



Project Development & Environment (PD&E) Study
Alternatives Public Workshop
Willoughby Boulevard
from State Road (S.R.) 714/Monterey Road to U.S. 1/S.R. 5/Federal
Highway
Martin County, Florida

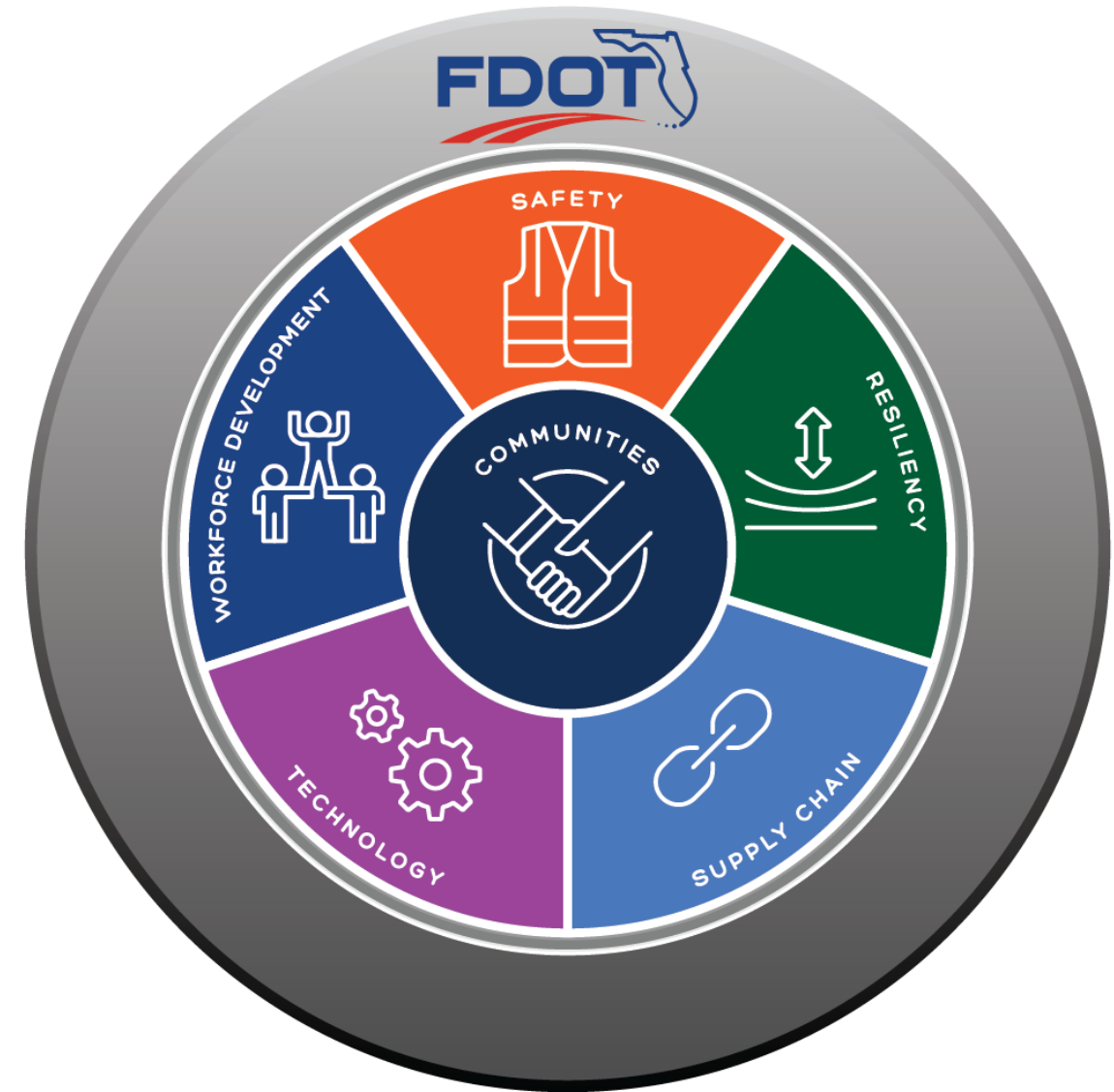


Florida Department Of Transportation
Financial Project ID: 419669-3-22-03
ETDM No: 14512

July 28, 2026, at 5:30 p.m. (Virtual Meeting)
July 29, 2026, at 5:30 p.m. (In-person Meeting)

FDOT Compass

Community feedback is at the core of all we do. FDOT works with the public to balance their community vision with the community's transportation needs. This is routine on all our projects to ensure Florida's infrastructure is safe, resilient, and efficient for many years into the future.



Project Benefits



Communities

- Identified in Martin MPO's Long Range Transportation Plan Needs Assessment list in 1994.
- #12 on Martin MPO 2026 List of Project Priorities (LOPP)
- Enhance mobility and ease of access between residential communities, businesses, and schools.
- Strengthen network connections of existing sidewalks and bicycle lanes by constructing pedestrian facilities to address major gaps.



Safety

- Reduce congestion and improve bicycle/pedestrian facilities.
- Enhance emergency vehicle travel time.



Resiliency

- Provide stormwater management that addresses future issues with water levels and groundwater conditions to operate effectively in the future.



Supply Chain

- Improve traffic operations to accommodate the growing transportation demand for goods and services.
- Increase network accessibility of existing and planned development to regional roadway system.

Project Team



- **Vanita Saini, P.E.**
- Project Manager
- Florida Department of Transportation (FDOT) District 4



- **Chris Rizzolo, P.E.**
- Consultant Project Manager
- AECOM



- **Monica Diaz**
- Principal
- Infinite Source Communications Group

Meeting Format

Virtual:

- ❖ Date: Tuesday, July 28, 2026
- ❖ Time: 5:30 p.m.
- ❖ Location: Microsoft Teams Webinar

In-Person:

- ❖ Date: Wednesday, July 29, 2026
- ❖ Time: 5:30 p.m.
- ❖ Location: 10th Street Community Center
724 SE 10th Street, Stuart, FL 34994



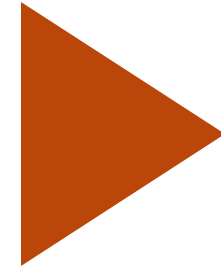
About Your Comments and Questions



All **written**
comments are
part of the
Public Record.

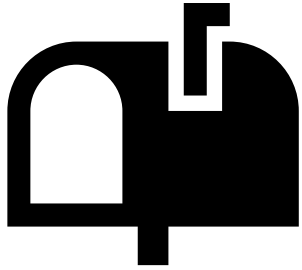


You can
submit comments
and questions
throughout the
project.



All registrants
will receive a link
to the
**presentation
recording.**

Public Meeting - Public Notice



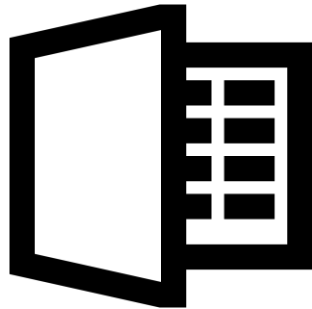
Property owner letters / tenant
flyers



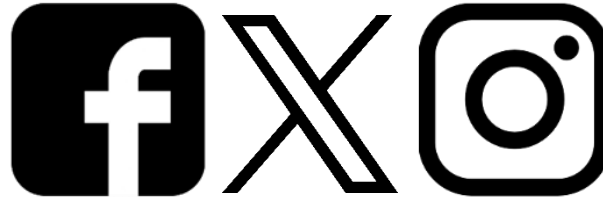
Emails to project contacts list



Newspaper



Florida Administrative Register



Social media



Project website

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:

Sharon Singh Hagyan
District Four Title VI Coordinator
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309
(954) 777-4190
(866) 336-8435, Ext. 4190 (Toll Free)
sharon.singhhagyan@dot.state.fl.us

Lisa Bethancourt
State Title VI Coordinator
Florida Department of Transportation
Business Growth & Engagement Office
605 Suwannee St. MS 65
Tallahassee, FL 32399-0450
(850) 414-4742
(866) 374-3368, Ext. 4742 (Toll Free)
Lisa.Bethancourt@dot.state.fl.us

FDOT 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 United States Code (U.S.C.) §327 and Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.



Transportation Development Process

1 PLANNING

2 PROJECT DEVELOPMENT AND
ENVIRONMENT (PD&E) STUDY

3 DESIGN

4 RIGHT OF WAY ACQUISITION
(IF NEEDED)

5 CONSTRUCTION

6 MAINTENANCE

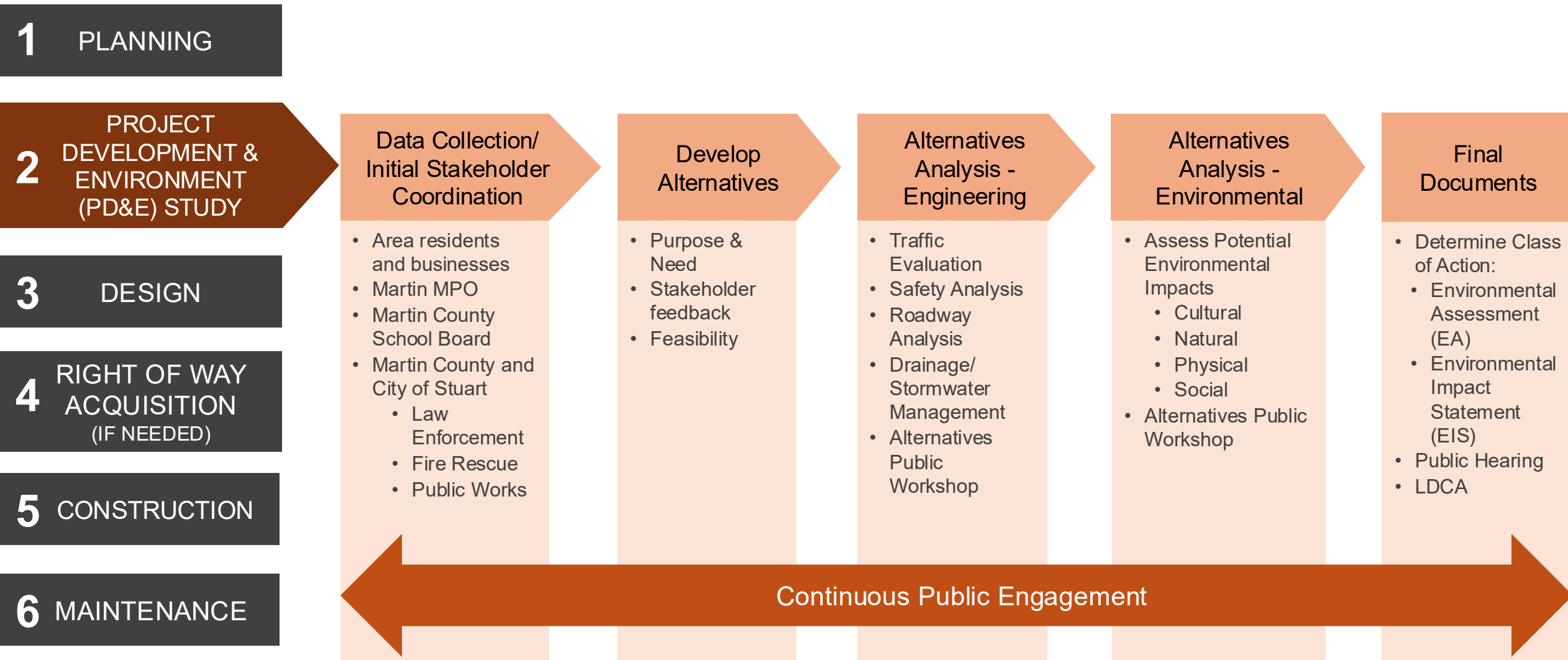
Why is a PD&E Study performed?

- 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

During the PD&E Study:

- The community will have several opportunities for input on the project
- Project effects to the environment will be avoided or minimized
- Coordination with federal, state and local agencies will occur
- Project reports and plans will be available for public view

PD&E Study Process



Purpose and Need

Purpose

- ❖ Improve roadway connection.
- ❖ Add bicycle and pedestrian facilities.
- ❖ Improve bicyclist safety.

Need

- ❖ Provide an alternative route to alleviate traffic congestion within the project area.
- ❖ Expand bicycle and pedestrian facilities in the project area.
- ❖ Reduce bicycle crashes at S.R. 714/Willoughby Boulevard.

Objectives

- ❖ Evaluate alternatives to alleviate traffic congestion by extending Willoughby Boulevard.
- ❖ Improve bicycle and pedestrian connectivity.
- ❖ Obtain **Location and Design Concept Acceptance (LDCA)** for a proposed alternative that meets the purpose and need.



Accommodate
Population Growth &
Travel Demand



Improve
Connectivity



Enhance Mobility



Enhance
Safety &
Emergency
Vehicle Travel
Time

Project Location

FPID: 419669-3-22-03
ETDM#: 14512

County: Martin
City: Stuart

Roadway: Willoughby Boulevard

RR Crossings: None

Project Study Limits: Willoughby Boulevard from State Road (S.R.) 714/Monterey Road to U.S. 1/S.R. 5/Federal Highway

Project Scope

Extending Willoughby Boulevard from its northern terminus at S.R. 714/Monterey Road to an appropriate terminus at S.R. 5/U.S. 1/Federal Highway

Corridor 1 (approximately 3/4 miles)

- Reconstruct existing Alhambra Ave. (1/4 mile)
- Construct new roadway from San Jose St. to U.S. 1/S.R. 5/Federal Hwy. (1/2 mile)*

Corridor 2 (approximately 1-1/4 miles)

- Construct new roadway from MCHS entrance to S.R. 714/Monterey Rd. (1/4 mile)
- Reconstruct existing Rays Way from S.R. 714/Monterey Rd. to Central Pkwy (1/4 mile)
- Reconstruct existing Central Pkwy. (1/4 mile)
- Construct new roadway from Central Pkwy. to U.S. 1/S.R. 5/Federal Highway (1/2 mile)*

*Right of way was established and dedicated in 2010



Area Projects and Previous Studies

Area Projects

Project Name	Project FPID	Project Type	Project Phase
S.R. 714/Monterey Rd. at FEC Railroad Crossing	441636-2	Railroad Crossing Improvements	PD&E Study ¹
S.R. 714/Monterey Rd., C.R. 5A/Dixie Hwy., and Palm Beach Rd.	444405-2	Multimodal	Construction
S.R. 714/Monterey Rd. from Citrus Blvd. to SW Martin Downs Blvd.	436870-1	Widening	Construction Complete
Cove Rd. from S.R. 76/Kanner Hwy. to S.R. 5/U.S. 1	441700-1	Widening	Design
C.R. 713 from I-95 to SW Martin Hwy.	441699-1	Widening	Design

Previous Studies

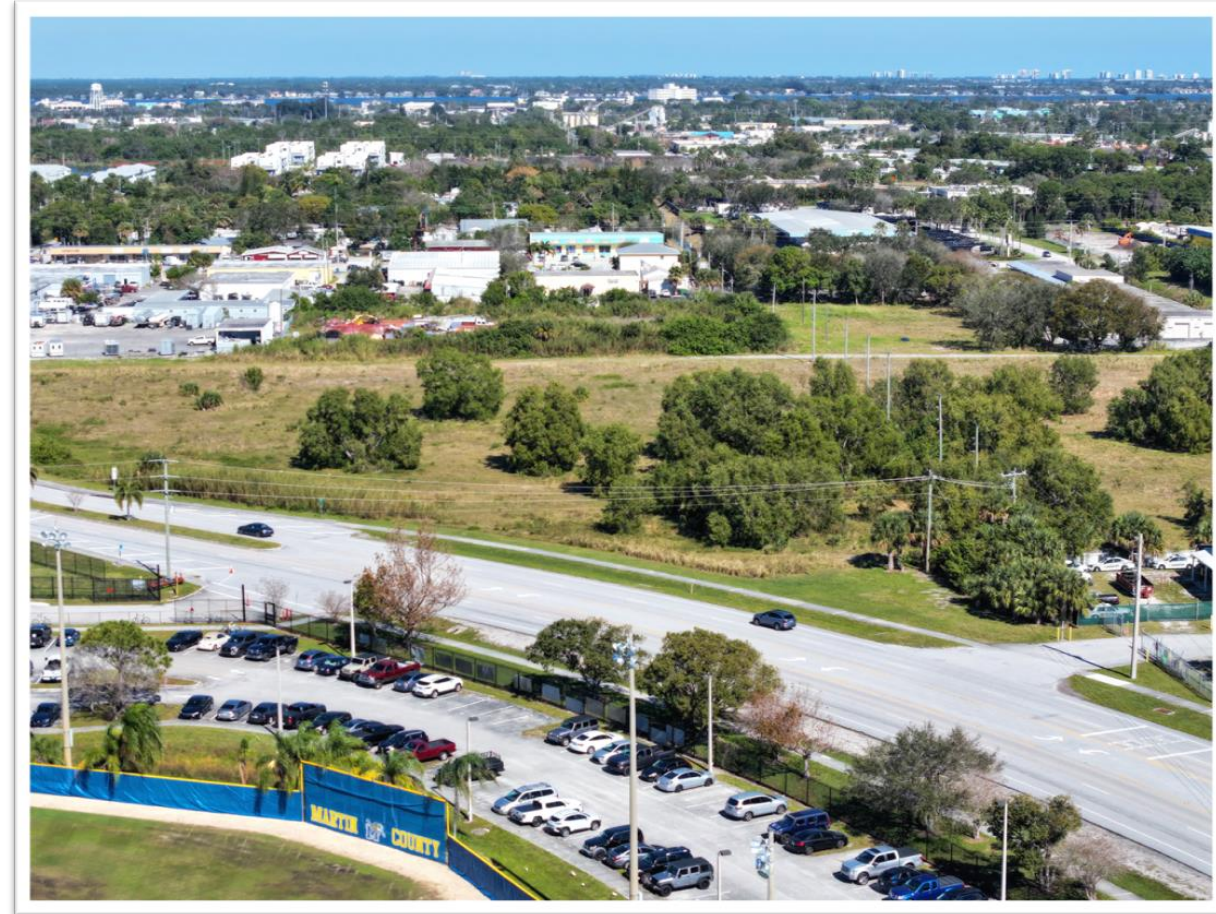
¹ 2030 Construction Year

Willoughby Blvd. Corridor Feasibility Study Report from S.R.
714/Monterey Road to U.S. 1/Federal Highway (FPID: 419669-3)

Existing Conditions – Roadway

Willoughby Boulevard

- ❖ County road from Cove Rd. to S.R. 714/Monterey Rd.
- ❖ Four lanes divided (two in each direction) from Pomeroy Rd. to S.R. 714/Monterey Rd.
- ❖ Sidewalks on both sides
- ❖ Posted speed limit: 45 mph
- ❖ 12 key intersections
- ❖ Paved shoulders (no designated bike lanes/facilities)



Existing Conditions – Roadway

Alhambra Avenue

- ❖ County Road from S.R. 714/Monterey Rd. to San Jose St.
- ❖ Two lanes undivided (one in each direction)
- ❖ Sidewalk on west side from S.R. 714/Monterey Rd. to Seville St.
- ❖ Posted Speed Limit: 25 mph.
- ❖ No bicycle facilities

Rays Way

- ❖ City Road from S.R. 714/Monterey Rd. to Central Pkwy.
- ❖ Two lanes undivided (one in each direction)
- ❖ Sidewalk on west side from S.R. 714/Monterey Rd. to Central Pkwy.
- ❖ Posted Speed Limit: 25 mph
- ❖ No bicycle facilities



Vehicle Crash History

Crash Severity	2019	2020	2021	2022	2023	Total	Proportion
Fatal	1	0	2	1	0	4	0.2%
Injury	79	60	78	86	86	389	23.0%
PDO*	262	213	237	290	300	1,302	76.8%
Total Crashes	341	273	317	377	386	1,695	100.0%

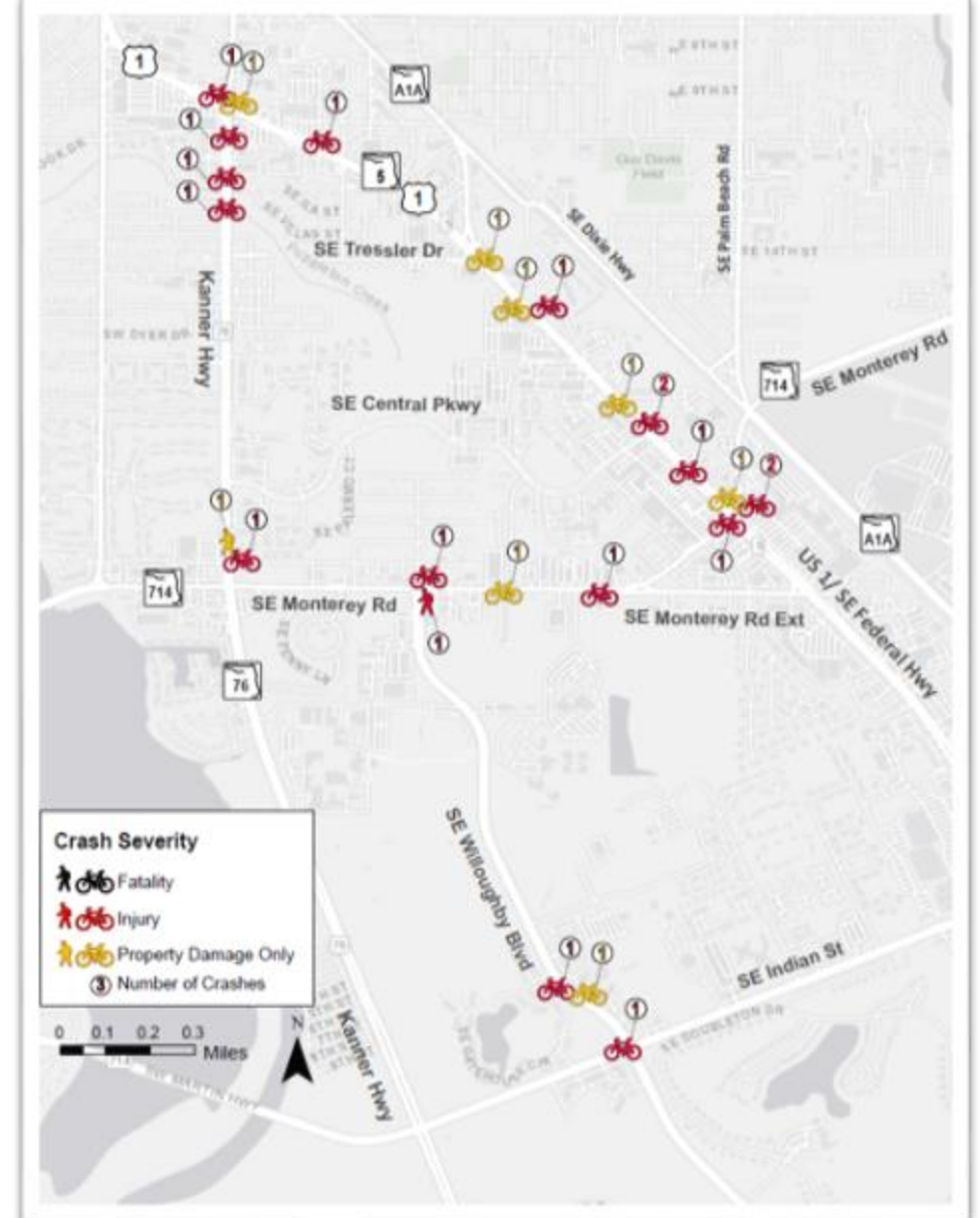
*Property Damage Only



Bicycle & Pedestrian Crash History

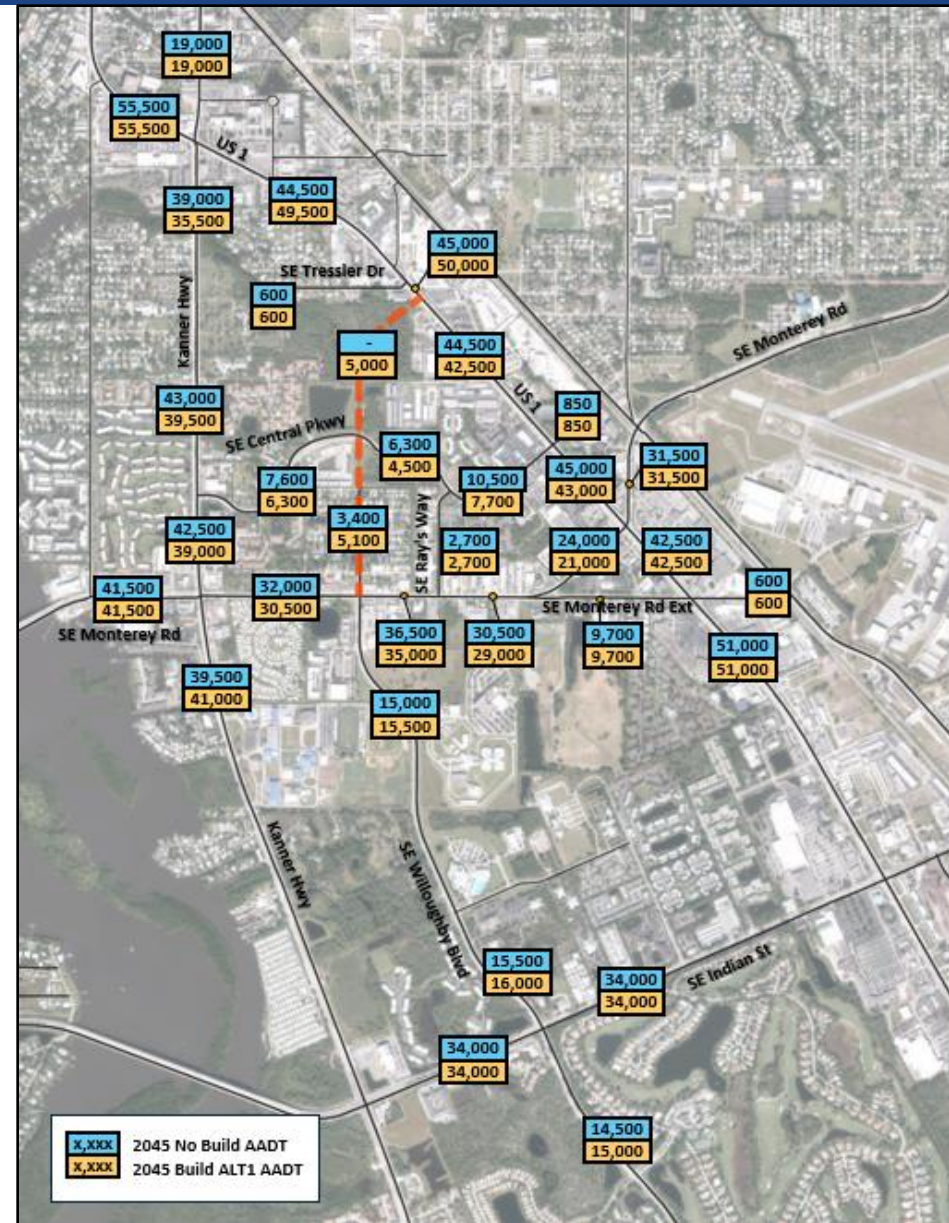
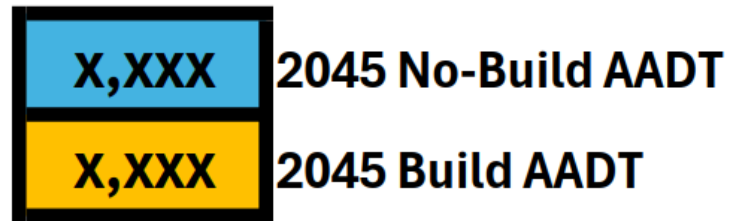
Crash Severity	2019	2020	2021	2022	2023	Total	Proportion
Fatal	0	0	0	0	0	0	0%
Injury	2	3	7	6	0	18	69%
PDO*	0	1	2	3	2	8	31%
Total Crashes	2	4	9	9	2	26	100%

*Property Damage Only



2045 Projected Traffic (Build and No-Build) – Corridor 1

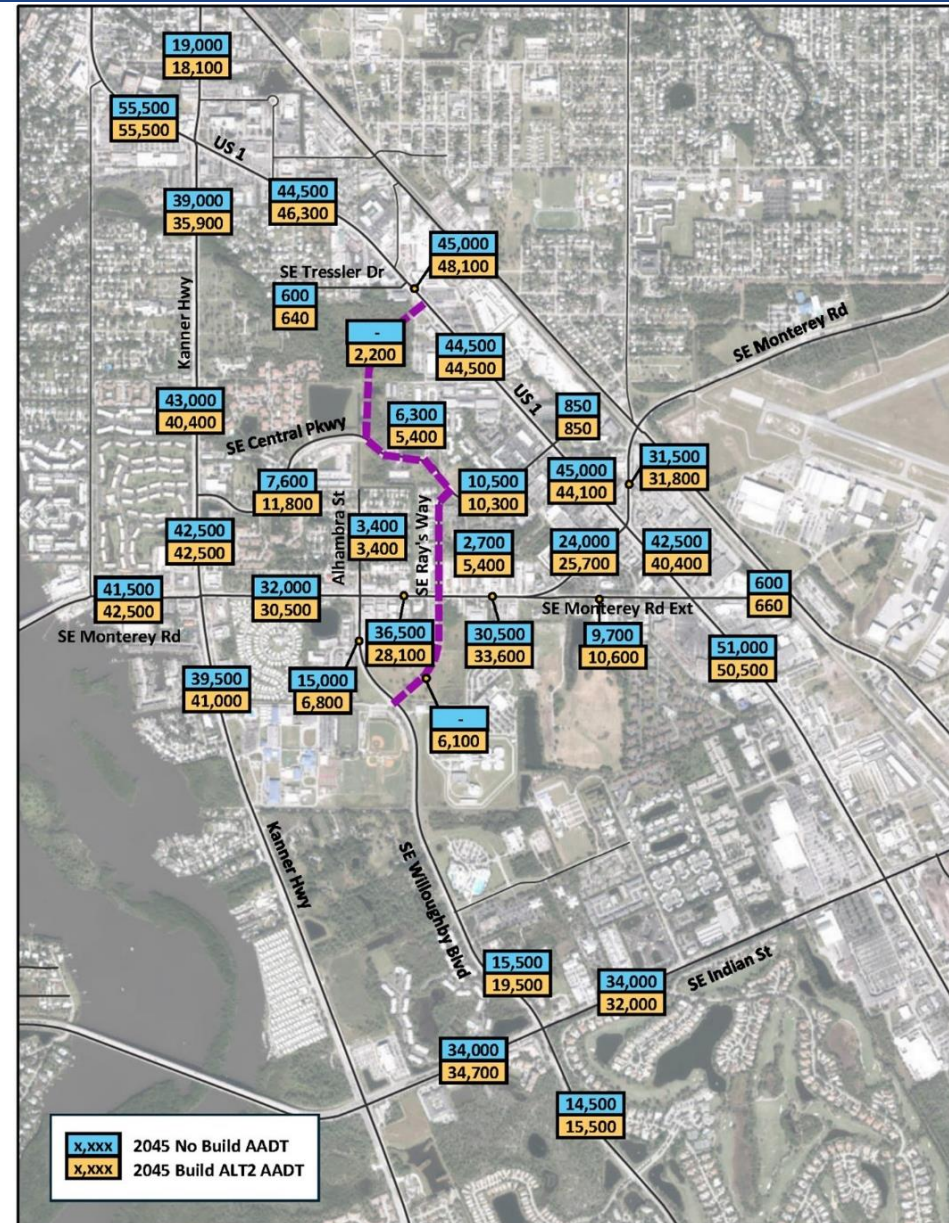
Legend



Legend

2045 No-Build AADT

2045 Build AADT



2045 No-Build vs. Existing Traffic Projection Comparison



Increased congestion

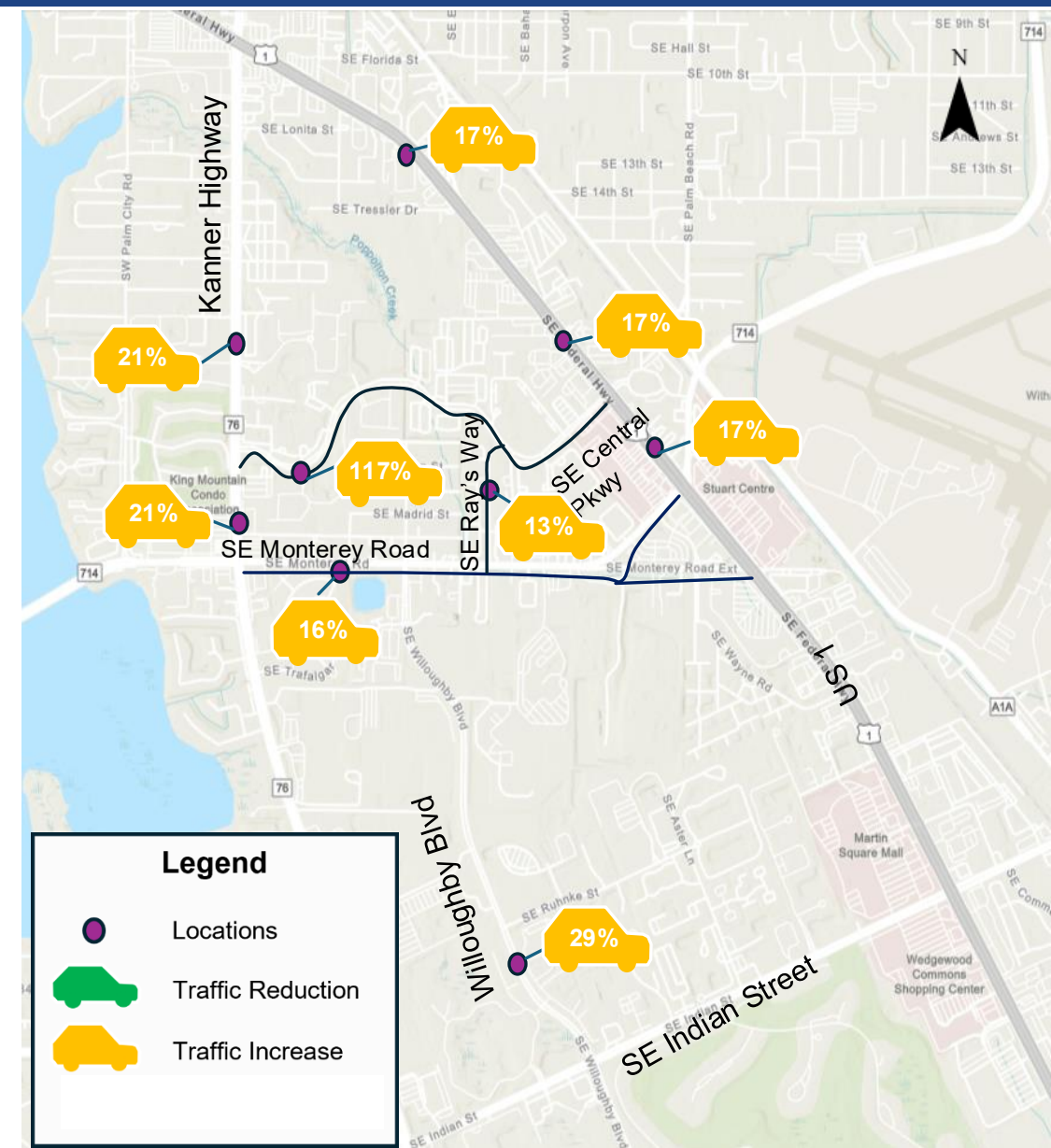


Increased travel time

EXISTING



NO BUILD



2045 No-Build vs. Corridor 1 Traffic Projection Comparison



Reduced congestion

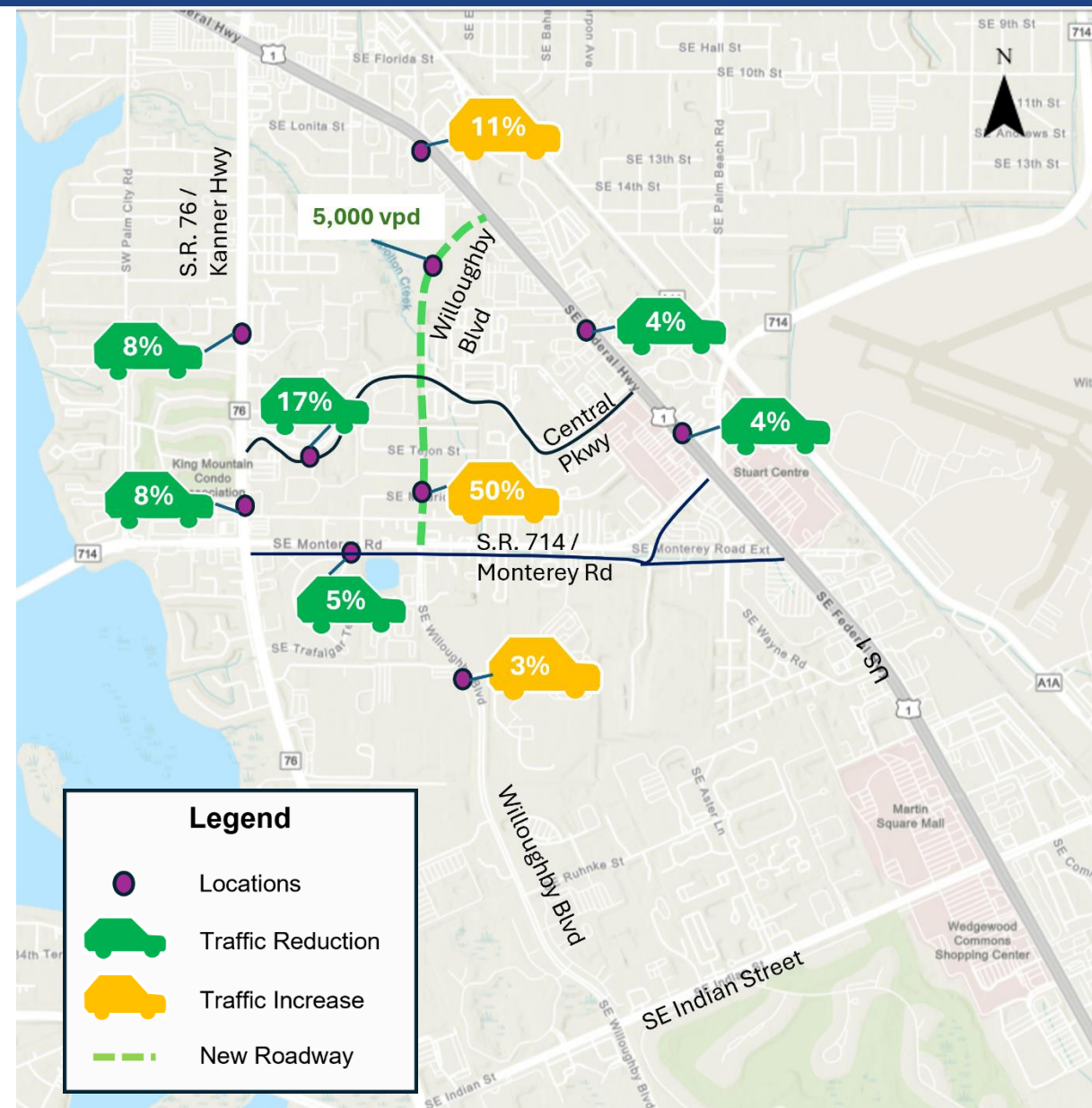


Reduced travel time

CORRIDOR 1



NO BUILD



2045 No-Build vs. Corridor 2 Traffic Projection Comparison



Reduced congestion

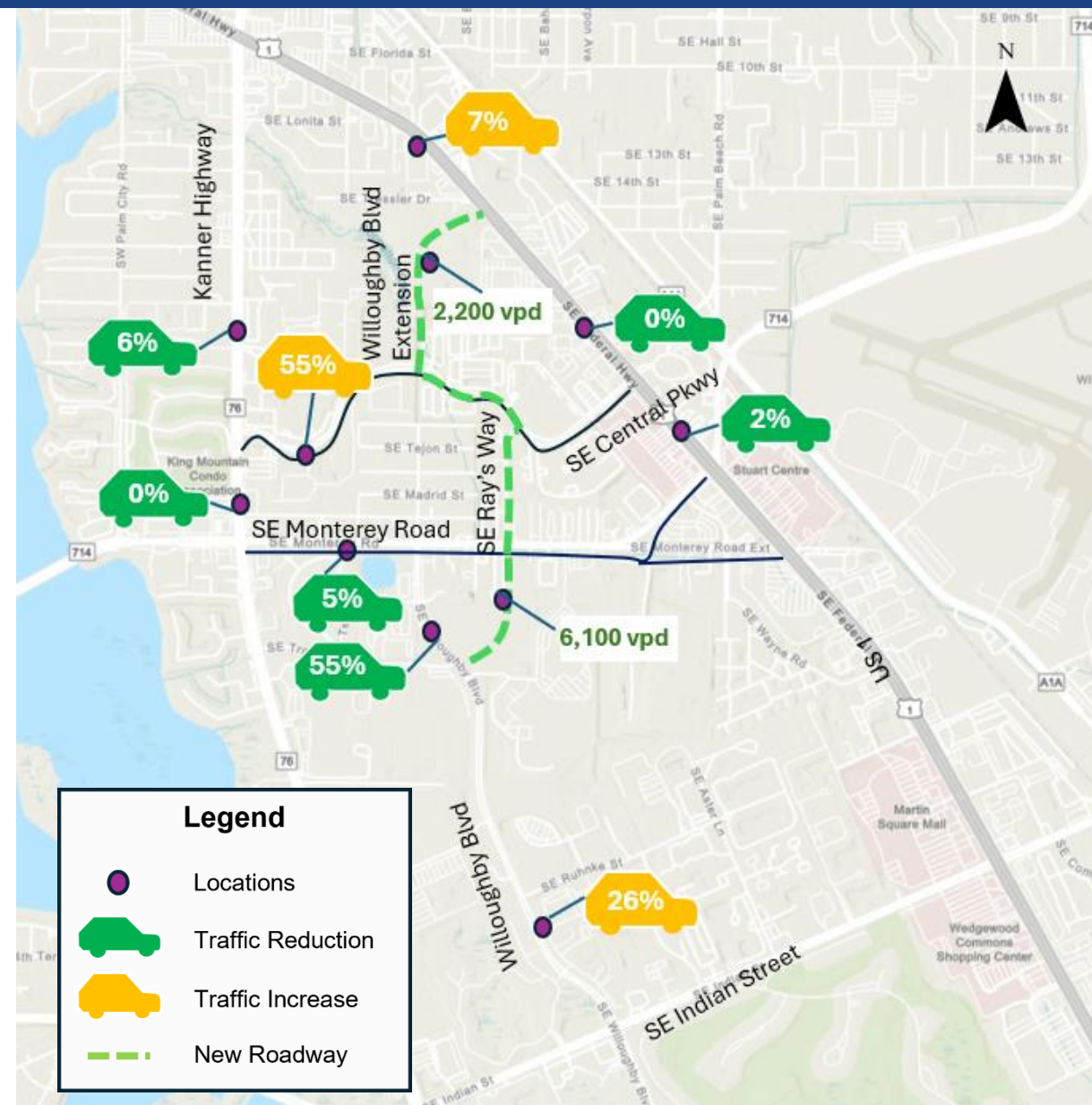


Reduced travel time

CORRIDOR 2

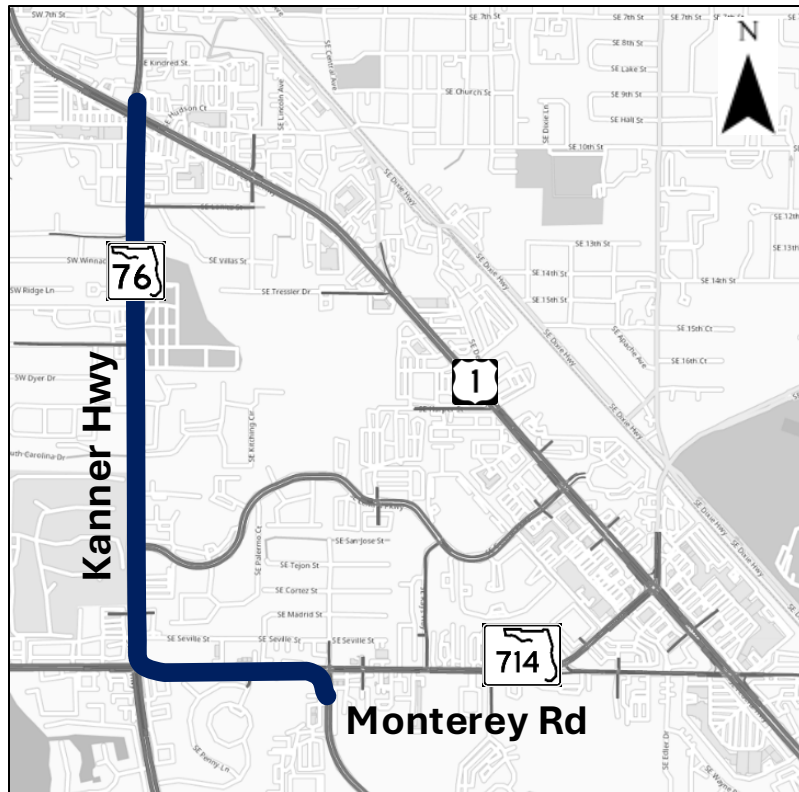


NO BUILD

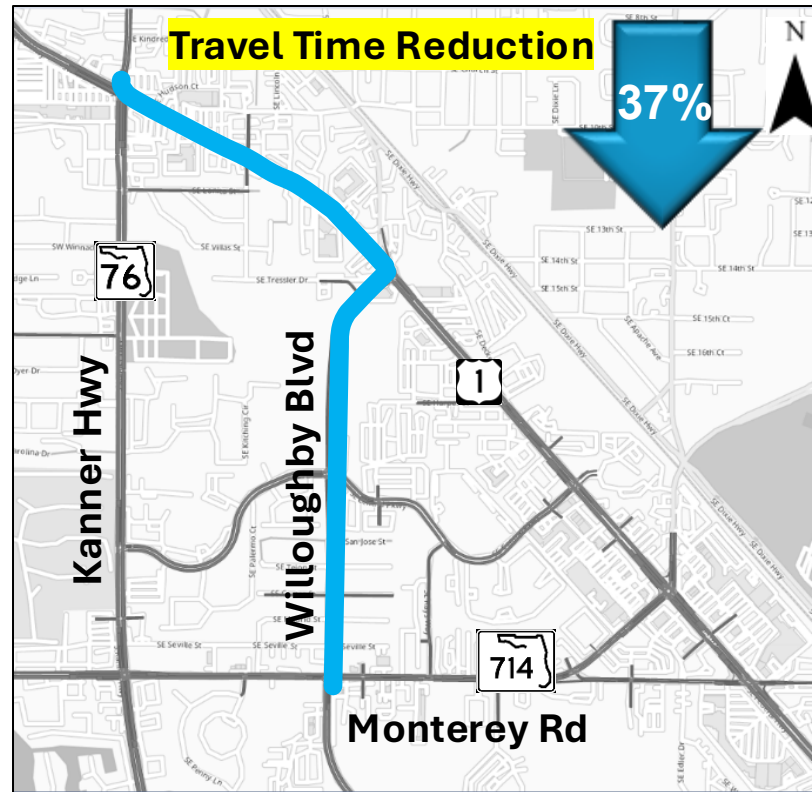


2045 No-Build, Corridor 1 and Corridor 2 Evening Peak Hour Travel Time Comparison

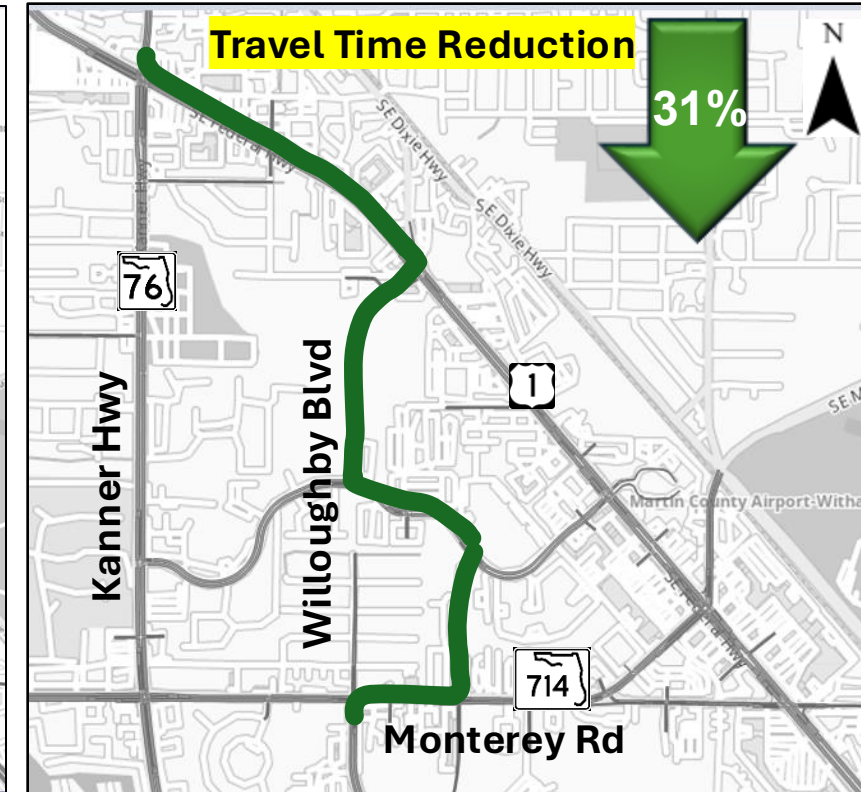
No-Build Alternative



No-Build vs. Corridor 1



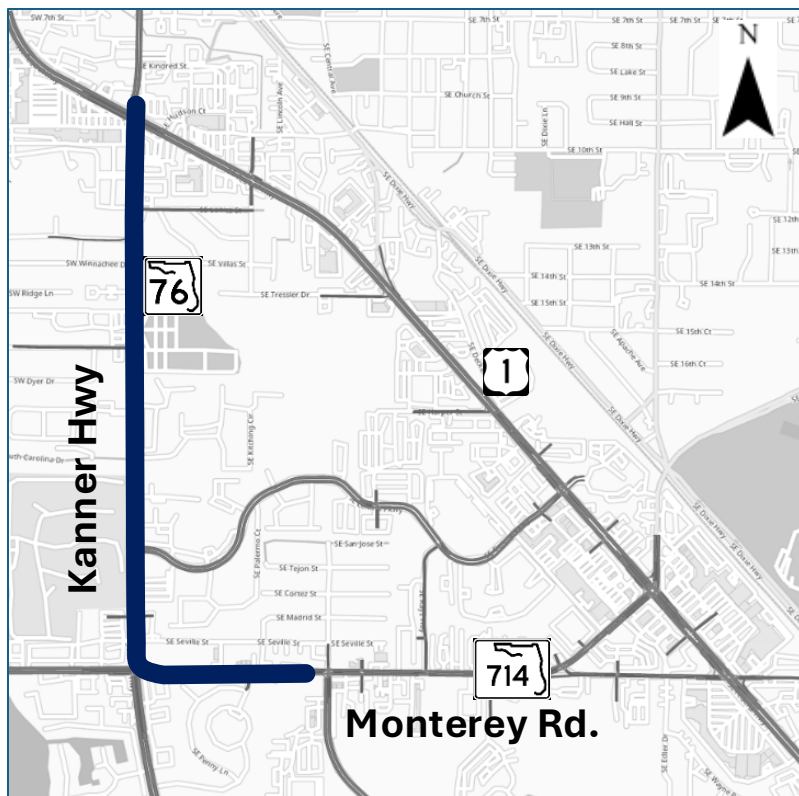
No-Build vs. Corridor 2



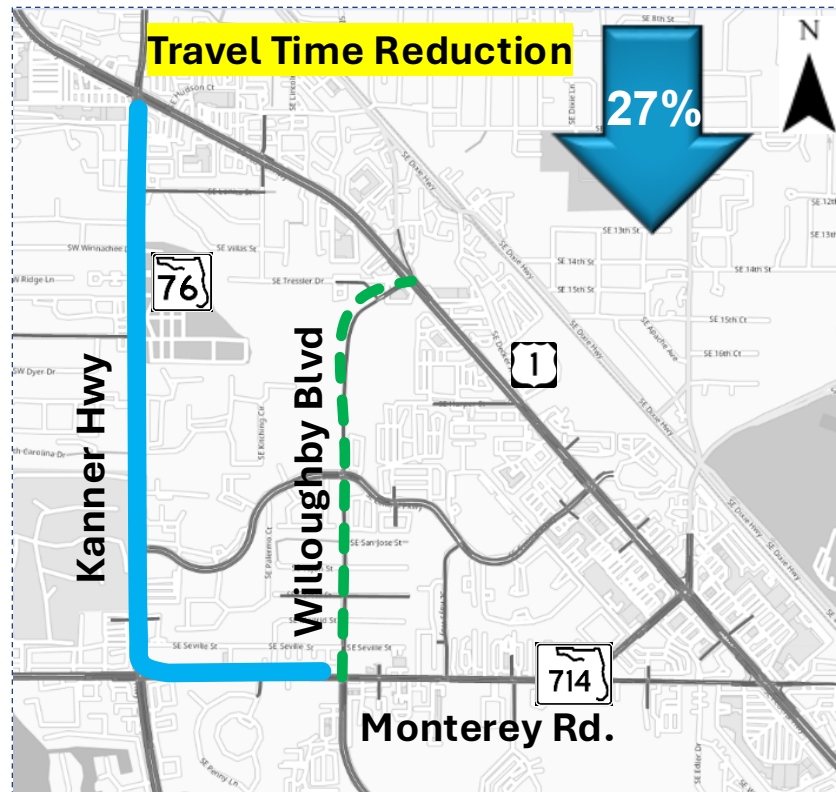
S.R. 714 / Willoughby Blvd. to S.R. 76 / U.S. 1 (New Corridor)

2045 No-Build, Corridor 1 and Corridor 2 Evening Peak Hour Travel Time Comparison

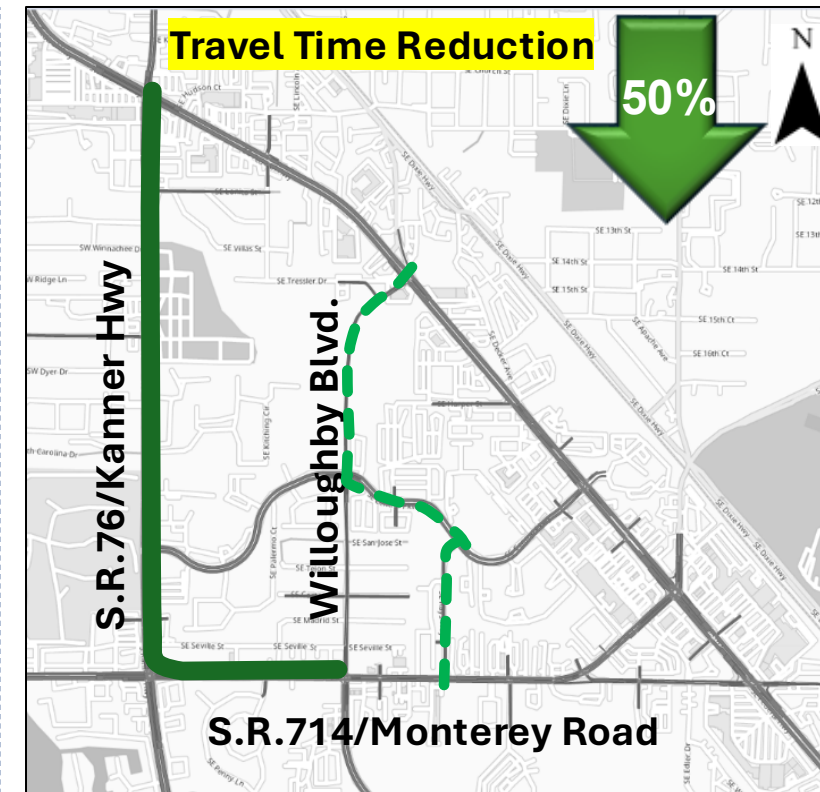
No-Build Alternative



No-Build vs. Corridor 1



No-Build vs. Corridor 2

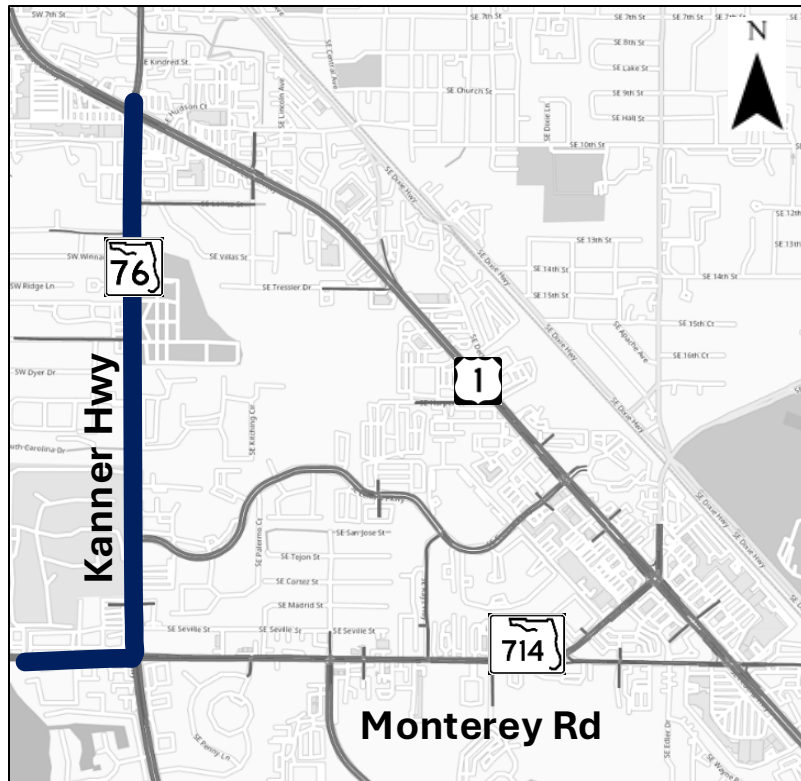


**S.R. 714 / Willoughby Blvd. to S.R. 76 / U.S. 1
(Existing Corridor)**

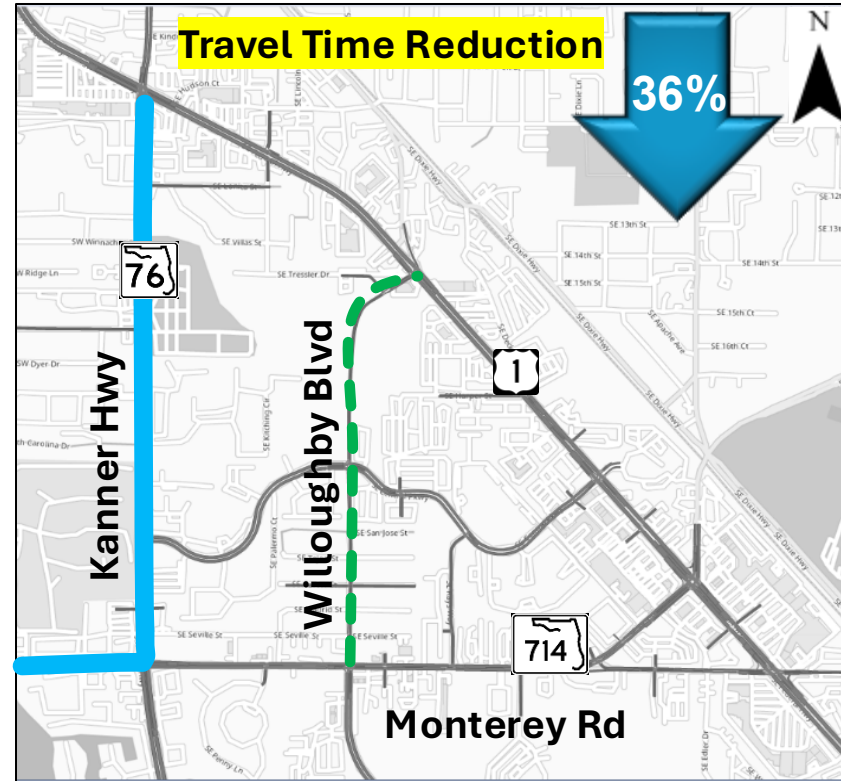
Legend
--- New Roadway

2045 No-Build, Corridor 1 and Corridor 2 Evening Peak Hour Travel Time Comparison

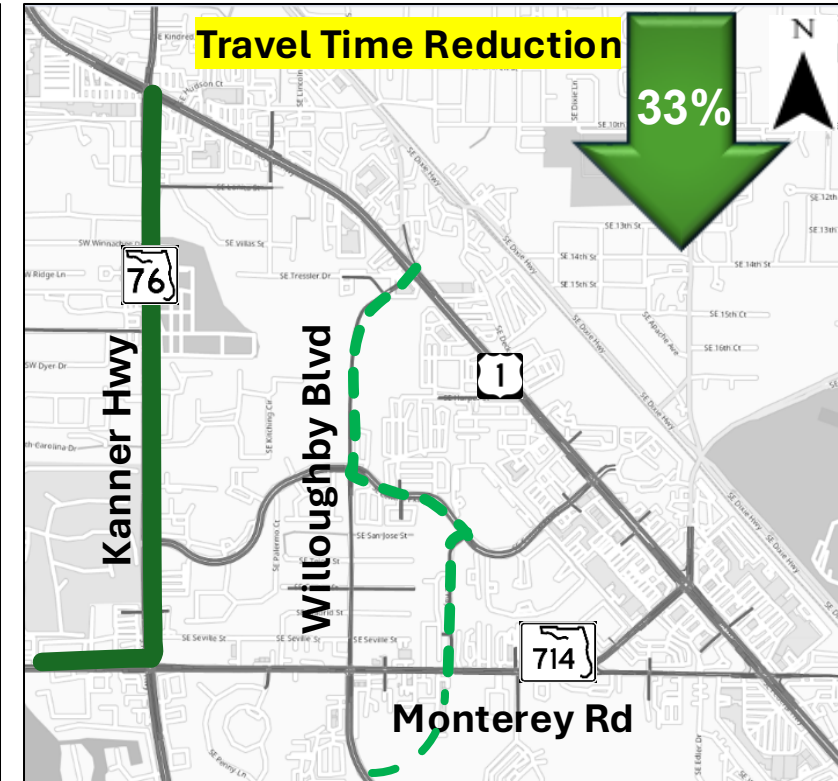
No-Build Alternative



No-Build vs. Corridor 1



No-Build vs. Corridor 2

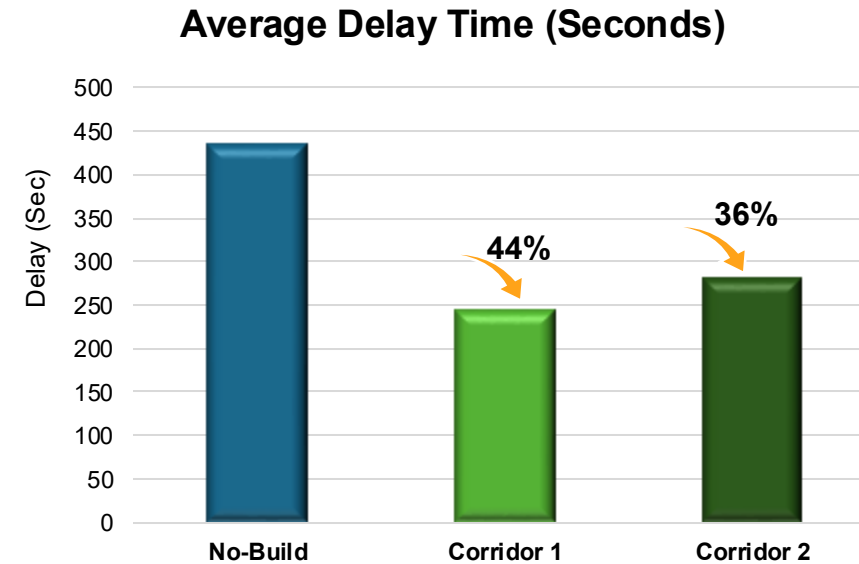
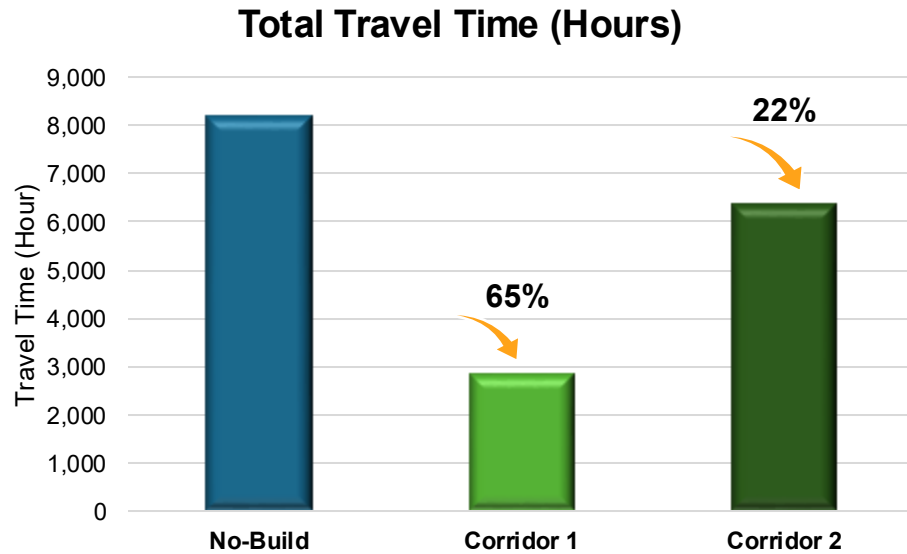


S.R. 714 west of S.R. 76 to S.R. 76 / U.S. 1

Legend

--- New Roadway

2045 Total Travel Time and Delay Comparative Results¹

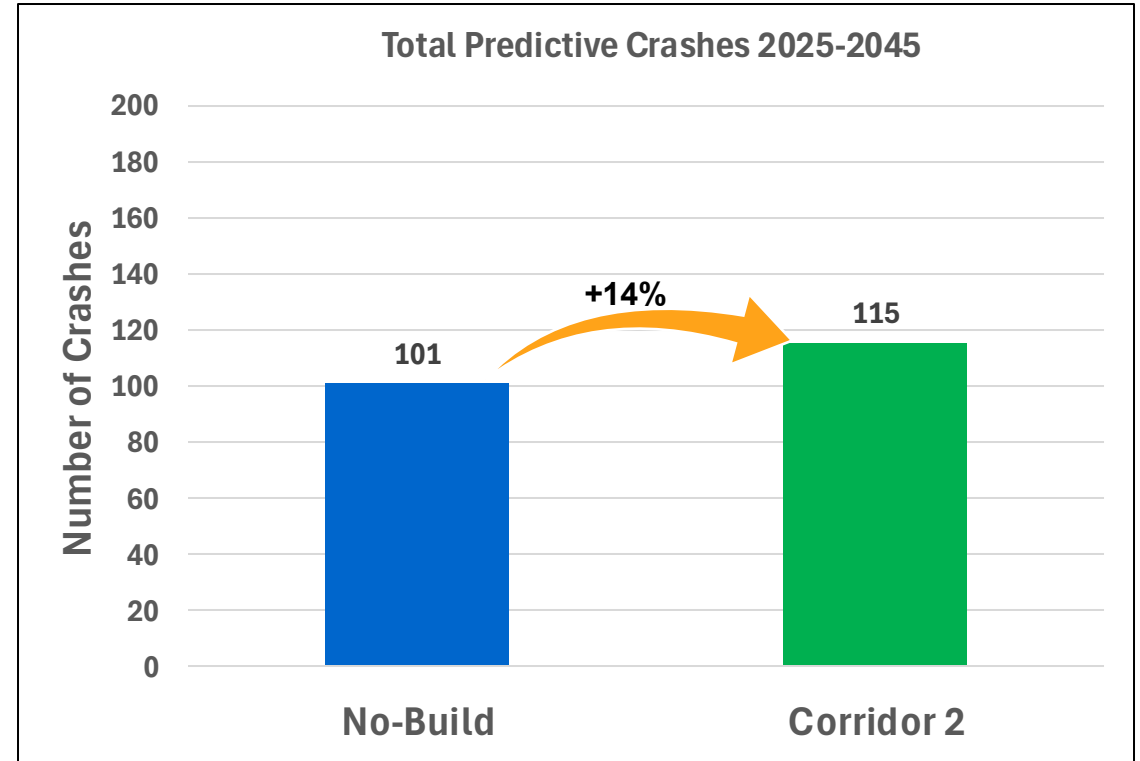
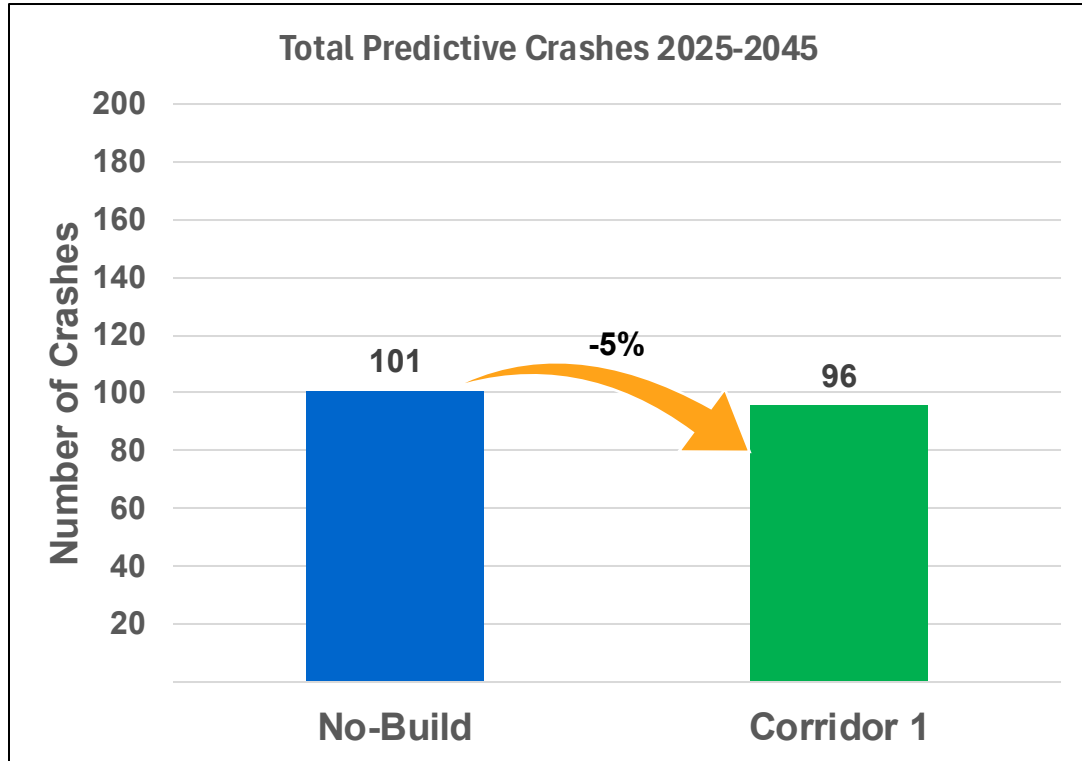


User Benefits of the Build alternative were estimated over a 21-year project life span using the projected reduction in network travel time:

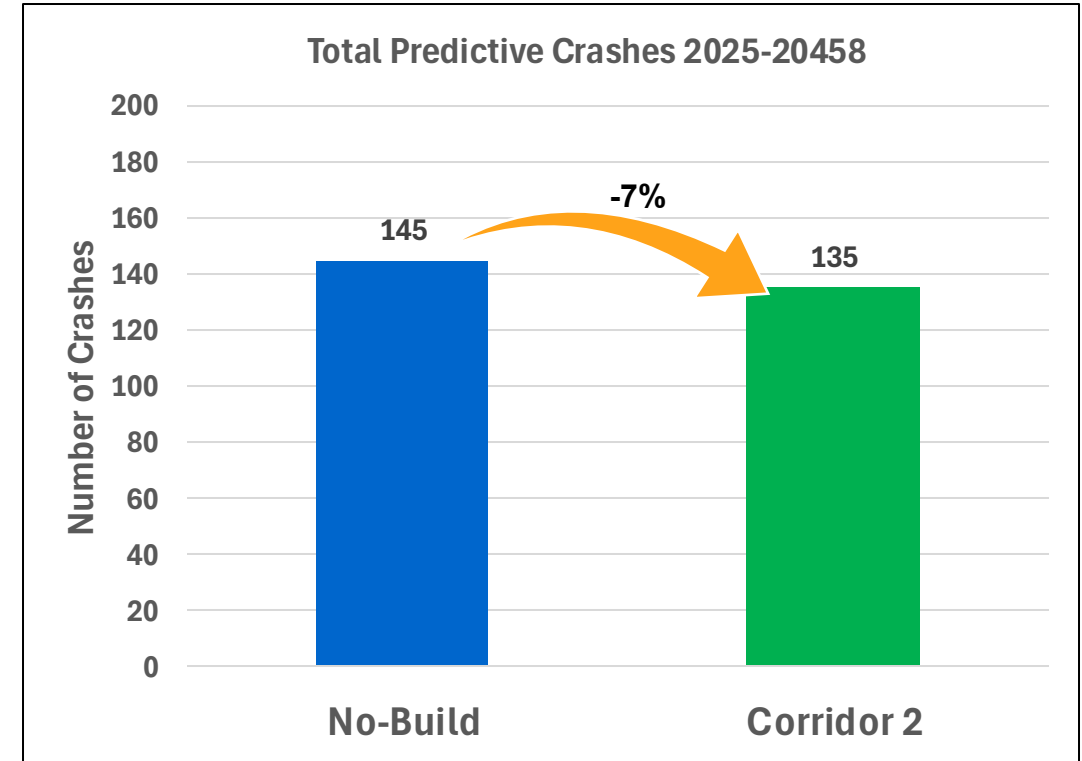
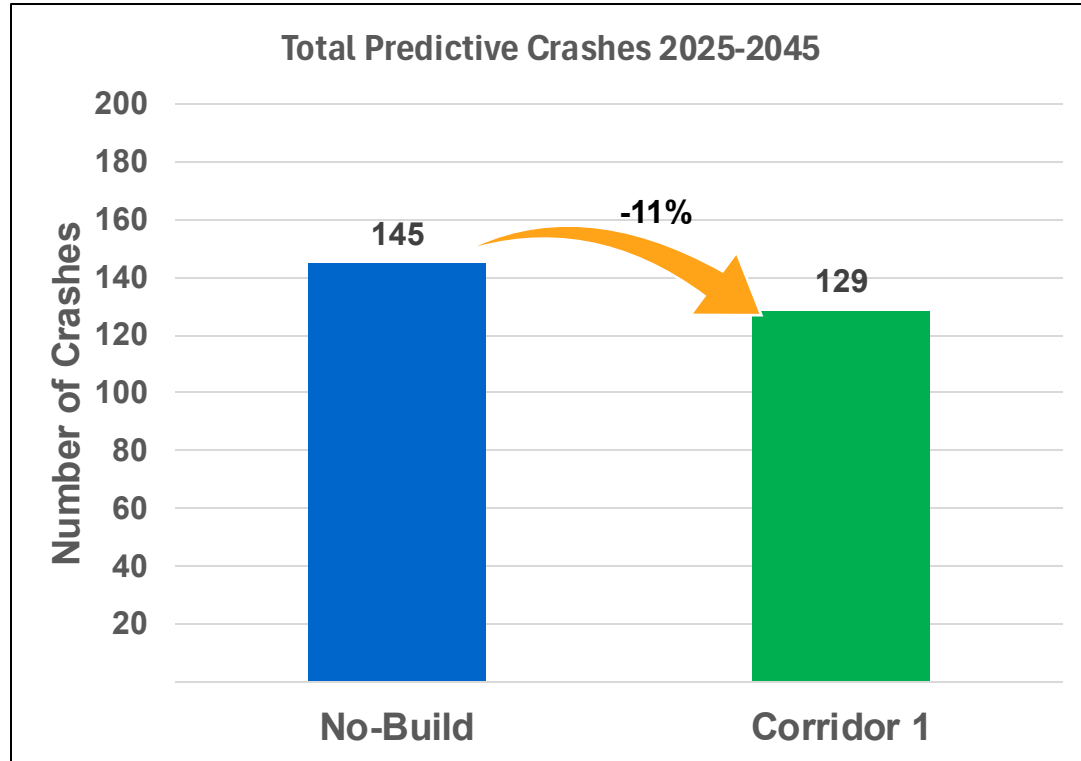
- Corridor 1 User Benefit: **\$57 Million** or **\$2.7 Million** per year
- Corridor 2 User Benefit: **\$50 Million** or **\$2.3 Million** per year

1. Daily statistics include the AM (7:00–11:00 AM) and PM (3:30–7:30 PM) peak periods. Total travel time (hours) and average delay (seconds) are network-wide statistics covering all roadways in the study area.

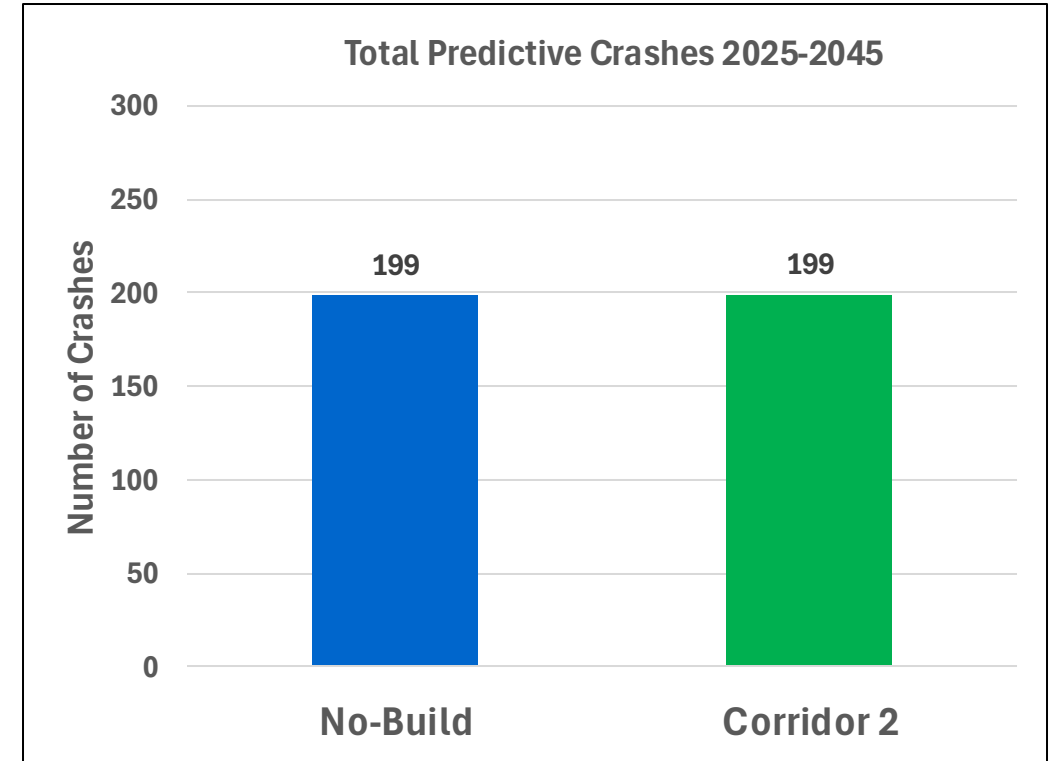
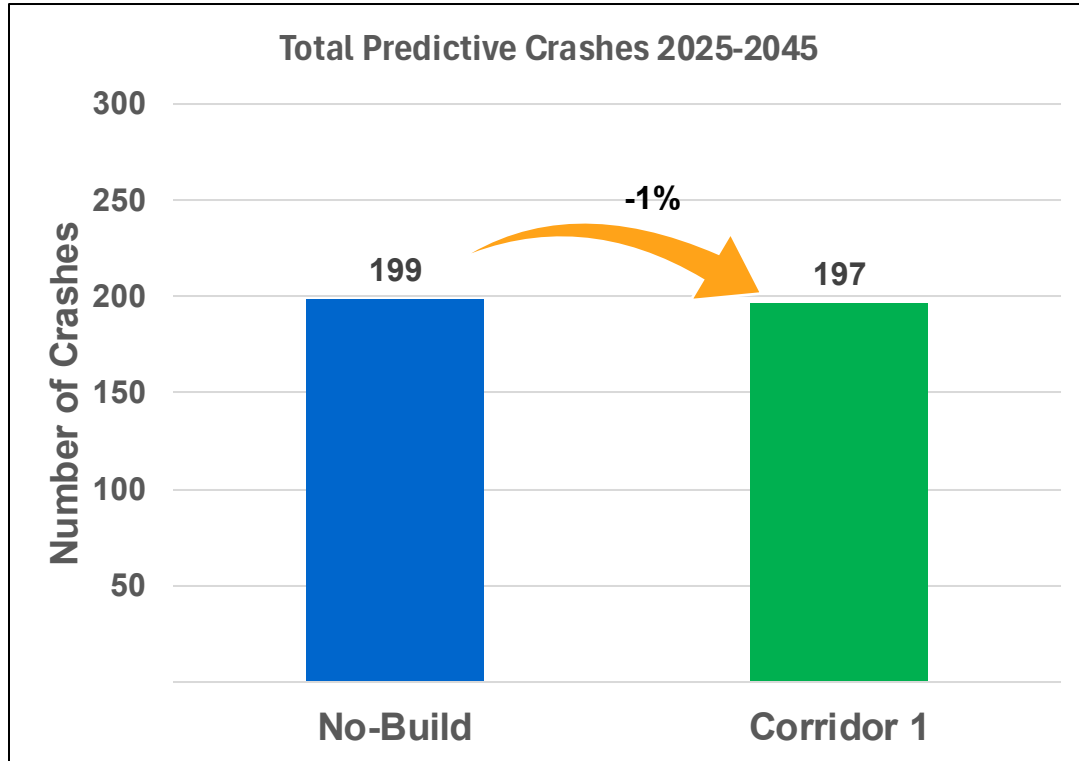
Future Condition Safety Evaluation for S.E. Central Pkwy at S.R. 76/Kanner Hwy



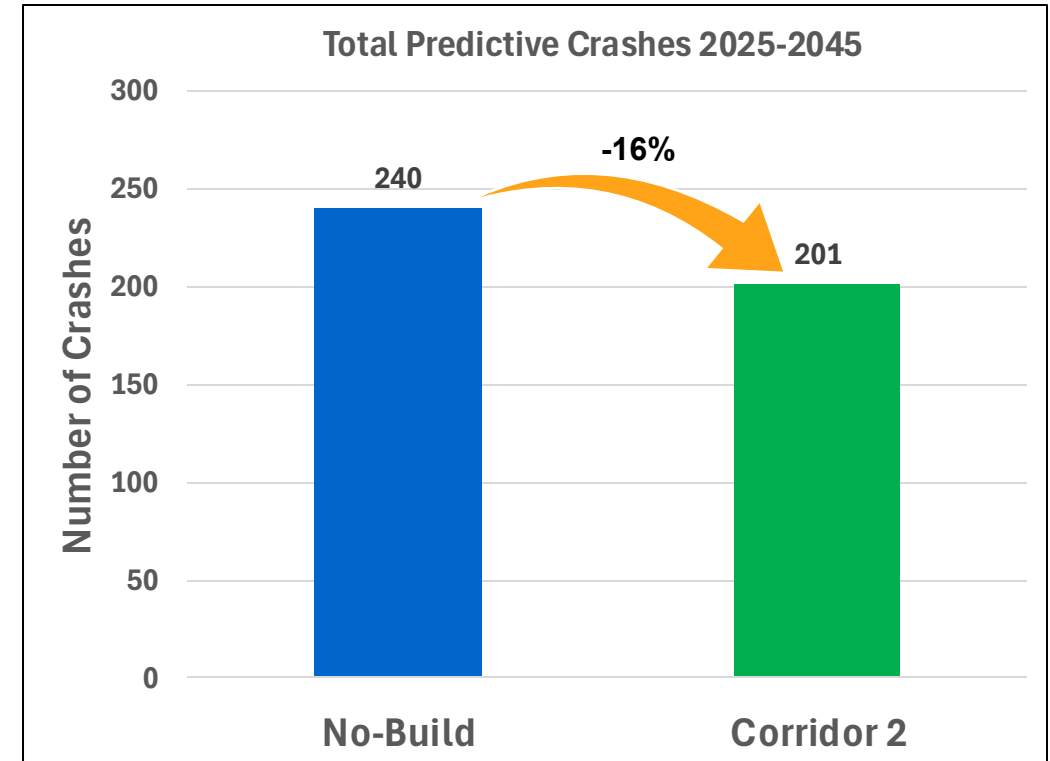
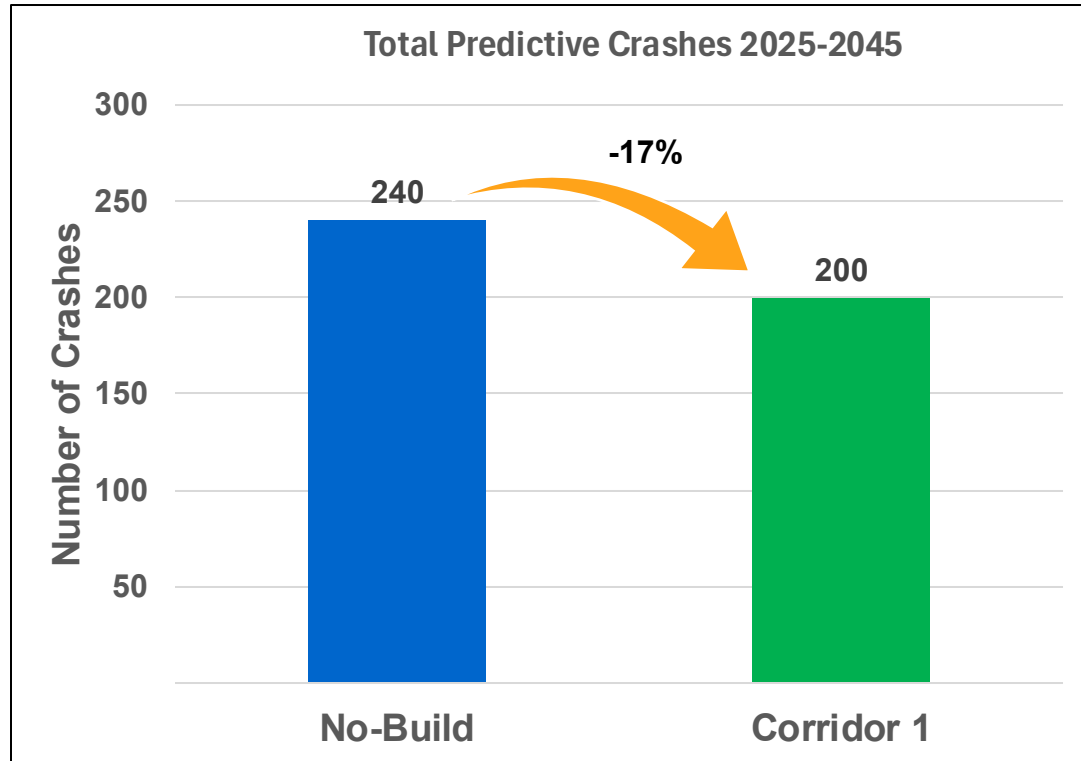
Future Condition Safety Evaluation for S.E. Central Pkwy at U.S. 1



Future Condition Safety Evaluation for S.R. 714/S.E. Monterey Rd at S.R. 76/Kanner Hwy

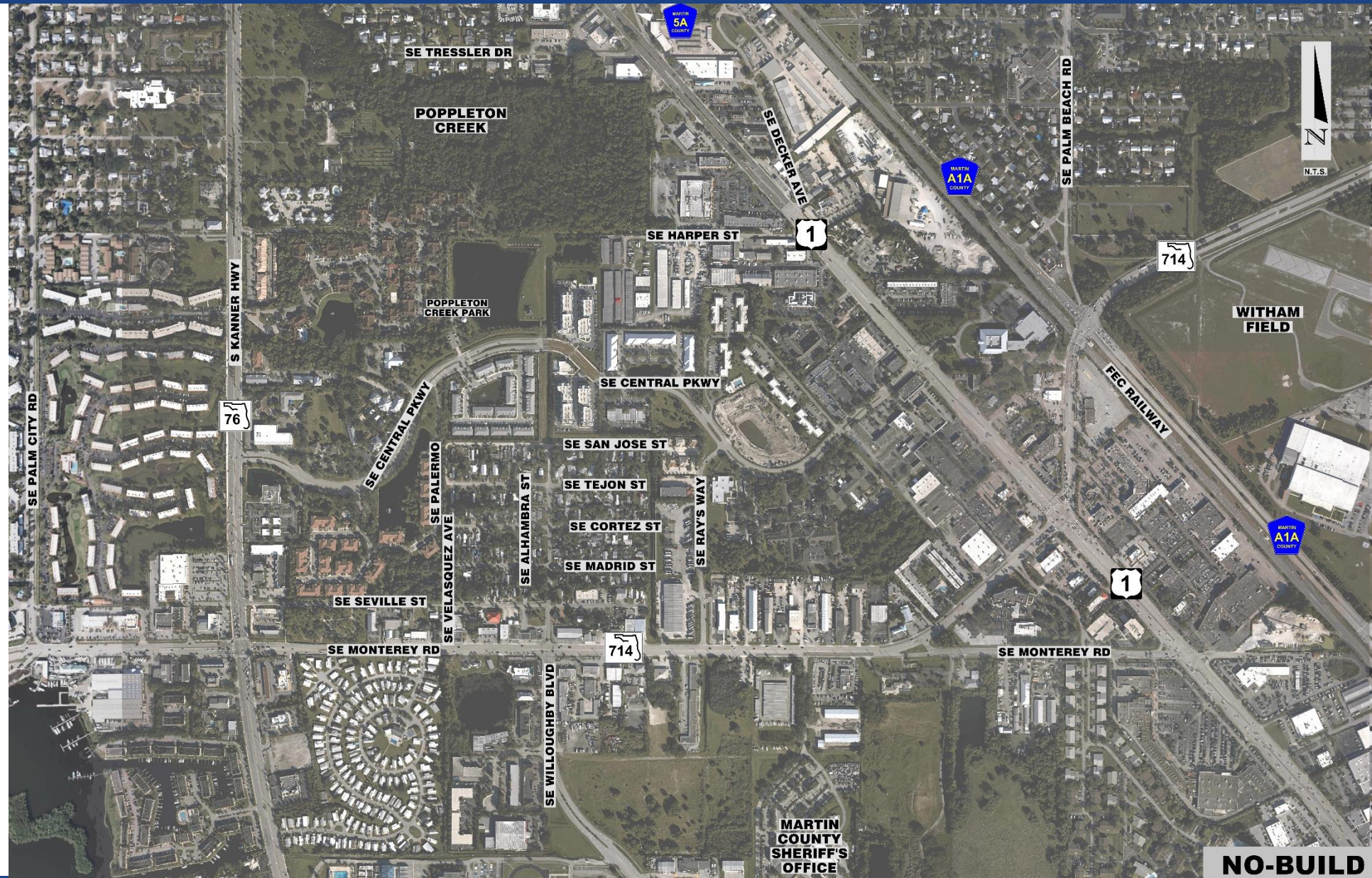


Future Condition Safety Evaluation for S.R. 714/S.E. Monterey Rd at U.S. 1



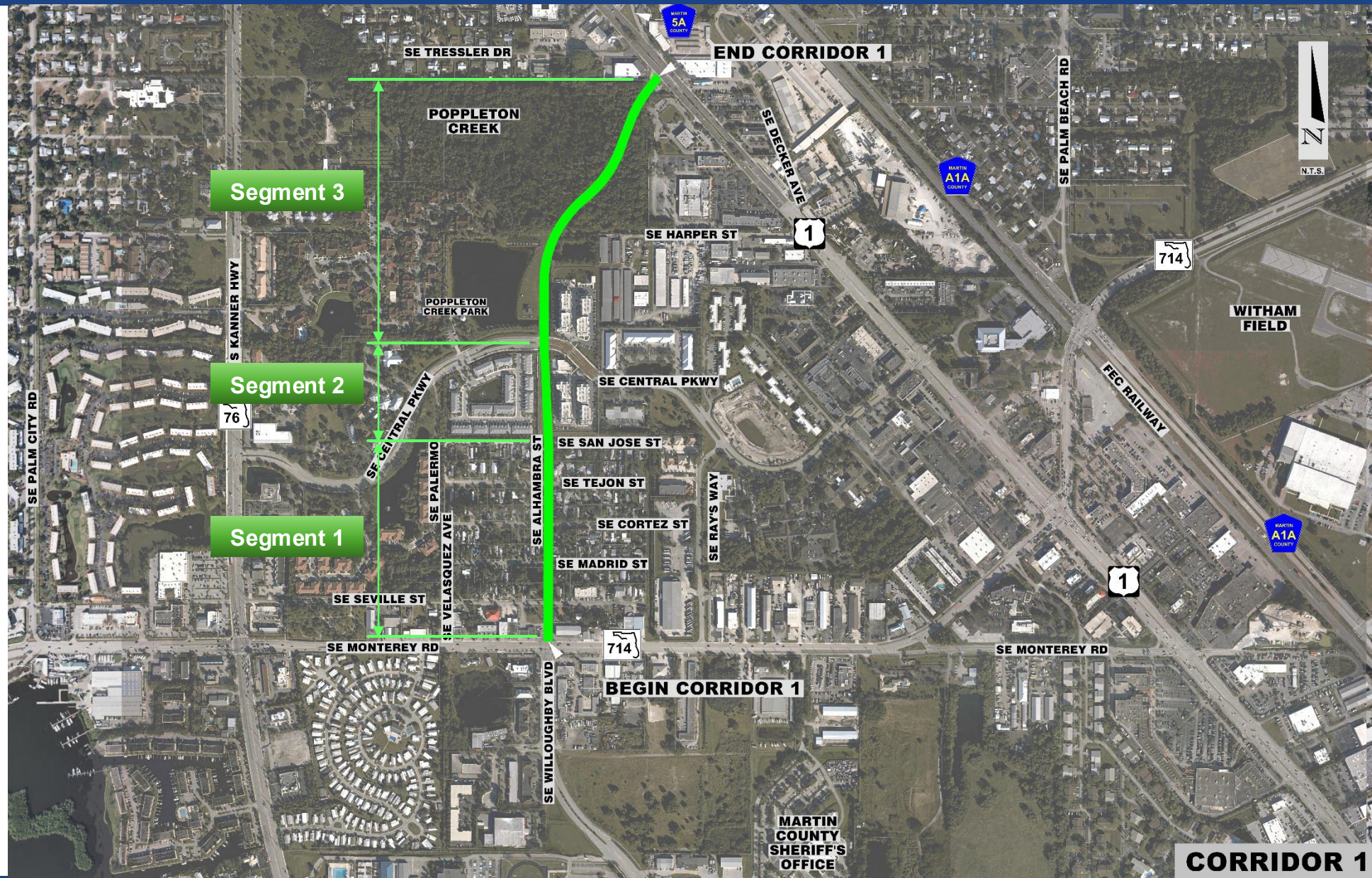
No-Build

- No improvements
- Previously Planned/Programmed projects in place
 - S.R. 417 / FEC RR
 - S.R. 76 / U.S. 1 Improvements



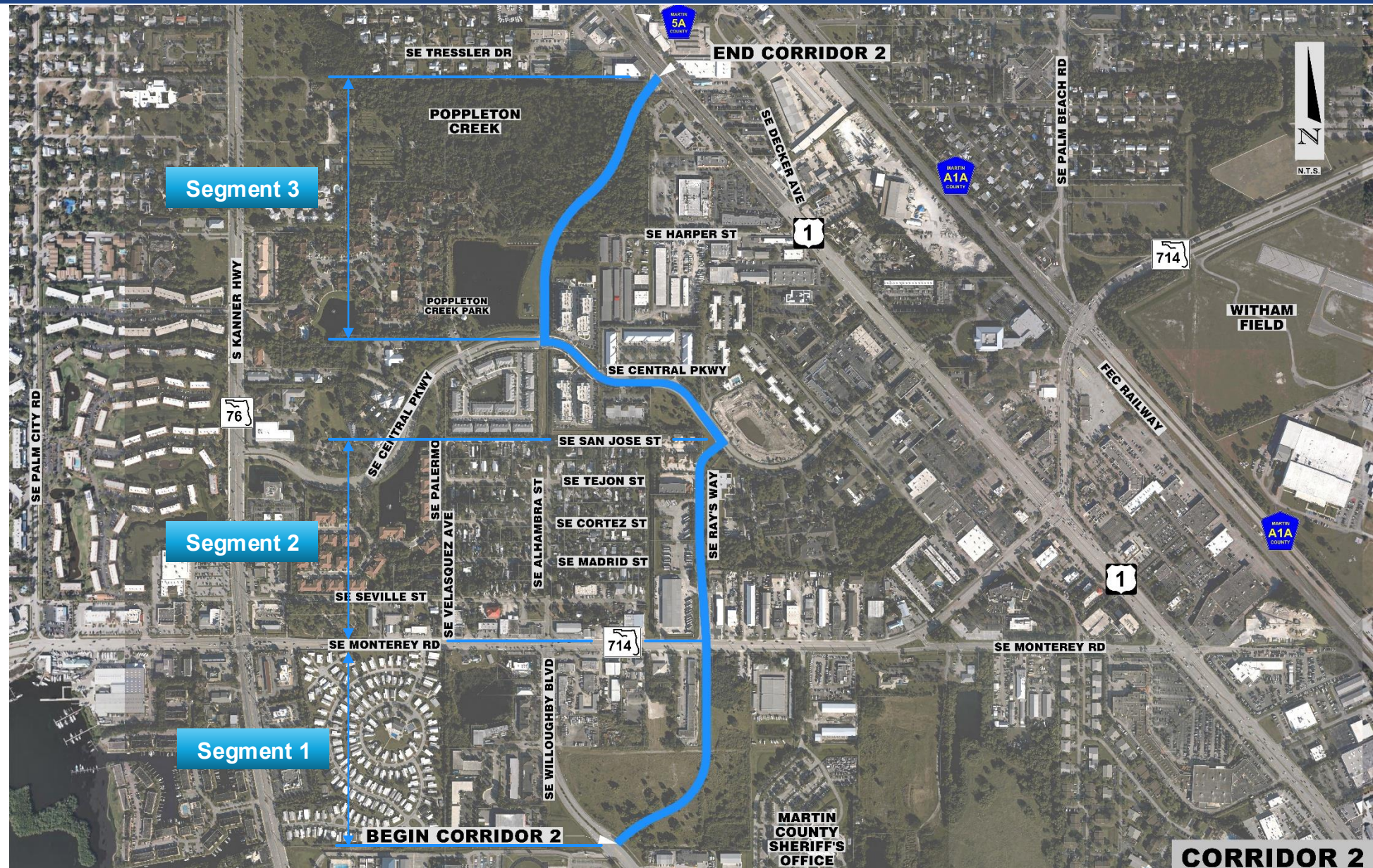
Corridor 1

- Segment 1 – from S.R. 714 to San Jose St.
- Segment 2 – from San Jose St. to Central Pkwy.
- Segment 3 – from Central Pkwy. to U.S. 1



Corridor 2

- Segment 1 – from Willoughby Blvd. to S.R. 714
- Segment 2 – from Rays Way to Central Pkwy.
- Existing Central Pkwy.
- Segment 3 – from Central Pkwy. to U.S. 1



Existing Typical Sections – No-Build

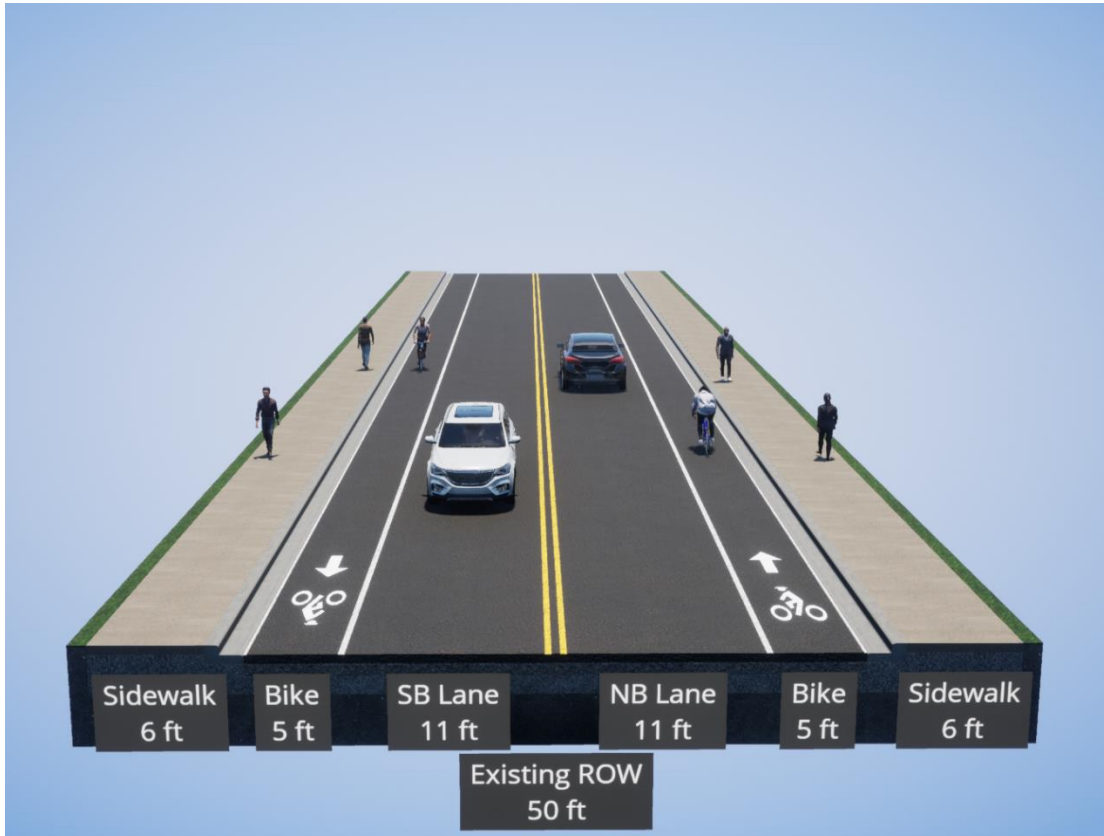


Alhambra Avenue



Rays Way

Typical Sections - Corridor 1, Segment 1



Alternative A



Alternative B

Typical Sections - Corridor 1, Segment 2



Alternative A



Alternative B

Typical Sections - Corridor 2, Segment 1

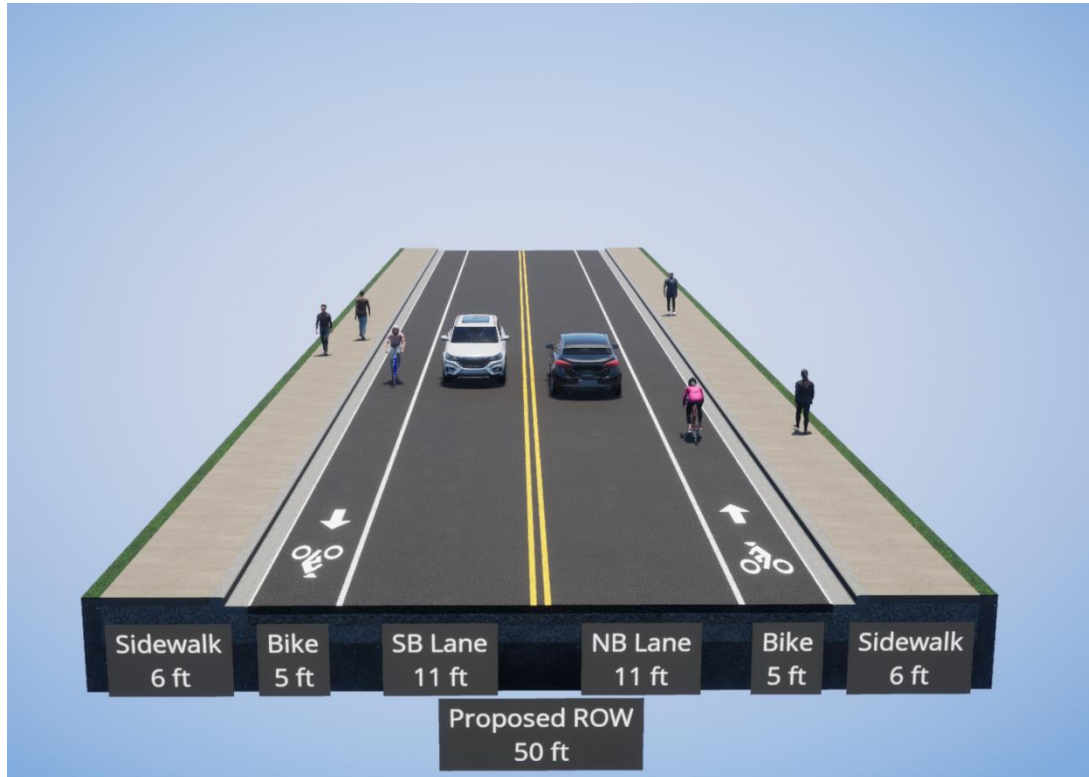


Alternative A



Alternative B

Typical Sections - Corridor 2, Segment 1



Alternative C



Alternative D

Typical Sections - Corridor 2, Segment 2



Alternative A



Alternative B

Typical Sections - Corridors 1 & 2, Segment 3



Alternative A



Alternative B

Corridor Build Renderings

- ❖ Slide 44 – Corridors 1 & 2, looking north from Central Pkwy.
- ❖ Slide 45 – Corridor 1, looking south from Central Pkwy.
- ❖ Slide 46 – Corridor 1, looking north from San Jose St.
- ❖ Slide 47 – Corridor 1, looking southeast from the Alhambra Ave. / Cortez St. intersection
- ❖ Slide 48 – Corridor 1 – looking north from the S.R. 714 / Willoughby Blvd. intersection
- ❖ Slide 49 – Corridor 1, looking south from San Jose St.
- ❖ Slide 50 – Corridors 1 & 2, looking north at the U.S. 1 / Willoughby Blvd. intersection



Central Parkway at Willoughby Boulevard looking North – Build



Central Parkway at Willoughby Boulevard looking South – Build



Preliminary – Subject to Change

Willoughby Blvd. at San Jose St. looking North – Build



Preliminary – Subject to Change

Cortez St. at Alhambra Ave. looking SE – Build



Preliminary – Subject to Change

Willoughby Boulevard at S.R. 714 looking North – Build



Preliminary – Subject to Change

Willoughby Blvd. at San Jose St. looking South – Build



Preliminary – Subject to Change

U.S. 1 at Willoughby Blvd. looking North –Build



Preliminary – Subject to Change

Environmental

❖ Key Project Issue

Natural

- ❖ **Protected Species and Habitat**
 - Wetlands and Other Surface Waters
 - Essential Fish Habitat
 - Floodplains
- ❖ **Water Resources (Water Quality and Quantity)**

Cultural

- Section 106 (NHPA)
- ❖ **Historic Sites/Districts**
 - Archaeological Sites
- ❖ **Section 4(f)**
- ❖ **Recreational Areas**

Physical

- ❖ **Highway Traffic Noise**
- ❖ **Air Quality**
- ❖ **Contamination**
 - Utilities and Railroads
 - Construction

Social & Economic

- ❖ **Communities**
 - Economic
- ❖ **Land Use Changes**
- ❖ **Mobility**
 - Aesthetic Effects
 - Relocation Potential

Required Agency Coordination



Environmental Analysis – Natural Environment

Wetlands / Other Surface Waters

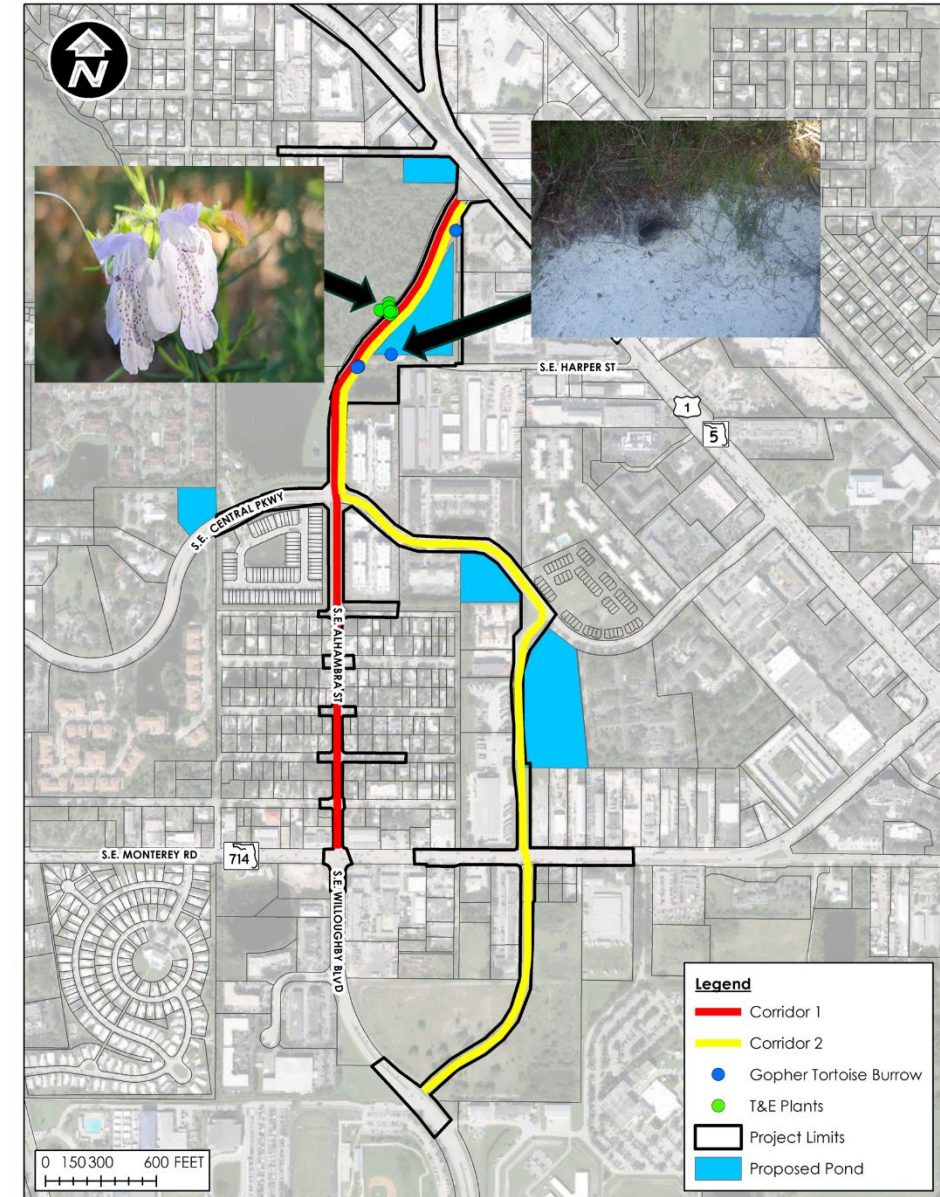
- Poppleton Creek Watershed Project – Willoughby Blvd included in Phase IV
- No impacts to Poppleton Creek, FDEP Pond, or existing treatment ponds
- Existing canal east of park to be culverted
- Potential impacts to remnant exotic-dominated wetland to be mitigated



Environmental Analysis – Natural Environment

Protected Species / Habitat

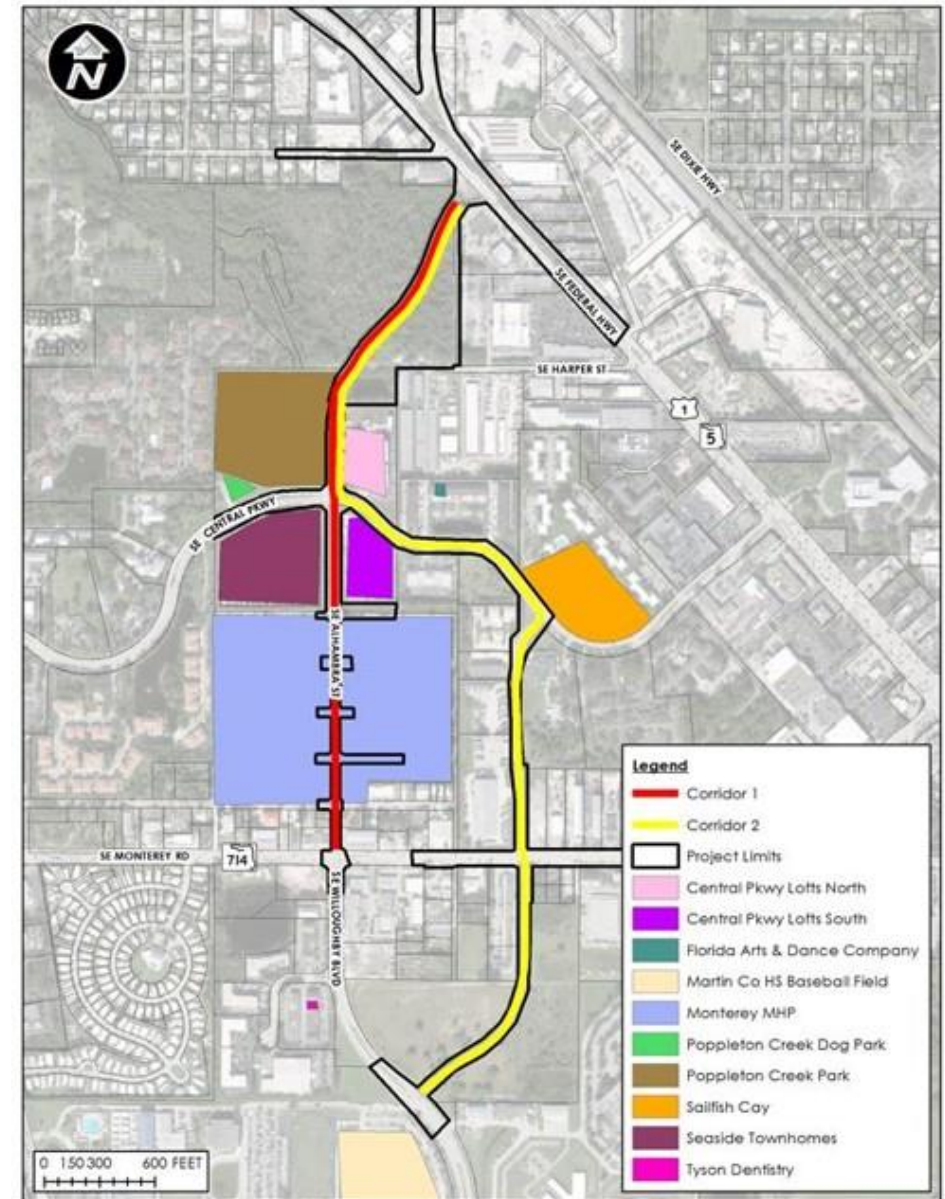
- Potential Fencing / Wildlife Crossing
- Gopher Tortoise Relocation
- Florida Bonneted Bat Survey Underway
- FDACS Opportunity to Relocate State-listed Plants
- Mitigation of Wood Stork Foraging Habitat
- USFWS / FWC Coordination Initiated



Environmental Analysis

Ongoing Assessments – Cultural and Physical

- Noise Study
- Historic/Archaeological Assessment
- Contamination Screening Evaluation
- No relocations are anticipated



Environmental Analysis

Ongoing Assessments – Cultural

- Section 4(f) Analysis – publicly owned lands, parks
 - ✓ No Direct Impacts
 - ✓ Minimal Indirect Impacts with Mitigation (landscaping / fencing)
 - ✓ Low Probability for Permanent Impact / Change of Use



Preliminary Evaluation Matrix – No-Build, Corridor 1, Corridor 2

	No Build	Corridor 1	Corridor 2
Traffic (compared to No-Build)			
Delay	N/A	Low	Low
Travel Time	N/A	Low	Low
Safety	N/A	Medium	Medium
Estimated Construction Costs			
Construction	N/A	\$30M	\$38M
Right of Way (Roadway and Pond)	N/A	Low	High
Right of Way			
Acreage (Roadway and Pond)	N/A	0.5	4.9
Relocations	N/A	0	0
Environmental			
<i>Cultural</i>			
Archeological/Historical Sites	N/A	Low	Low
Section 4(f) Sites Involvement	N/A	Low	Low
<i>Physical</i>			
Noise	N/A	High	Medium
Petroleum & Hazardous Materials Site	N/A	Low	Medium
<i>Natural</i>			
Wetlands/Other Surface Waters	N/A	Medium	Medium
Protected Species Involvement	N/A	Medium	Medium
<i>Social</i>			
Community impacts	N/A	Medium	Low

Public Involvement

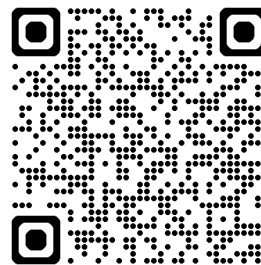
Public Meetings

- ❖ Virtual Public Kick-off Meeting – June 25, 2025
- ❖ In-Person Public Kick-off Meeting – June 26, 2025
- ❖ Virtual Public Alternatives Meeting – July 28, 2026
- ❖ In-Person Public Alternatives Meeting – July 29, 2026
- ❖ Public Hearing – January 2028 (Tentative)

How to participate

- ❖ Attend Public Meetings
- ❖ Provide your input
- ❖ Visit the project webpage:

<https://www.fdot.gov/projects/willoughbypde/>



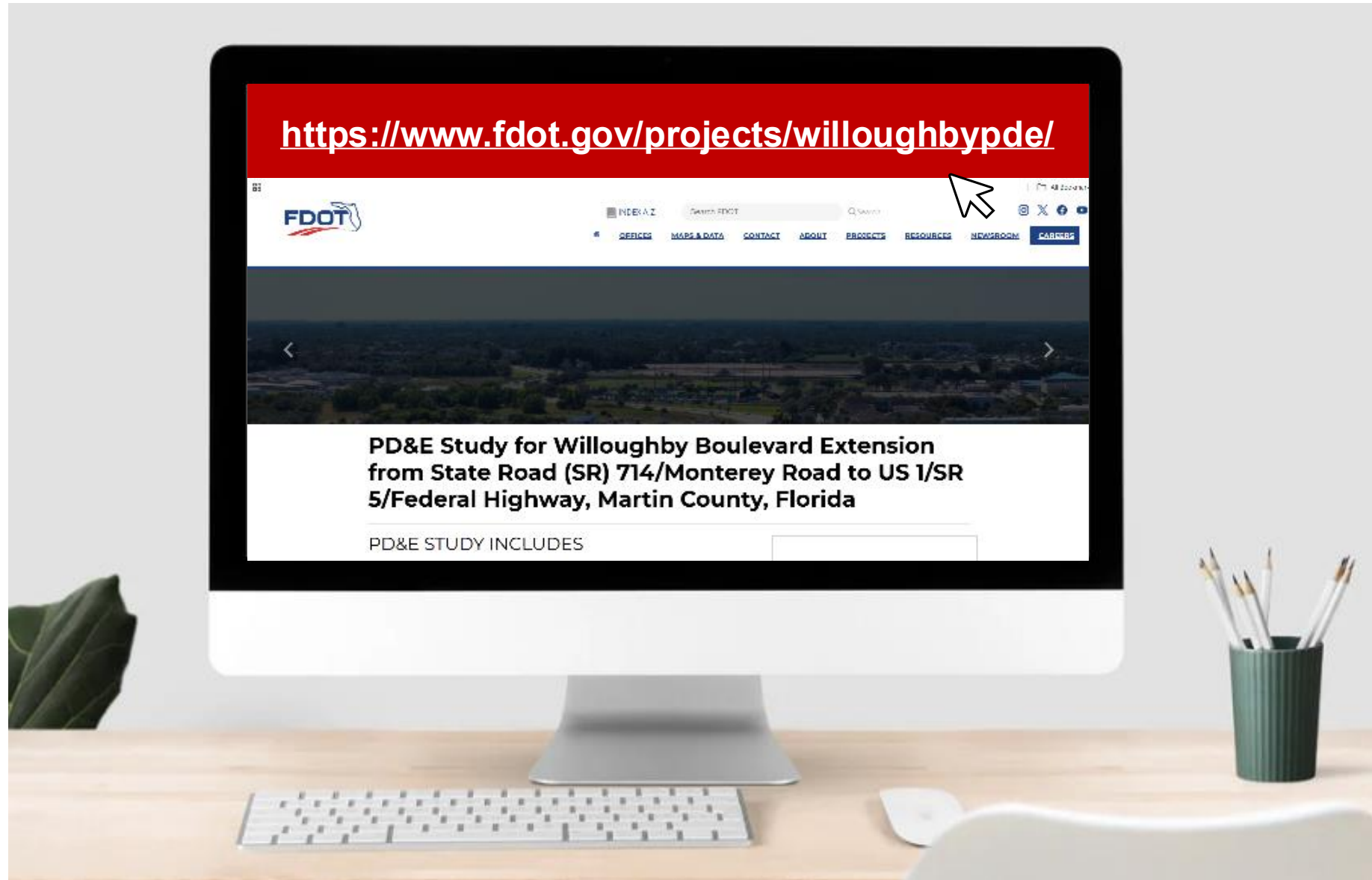
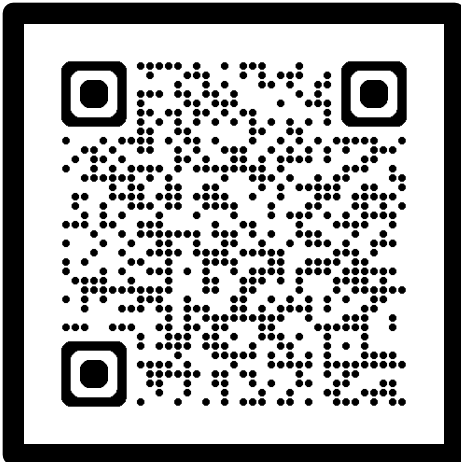
Stakeholder Meetings



Elected Officials
Local Businesses
Local Neighborhoods

Project Website

- ❖ We encourage you to be an active participant and stay involved throughout the entire project.
- ❖ Visit the project website to learn more about the study and to provide feedback.



Public Involvement Schedule

PD&E Study Began: August 2024

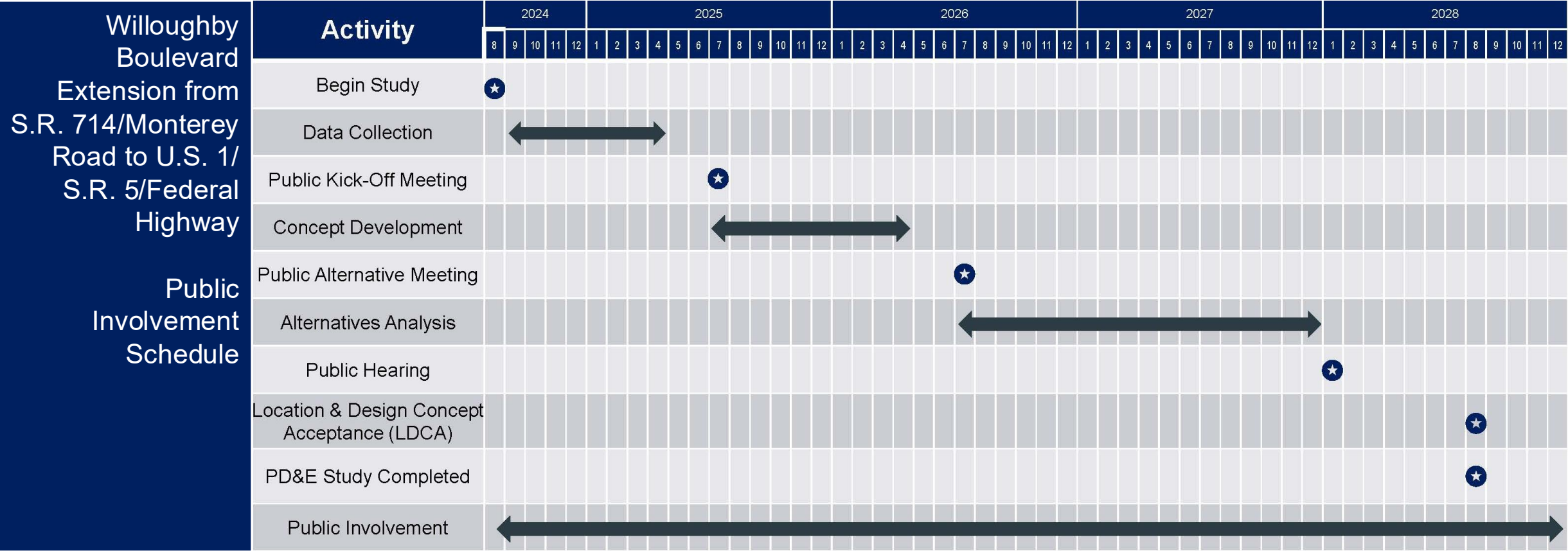
Public Kick-Off Meeting: June 2025

Public Alternatives Meeting: July 2026

Public Hearing: January 2028 (tentative)

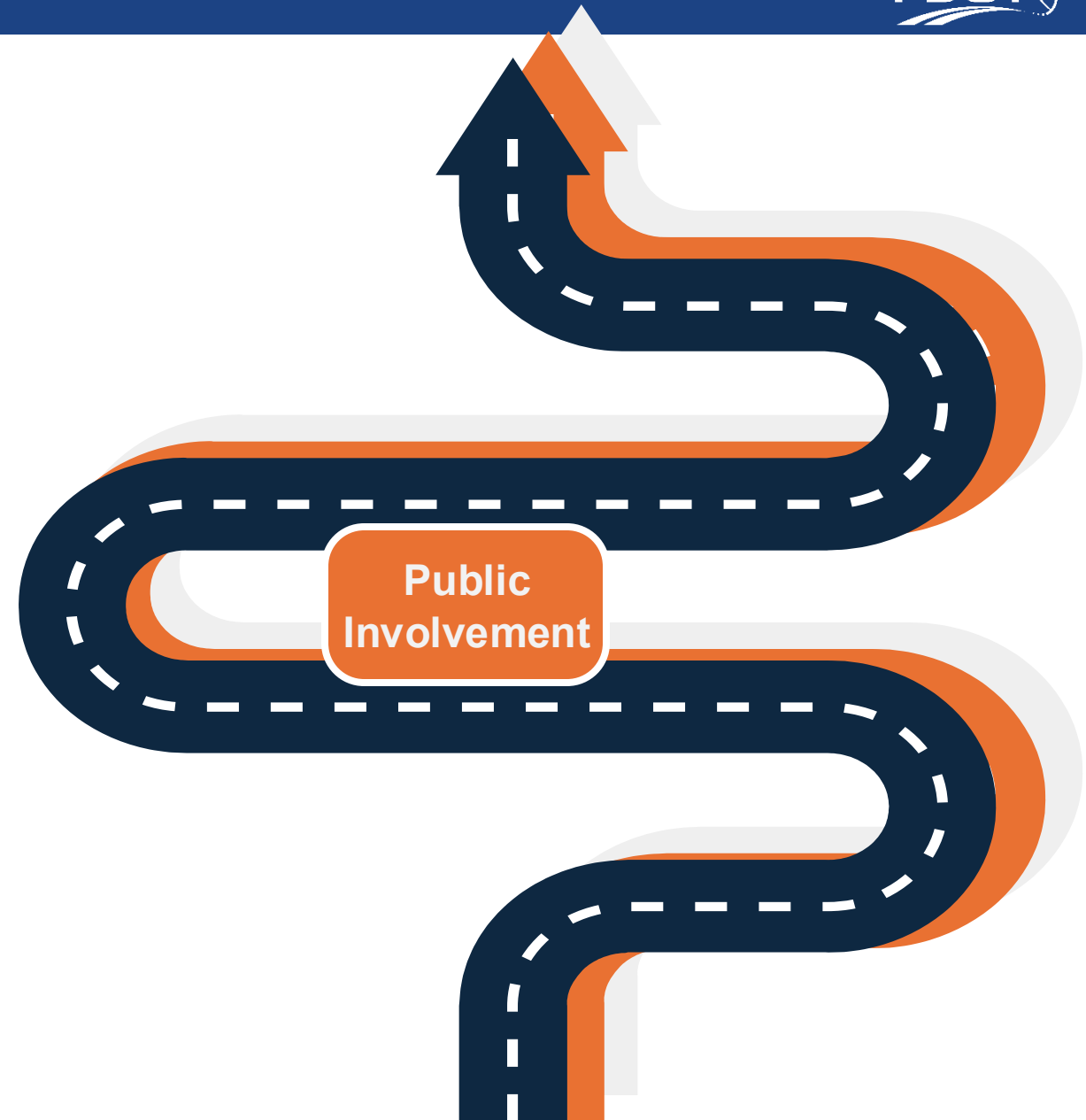
PD&E/Planning Study Complete: August 2028 (planned)

Design and Construction Funding Status: Unfunded



Next Steps

- Continue **Public Involvement**
- Document **Engineering and Environmental Analyses** for **Public Review**
- Select **Preferred Alternative** and Present at **Public Hearing**
- **FDOT Provides the opportunity and encourages the Public to give feedback throughout the project.** Please provide any comments, questions, or concerns by mail, email, phone, or by visiting the project website. We welcome and encourage you to share your input throughout the duration of the project.



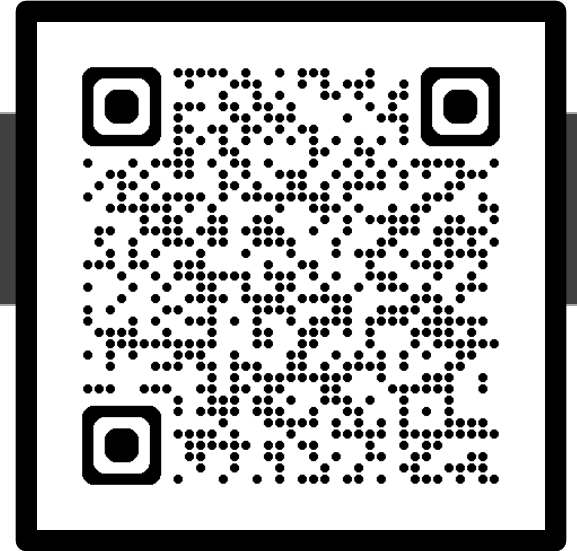
Submitting Comments and Questions

Multiple ways to submit:

1. By submitting comments and questions in tonight's meeting
2. By email to FDOT Project Manager
3. By U.S. mail to FDOT Project Manager
4. By phone, after the meeting

Project Website

<https://www.fdot.gov/projects/willoughbypde/>



FDOT Project Manager Contact Information

Vanita Saini, P.E.

Florida Department of Transportation
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309
(954) 777-4468

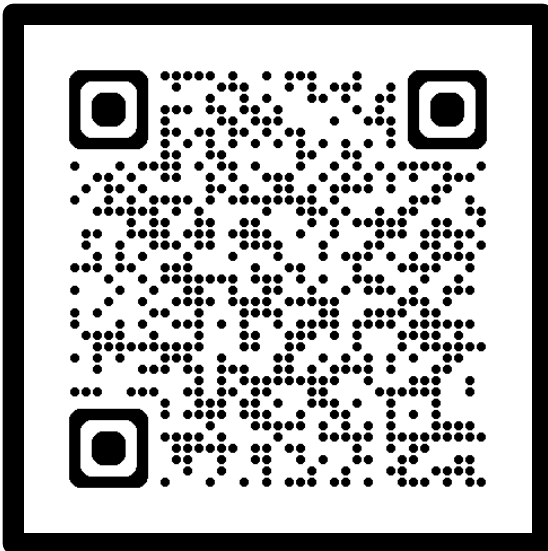
Vanita.Saini@dot.state.fl.us

Thank you for participating!

Please submit your comments and questions

Project Website

<https://www.fdot.gov/projects/willoughbypde/>



FDOT Project Manager Contact Information

Vanita Saini, P.E.

Florida Department of Transportation
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309
(954) 777-4468

Vanita.Saini@dot.state.fl.us

Thank you
for attending the
Alternatives Public Workshop for the
Willoughby Boulevard PD&E Study