

## **FAQs on Request for Proposals: Rerouting Main Traffic Flow Rte. 107**

### **January 2026**

#### **What is a feasibility study?**

A feasibility study is an assessment of the practicality of a proposed plan or method that can help determine if the proposed plan should proceed. CBCC is not requesting proposals from contractors to go ahead with a project, it is requesting professional experts to assess the area to see if the site would make a good, alternative route in the event a major storm destroys the current road and emergency access is needed to be created. Part of the feasibility study, and the community meetings it involves, is to determine public perception and opinion.

#### **Where did this idea come from?**

There were some concerns in regard to the reasoning for this reroute project. CBCC has always advocated for responsible, low-impact development and would never support a large-scale coastal development that would benefit an individual, company, or corporation at the cost of the community, particularly one that could destroy the [mangrove shoreline we are actively working to restore](#). The goal of this project is to increase the resiliency of our vulnerable area, plan for increasingly stronger disasters, and support the greater community of Coral Bay residents.

This idea came out of the DPNR Land and Water Use Plan community meetings, where community members gathered to discuss ideas and opinions. This is described on [Page 94 of the Comprehensive Land and Water Use Plan which can be found here](#). It came from a concern for access after major storm events, as we expect to see more flooding in this area due to climate change and the minimized protection from the mangroves that did not recover in that area after Irma and Maria.

#### **Why ROW 6-5?**

Watershed Consulting Associates performed a hydrology study in 2023, in which key flood zones were identified. Despite some concerns that the flooding is worse further down the road by the dumpsters, hydrology modeling confirms that the Pickles' area floods significantly in major rainfall, preventing access and potentially degrading the road and land over time. **See pages 39-41 of the [Hydrology Study found here](#)**. The proposed reroute to ROW6-5 is not only higher, but also still within commercial zoning rather than residential zoning.

The current waterfront road is the most vulnerable to both seaside and land-based flood disasters. Additionally, some of the mangroves in this specific area did not grow back after hurricanes Irma and Maria. Thus, resulting in the area being even more vulnerable to increasing ocean rise and flooding than it was during the 2017 storms. This study is to explore if an alternate route is even an option in case this crucial roadway gets destroyed years down the line. [See mangrove density decrease here](#). Or look at images by year: [Pre-storm 2017](#) - [Post-storm 2017](#) - [Regrowth 2023](#)

Kingshill and other alternative access routes are not being considered because in an emergency Coral Bay Fire and EMS have more direct access with the proposed route, rather than the extended time that it takes when going back up centerline.

Finally, the information based on the survey map (provided on [page 25 of the RFP](#)) indicates that ROW 6-5 is government property and CBCC and DPW used this guidance when determining if this collaboration was doable. If this is not the case, then this proposal may need reevaluation.

### **What happens next?**

If CBCC gets engineering proposals, then what? As the engineers develop their plans, community meetings will be held to gauge interest and obtain community opinion. Landowner and community input are crucial aspects in multiple stages of this process. As is outlined in the RFP, these community meetings are slated for:

1. **March 2026 host Community Meeting/Input Workshop #1**
2. **July 2026: Community Meeting/Input Workshop #2**
3. **October 2026 final plans to be shared at Community Meeting #3**

Depending on what the feasibility study shows, the proposed route may not be a viable option. Additionally, the community may want to explore other alternatives, or the engineers may propose a better and more feasible route.

**See page 3 of the [RFP found here for more details](#).**

**Who is CBCC?** The Coral Bay Community Council is a nonprofit organization established in 2003 by volunteer residents with the purpose of acting as a community advocate, government liaison, and trusted information and research source. As a watershed management association, CBCC works to protect the Coral Bay watershed, watersheds

across the territory, and the people that live within them. CBCC's mission is to serve the Coral Bay community by protecting the environment, improving infrastructure, supporting education, encouraging social progress, and planning for appropriate, low-impact development.

We have been actively incorporating watershed education into our projects to try to increase the knowledge of climate change impacts to our area and pinpoint key areas that may be vulnerable, including where the mangroves have been degraded and need restoration. The Bizarre Bazaar had its first ever watershed education corner. We also actively have community meetings for all our projects to explain what they will entail and have the watershed consultants meet coral bay community members in their neighborhoods to discuss stormwater issues and structure maintenance. [Learn more about this work here.](#)