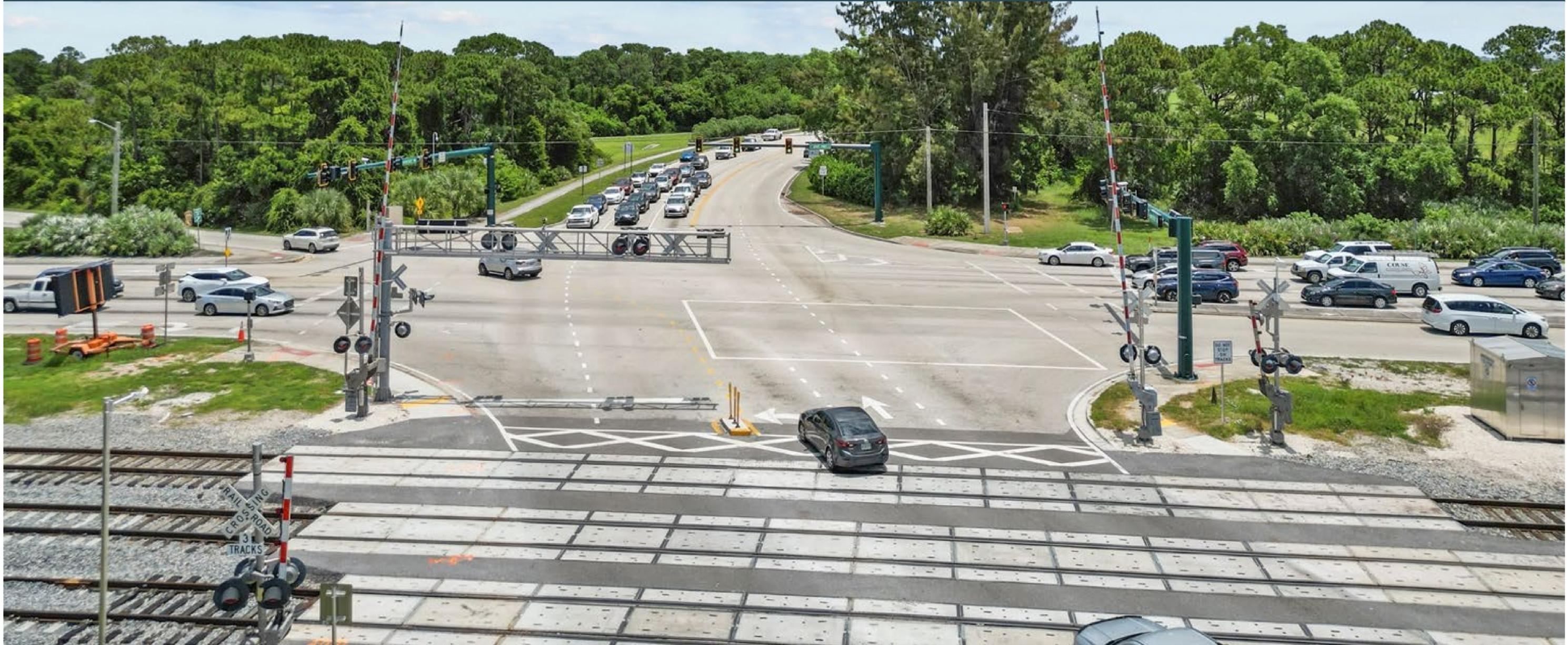




State Road (S.R.) 714/Monterey Road at FEC Railroad Crossing
Martin County, Florida

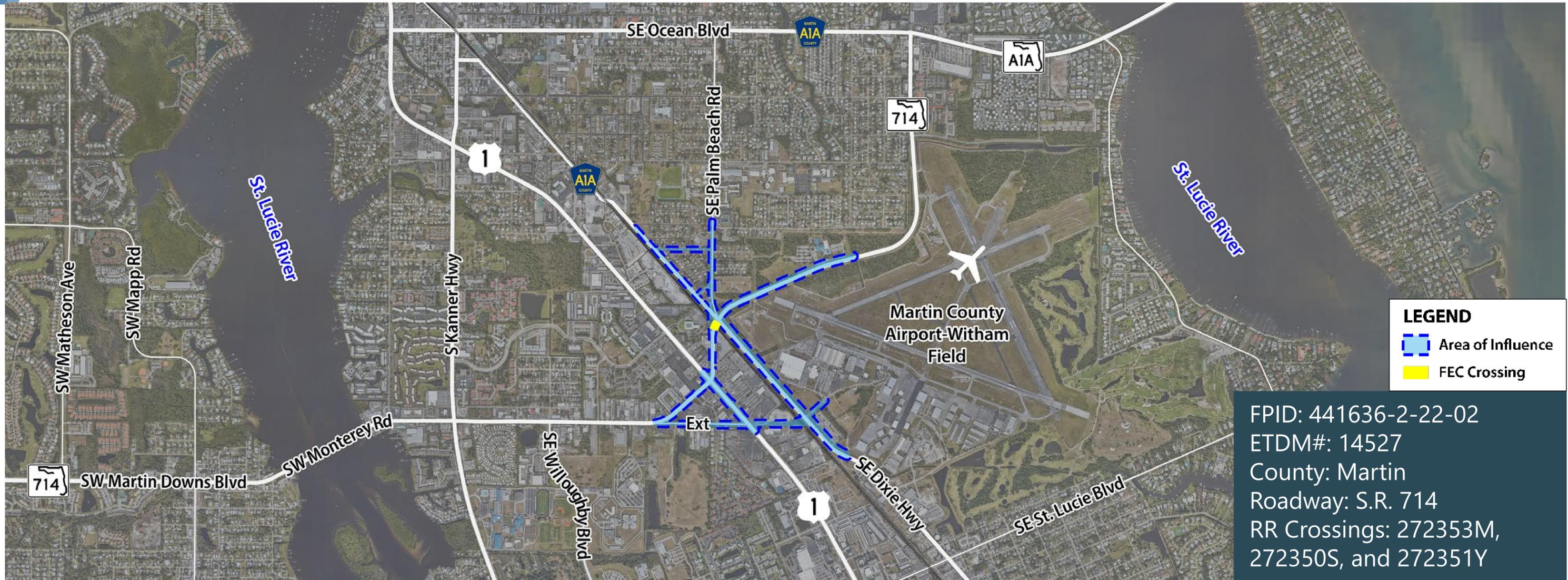
Project Development & Environment (PD&E) Study

Welcome to Alternatives Public Workshop



Florida Department Of Transportation
Financial Project ID: 441636-2-22-02

Project Purpose & Location



Project Is Located

- Partially within the City of Stuart boundary and Martin County

Project Study Area of Influence

- Along S.R. 714/Monterey Road from Monterey Road Extension to west of SE Flying Fortress Lane and along C.R. A1A from Witham Field Drive to just north of S.E. 16th Street

Project Purpose

- Improve traffic operations,
- Establish more efficient road system connectivity,
- Provide enhanced emergency evacuation,
- Improve sidewalks and bike lane network.

Purpose and Need

Purpose

- Improve traffic operations
- Support transportation demand
- Provide more efficient system linkage
- Provide enhanced emergency evacuation
- Enhance connectivity to support social and transportation related demands

Need

- Martin County prioritized a grade separation at this intersection due to historical travel delays. Therefore, FDOT is conducting this study.
- Improvements along Monterey Road which connects Federal Highway to Dixie Highway, along with other areas within Martin County will enhance connectivity between local and regional roads.
- Monterey Road is an evacuation route within a designated hurricane evacuation zone. Improved traffic flow through the project intersection will provide a better, more efficient evacuation.
- Adding improvements to Monterey Road, such as sidewalks and/or bike lanes will increase the safety of the local community.

Objectives

- Evaluate alternatives to improve operations by eliminating or reducing conflicts at S.R. 714 and the Florida East Coast (FEC) Railway
- Analyze build alternatives in addition to the "No Build"
- Long-term and short-term improvements, including additional signage, dynamic message signs, safety improvements and Level of Service at signalized intersections within the area of influence:

Kanner Hwy

US 1/Federal Hwy

Willoughby Blvd

C.R. A1A/Dixie Hwy

Monterey Ext Rd

- Obtain **Location Design Concept Acceptance** for a proposed alternative that meets the purpose and need



PD&E Study Process

Why is a PD&E Study performed?

- To determine the best alternative to address the purpose and need
- To evaluate the potential environmental and social effects
- To include public participation to help shape the project
- To comply with federal, state, and local laws

1 PLANNING

2 PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY

3 DESIGN

4 RIGHT OF WAY ACQUISITION (IF NEEDED)

5 CONSTRUCTION

6 MAINTENANCE

Data Collection/ Initial Stakeholder Coordination

- FEC
- Martin County MPO
- Witham Field
- FWC
- FDEP
- City of Stuart
- FAA

Develop 3 Alternatives

- Purpose & Need
- Stakeholder feedback
- Feasibility

Alternative Engineering Analysis

- Traffic Evaluation
- Safety Analysis
- Roadway Analysis
- Structure Analysis
- Drainage
- Cost/Benefit

Alternative Environmental Analysis

- Social Economic
- Environmental Studies
 - Cultural
 - Natural
 - Physical

Final Documents

- Categorical Exclusion Type II
- FHWA (LDCA)

Continuous Public Involvement

Title VI of the Civil Rights Act of 1964

The Florida Department of Transportation is required to comply with various non-discrimination laws and regulations, including Title VI of the Civil Rights Act of 1964. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express concerns relative to FDOT compliance with Title VI may do so by contacting:

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Tier 2 Evaluation Matrix

Level of impact & relative to each alternative:

Low	Medium	High
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Evaluation Criteria/Potential Involvement	No Build	TSM&O	ALT 1 (3)	ALT 2 (3*)	ALT 3 (10)
Engineering					
Railroad Operations	-	-	Low	Low	Medium
Runway Surfaces	-	-	Medium	Medium	Low
Airport Property	-	-	Low	Low	Low
Parcel Encroachment					
Number of Parcels Impacted	0	8	43	22	16
Right-of-Way Impact Area (Acres)	0	0.43	6.4	6.1	2.2
Number of Residential Relocations	0	0	18	4	0
Number of Business Relocations	0	0	1	2	2
Overall Parcel Impact	-	Low	High	High	Medium
Environmental					
Archeological/Historical Sites	-	-	Low	Low	Low
Section 4(f) Sites Involvement	-	-	1	1	1
Noise	-	-	Low	Low	Low
Wetlands/Other Surface Water (Acres)	-	-	0.58	0.58	0.35
Protected Species Involvement	-	-	Low	Low	Low
Petroleum & Hazardous Materials Sites	-	-	Medium	Medium	Medium
Cost (Right-of-Way and Construction)					
Total	-		\$71.3M	\$62.3M	\$65.4M

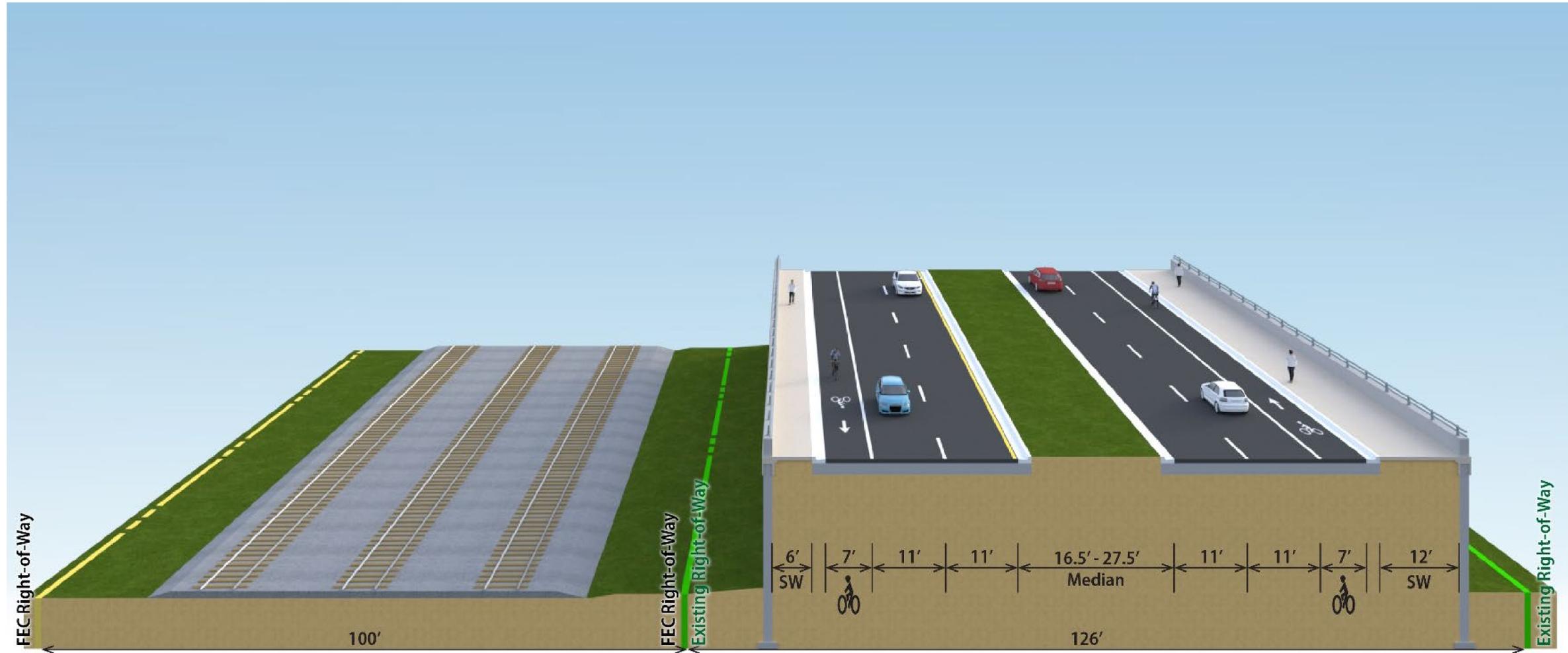
Level of improvement & relative to each alternative:

Low	Medium	High
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Evaluation Criteria	No Build	TSM&O	ALT 1 (3)	ALT 2 (3*)	ALT 3 (10)
Purpose & Need					
Improve Traffic Operations	-	Low	Low	Low	High
Establish More Efficient Road System Connectivity	-	-	Low	Low	High
Provide Enhanced Emergency Evacuation	-	-	Medium	Medium	High
Improve Sidewalks and Bike Lane Network	-	-	High	High	High



Alternative 3 Typical Section



C.R. A1A (North & South of FEC Railroad Spur)