additional capacity to help accommodate planned development in the area and will improve regional access to I-95.

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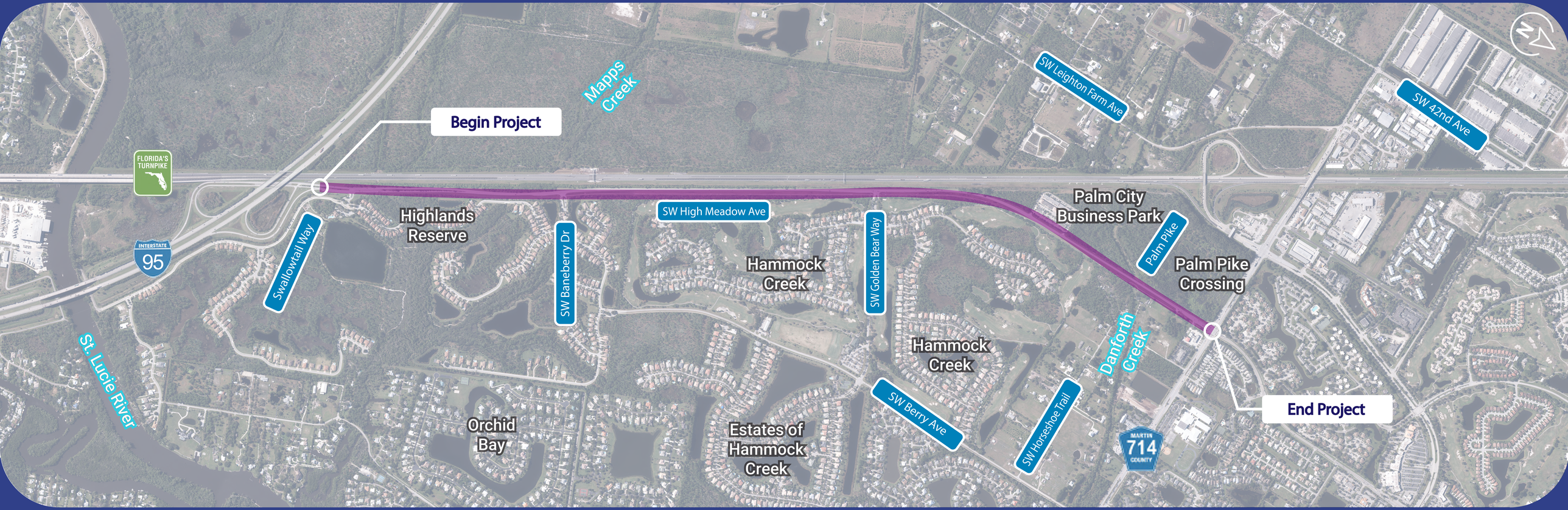
PROJECT LOCATION

FDOT



WHAT IS A PD&E STUDY?

A Project Development & Environment (PD&E) Study is the blending of engineering analysis, environmental assessments, and public involvement activities. The process is used by engineers and planners to determine the location and conceptual design of the preferred roadway improvements.

Project Development & Environment (PD&E)

Why it's done:

- Evaluate project feasibility & potential environmental impacts (natural, physical, social, cultural)
- Comply with federal & state environmental laws
- Secure federal regulatory approval

What it involves:

- Conducting preliminary engineering
- Evaluating options to avoid, minimize or mitigate potential environmental impacts
- Coordinating with federal, state, & local agencies
- Engaging the public during the transportation decision-making process
- Analyze alternatives & select a preferred alternative for Final Design

PROJECT SCHEDULE

- **Design** funded in Fiscal Year 2026
- **Right-of-Way** funded in Fiscal Year 2028
- **Construction** currently not funded

Thank you

For attending the Alternatives Public Workshop for the CR 713/SW High Meadow Avenue PD&E Study

CONTACT INFORMATION

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https://www.fdot.gov/projects/cr713pde

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) ASSIGNMENT

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 the Federal Highway Administration and FDOT.

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ENVIRONMENTAL ANALYSIS

Natural

- Protected Special - Wood stork core Foraging Areas (2), USFWS consultation Areas(6)
- Environmentally sensitive areas - Mapps Creek and Danforth Creek
- Aquatic Resources - water quality, wetlands
- Sensitive Areas
- Floodplains
- Protected Species and Habitat

Physical Impacts

- Traffic Noise
- Air Quality
- Contamination
- Existing potentially contaminated sites near the project area (3)

Cultural Resources

- Historic Sites/Districts
- Archeological Sites

Social Impacts

- Land Use Changes
- Social Environment/Cohesion
- Aesthetics
- Economic Impacts
- Mobility
- Relocation Potential

EVALUATION MATRIX - CR 714/SW Martin Hwy Intersection

CRITERIA		Alternative 1 - Traffic Signal		Alternative 2 - Displaced Left Intersection	
ENGINEERING	TRAFFIC SERVICE	Operational Improvements to the existing intersection configuration thus improves traffic service	4	Innovative intersection type that improves traffic service and by displacing the left turns this reduces green time for the intersection.	5
	SAFETY	Safe for vehicles, bicyclists, and pedestrians but provides more conflict points than Alternative 2.	3	Less conflict points at the intersection will increase safety.	5
ENVIRONMENTAL	POTENTIAL WETLANDS AND WILDLIFE HABITAT IMPACTS	Smaller footprint, less potential for wetlands and habitat impacts.	4	Larger footprint, more potential for wetland and habitat impacts.	2
	PROTECTED LAND IMPACTS	No impact on protected land.	5	May have potential impacts on protected lands due to the larger intersection footprint.	2
	CONTAMINATION IMPACTS	Smaller footprint, less potential for contamination impacts.	3	Larger footprint, more potential for contamination impacts.	2
SOCIO-ECONOMIC	EMERGENCY	Increased capacity allows better connectivity for emergency vehicles.	5	Similar to previous alternative.	5
	TRANSPORTATION PLANS COMPATIBILITY	Alternative features are compatible with adopted transportation plan.	4	Alternative features are compatible with adopted transportation plan.	4
	CONTROVERSY POTENTIAL	This alternative has minimal potential controversy due to matching the existing intersection type.	4	This alternative may have potential controversy due to the innovative intersction type.	2
COST	CONSTRUCTION	Moderate cost due to roadway reconstruction.	2	Increased cost due to larger intersection.	1
	RIGHT-OF-WAY	Minimal Right-of-Way Impacts	4	Larger amount of right-of-way required due to the intersection configuration.	2
SCORE		38		30	

Legend:

(1) Substantially Less Desirable (2) Generally Less Desirable (3) Neutral or No Effect (4) Generally More Desirable (5) Substantially More Desirable

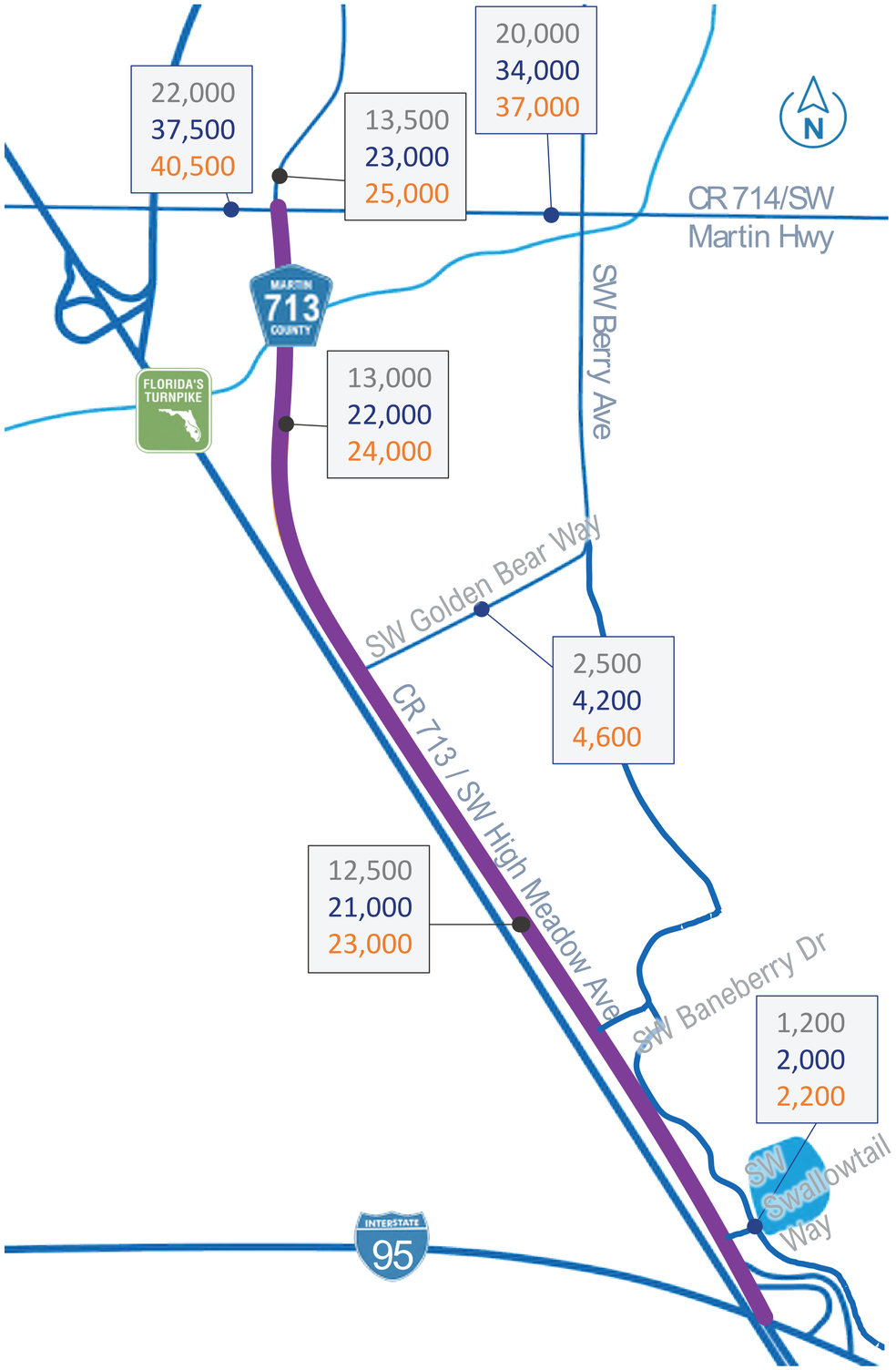
TRAFFIC CONDITIONS

Traffic Analysis

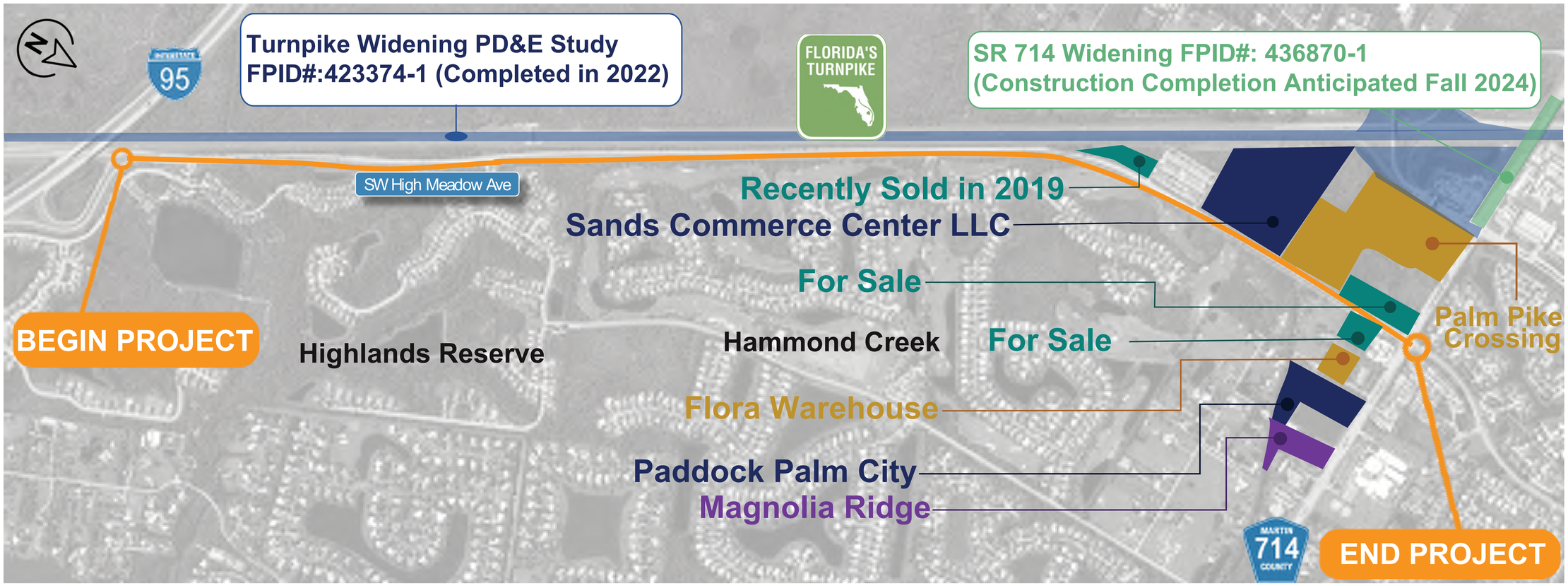
- The traffic volume is projected to increase by 69% by 2050
- Existing Level of Service (LOS) along the corridor is D
    - Projected 2050 LOS F
- Average existing truck percentage 6-9%

Legend

xx,xxx - 2021/22 AADT* Existing
xx,xxx - 2050 AADT* No Build
xx,xxx - 2050 AADT* Build
Project Limits
*Annual Average Daily Traffic (AADT)



ADJACENT PROJECTS / DEVELOPMENT



Legend

Constructed | In Construction/Approved | In Review | Potential Project Development

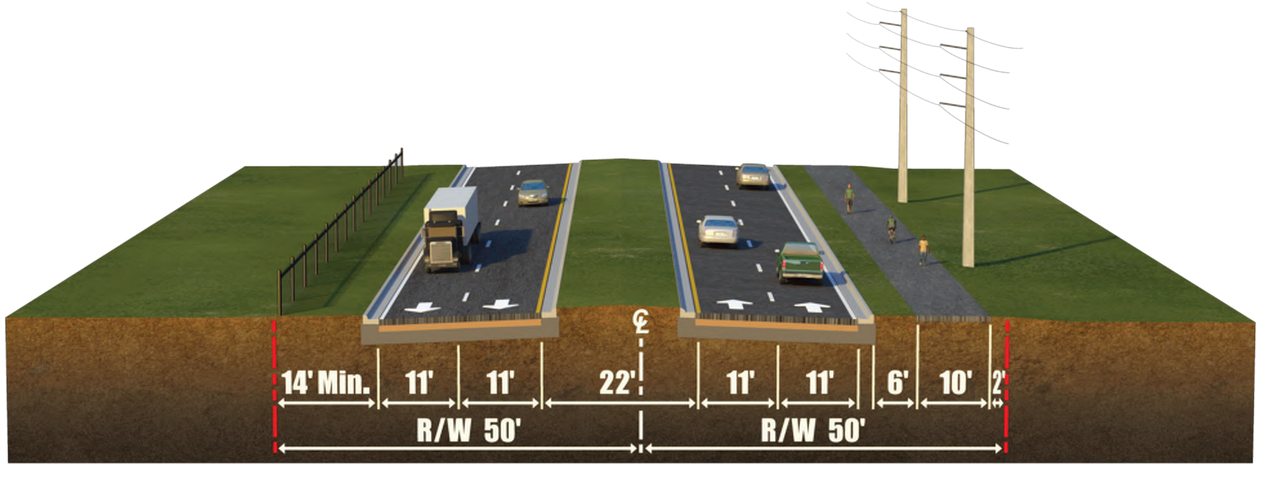
EVALUATION MATRIX - Typical Section

CRITERIA		Typical Section - Alternative A	Typical Section - Alternative B	Typical Section - Alternative C
ENGINEERING	TRAFFIC SERVICE	Divided 4-lane section improves traffic service with operating speed of 45 MPH (Design). 5	Divided 4-lane section improves traffic service with operating speeds of 55 MPH (Design). 5	Divided 4-lane section improves traffic service with operating speeds of 55 MPH (Design),. 5
	SAFETY	Safe for vehicles, bicyclists, and pedestrians. 5	Safe for vehicles, bicyclists, and pedestrians. 5	Safe for vehicles, bicyclists, and pedestrians. 5
	UTILITY IMPACTS	This alternative has less impact on the utilities. 3	This alternative has more impact on the utilities. 2	This alternative has more impact on the utilities. 2
	MULTIMODAL ISSUES	Section provides a 10' shared use path on the right side of the road. 3	Section provides a 12' shared use path on the right side of the road. 4	Section provides a 12' shared use path on the right side of the road. 4
ENVIRONMENTAL	POTENTIAL WETLANDS AND WILDLIFE HABITAT IMPACTS	Smaller footprint, less potential for wetlands and habitat impacts. 4	Larger footprint, more potential for wetland and habitat impacts. 2	Larger footprint, more potential for wetland and habitat impacts. 2
	PROTECTED LAND IMPACT	No impact on protected land. 3	Potential impact on protected lands due to the wider footprint. 2	Potential impact on protected lands due to the wider footprint. 2
SOCIO-ECONOMIC	EMERGENCY	Increased capacity allows better connectivity for emergency vehicles. 5	Similar to previous alternative. 5	Similar to previous alternative. 5
	TRANSPORTATION PLANS COMPATIBILITY	Alternative features are compatible with adopted transportation plan. 4	Alternative features are compatible with adopted transportation plan. 4	Alternative features are compatible with adopted transportation plan. 4
	CONTROVERSY POTENTIAL	This alternative may have potential controversy. 2	This alternative may have potential controversy similar to Alterantive A. 2	This alternative may have potential controversy similar to Alterantive A. 2
COST	CONSTRUCTION	Moderate cost due to roadway reconstruction. 2	Increased cost due to larger footprint. 1	Increased cost due to larger footprint. 1
	RIGHT-OF-WAY	No need of extra Right-of-Way 4	Large amount of right-of-way required due to largest footprint. 2	Large amount of right-of-way required due to largest footprint. 2
SCORE		**40**	**34**	**34**

Legend:

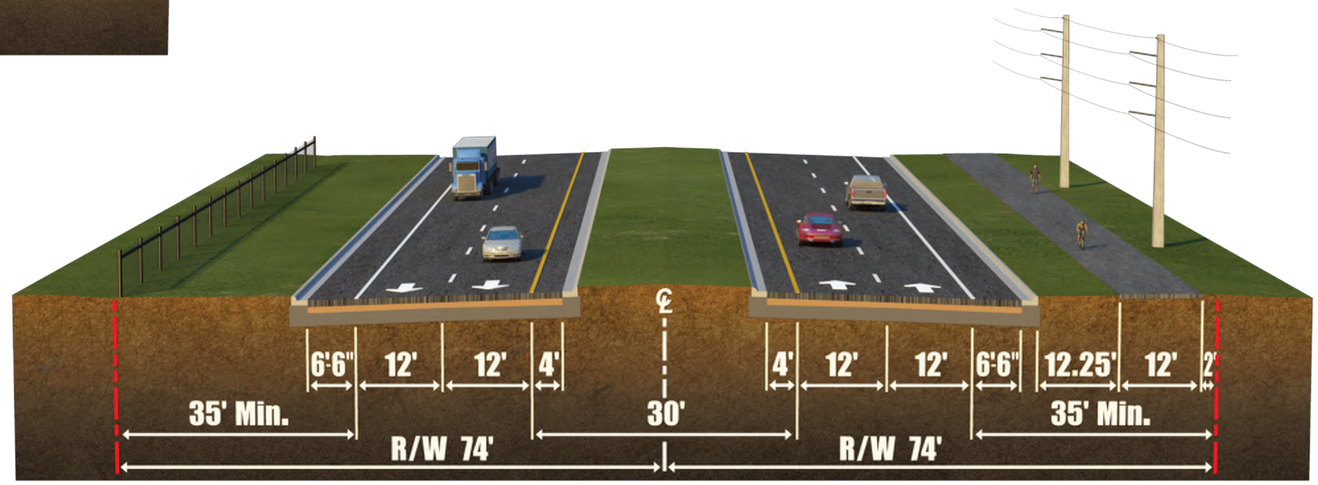
(1) Substantially Less Desirable (2) Generally Less Desirable (3) Neutral or No Effect (4) Generally More Desirable (5) Substantially More Desirable

TYPICAL SECTION ANALYSIS - SEGMENT 1



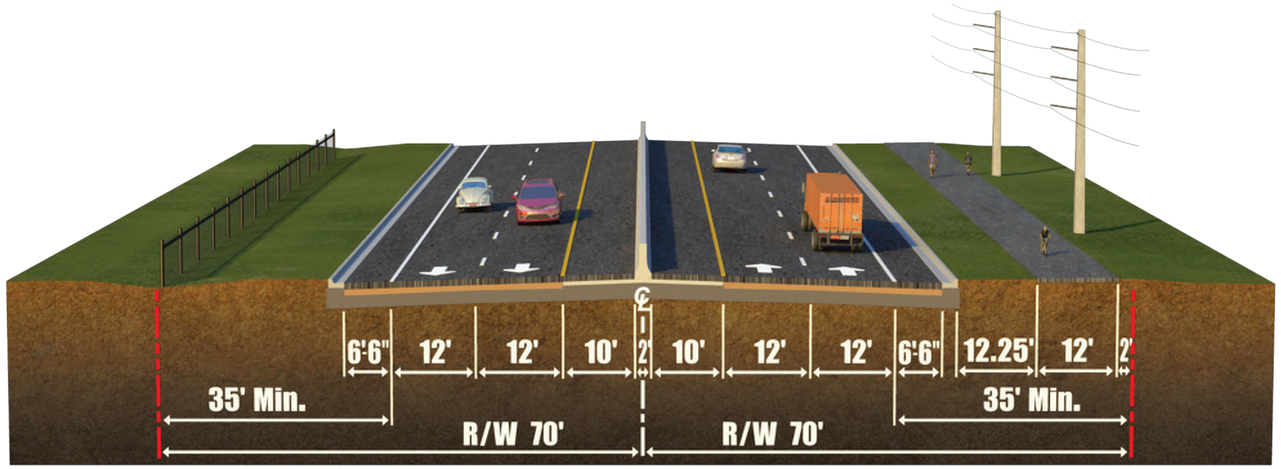
Alternative A

From 1-95 to SW Golden Bear Way
Posted Speed 45 MPH
Border Width 14’



Alternative B

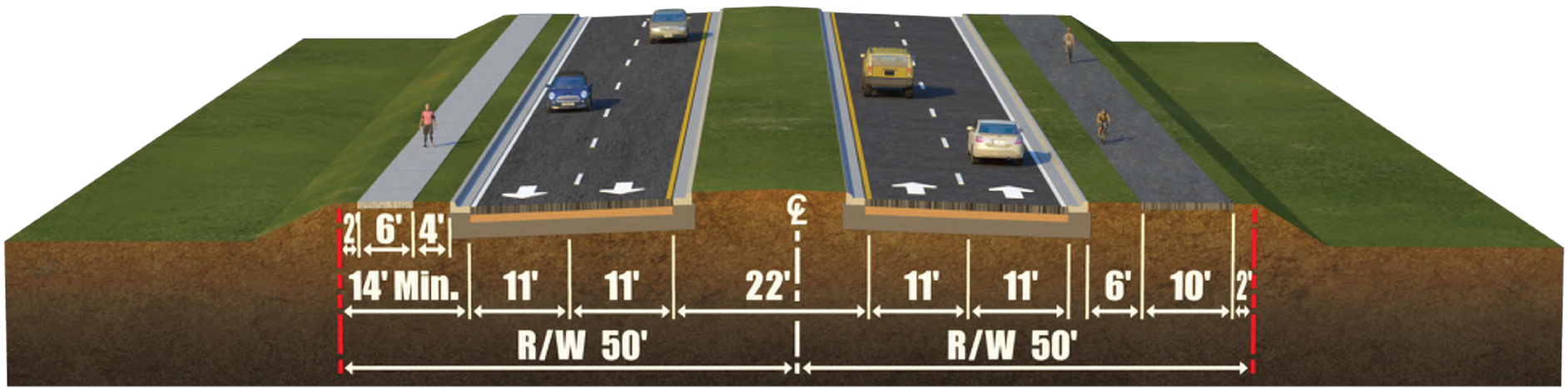
From 1-95 to SW Golden Bear Way
Posted Speed 55 MPH
Border Width 35’



Alternative C

From 1-95 to SW Golden Bear Way
Posted Speed 55 MPH
Border Width 35’

TYPICAL SECTION ANALYSIS - SEGMENT 2

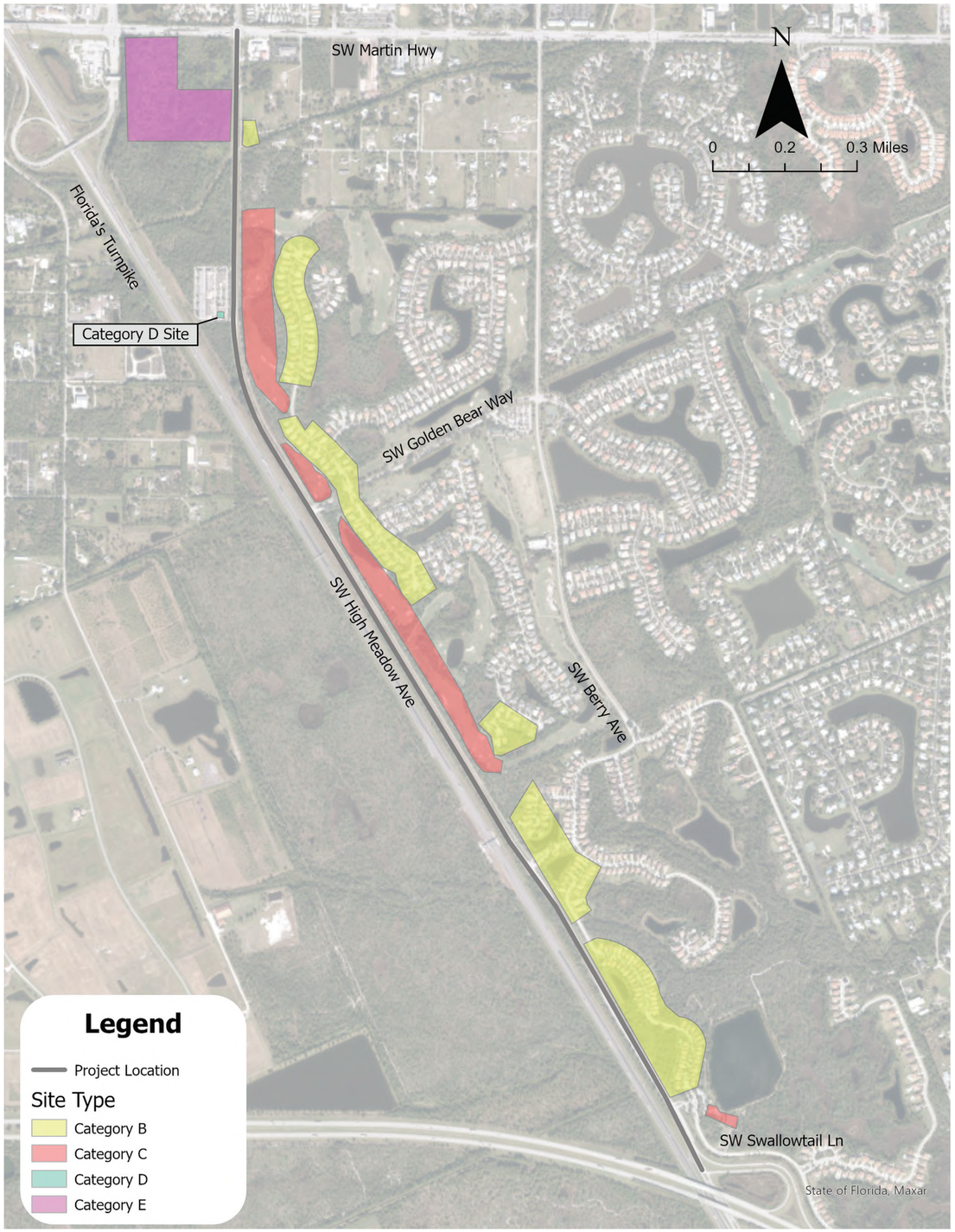


Alternative D

From SW Golden Bear Way to CR 714/SW Martin Highway
Posted Speed 45 MPH
Border Width 14’

INTERSECTION CONCEPTS - CR 714/SW MARTIN HIGHWAY

NOISE ANALYSIS



- Noise Sensitive Areas adjected to the corridor primarily are:
  - Single Family Homes (Category B)
  - Hammock Creek Golf Course (Category C)
  - Hotel/Recreational Development (Category E)

- FDOT Noise Abatement Criteria for Residential is 66 dB(A)

- Evaluate noise impacts from the project and determine if additional noise abatement is warranted