



**Treasure Coast Transportation Council
(TCTC) Meeting**

John F. and Rita M. Armstrong Wing of the Blake Library
2351 SE Monterey Road, Stuart, Florida 34996
(772) 221-1498

Thursday, April 23, 2020 @ 9:30 A.M.

In accordance with the Centers for Disease Control and Prevention (CDC) Guidelines and the Governor's Executive Orders pertaining to the COVID-19 Pandemic, this meeting will be conducted entirely by virtual conference. Instructions for access as follows:

For Board Members and Presenters

An individualized invitation will be emailed to participate by computer or smartphone.

For All Other Participants

Using a computer or smartphone, click on the following link:

attendee.gotowebinar.com/register/8640481746835305229

Mail public comments to: Bolivar Gomez, Martin MPO Senior Planner, 3481 SE Willoughby Boulevard, Suite 101, Stuart, FL 34994

Email public comments to: TCTC-PublicComment@martin.fl.us

Appearing in person: Communications media technology shall be made available to participate at the date and time of the virtual meeting at the John F. and Rita M. Armstrong Wing of the Blake Library, 2351 SE Monterey Road, Stuart, Florida 34996. Public comments made via mail or email will be read into the record the day of the meeting by Bolivar Gomez, Martin MPO Senior Planner, at the public access location.

If you require additional information, please call (772) 221-1498, email bgomez@martin.fl.us, or submit your question via mail to 3481 SE Willoughby Blvd., Suite 101, Stuart, FL 34994.

AGENDA

ITEM

ACTION

- 1. CALL TO ORDER – 9:30 A.M.**
- 2. ROLL CALL**

- | | |
|---|--------------------|
| 3. APPROVAL OF AGENDA | APPROVE |
| 4. APPROVAL OF MINUTES | APPROVE |
| • TCTC Meeting - April 5, 2019 | |
| 5. PUBLIC COMMENTS | |
| 6. BUSINESS ITEMS | |
| A. ELECTION OF OFFICERS | APPROVE |
| B. TRANSPORTATION REGIONAL INCENTIVE PROGRAM
 (TRIP) GRANT APPLICATIONS | APPROVE |
| C. US 1 CORRIDOR RETROFIT STUDY | INFORMATION |
| D. FLORIDA TRANSPORTATION PLAN (FTP) PRESENTATION | INFORMATION |
| 7. COMMENTS FROM COMMITTEE MEMBERS | |
| 8. COMMENTS FROM STAFF | |
| 9. NEXT MEETING | |
| 10. ADJOURN | |

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons with questions or concerns about nondiscrimination, or who require special accommodations under the American with Disabilities Act or language translation services (free of charge) should contact Bolivar Gomez, Senior Planner (Title VI/Non-discrimination Contact) at (772) 288-5412 or bgomez@martin.fl.us. Hearing impaired individuals are requested to telephone the Florida Relay System at #711.



TREASURE COAST TRANSPORTATION COUNCIL (TCTC)

Regular Meeting

DATE: April 5, 2019

TIME: 1:30 pm

LOCATION: St. Lucie TPO Boardroom
Coco Vista Centre
466 SW Port St. Lucie Boulevard, Suite 111
Port St. Lucie, Florida

MEETING SUMMARY

1. Call to Order

The meeting was called to order at 1:30 pm.

2. Roll Call

The roll was called and a quorum was noted with four members present in person.

Members Present

Vice Mayor Bob Auwaerter (by phone)
Mayor Vinny Barile
Darrell Drummond
Kathryn Hensley
Commissioner Doug Smith
Commissioner Bob Solari (by phone)

Representing

Indian River MPO
Martin MPO
St. Lucie TPO
St. Lucie TPO
Martin MPO
Indian River MPO

Others Present

Peter Buchwald
Ed DeFini
Yi Ding

Representing

St. Lucie TPO
St. Lucie TPO
St. Lucie TPO

Rachel Harrison	Recording Specialist
Beth Beltran	Martin MPO
Christine Fasiska	FDOT
Kimberly Graham	St. Lucie County
Phil Matson (by phone)	Indian River MPO
Kristina Morrow	CTS Engineering
Terry Rauth	Martin County Public Works
Mya Williams	FDOT
Sam Yang	CTS Engineering

3. Comments from the Public – None.

4. Election of Officers

* MOTION by Commissioner Smith to nominate Commissioner Solari as TCTC Chair.

** SECONDED by Mayor Barile.

There were no additional nominations and the nominations were closed.

** MOTION to elect Commissioner Solari to serve as Chairman of the Treasure Coast Transportation Council. Carried UNANIMOUSLY

Chairman Solari opened the nominations for TCTC Vice Chair.

* MOTION by Ms. Hensley to nominate Commissioner Smith as TCTC Vice Chair.

** SECONDED by Mayor Barile.

There were no additional nominations and the nominations were closed.

** MOTION to elect Commissioner Smith to serve as Vice Chairman of the Treasure Coast Transportation Council. Carried UNANIMOUSLY

5. Approval of Agenda

* MOTION by Vice Mayor Auwaerter to approve the agenda.

** SECONDED by Ms. Hensley Carried UNANIMOUSLY

DRAFT

6. Approval of Minutes

- June 27, 2018 Regular Meeting

* MOTION by Vice Mayor Auwaerter to approve the Minutes.

** SECONDED by Ms. Hensley Carried UNANIMOUSLY

7. Action Items

- 7a. Transportation Regional Incentive Program (TRIP) Grant Applications for 2019: Review and endorsement of the 2019 TRIP grant applications.

Mr. Buchwald explained why TRIP was created and indicated the types of projects for which such funding could be used before reporting on the funding available to FDOT District 4 for the 2019 grant cycle. He identified two projects that had been submitted by the St. Lucie TPO for TRIP funding, both of which originated from the 2040 Treasure Coast Regional Long Range Transportation Plan (RLRTP): Port St. Lucie Boulevard and Jenkins Road. Mr. Buchwald described the project parameters, estimated costs, and benefits, noting that the Treasure Coast Technical Advisory Committee (TCTAC) had reviewed the TRIP applications at its March meeting and recommended them for endorsement.

Ms. Beltran expressed support for the applications on behalf of the Martin MPO.

Mr. Matson commended the TCTC's efforts in the years since its inception and cited the projects under discussion as two examples of effective regional transportation planning.

In response to Vice Chairman Smith's question, Mr. Buchwald indicated that the widening of Port St. Lucie Boulevard from two to four lanes would eventually be extended to Becker Road but that the segment south of Paar Drive had not yet been programmed for funding.

* MOTION by Vice Chairman Smith to endorse the 2019 TRIP grant applications.

** SECONDED by Ms. Hensley Carried UNANIMOUSLY

- 7b. US-1 Corridor Retrofit Study: An update on the US-1 Corridor Retrofit Study for Indian River County and consideration of Phase 2 of the US-1 Corridor Retrofit Study.

Mr. Buchwald introduced the agenda item by explaining the significance of US-1 as a regional transportation facility. He noted that a Baseline Assessment, Issues, and Opportunities Analysis had been conducted in 2014 by FDOT for the US-1 segment within Martin and St. Lucie Counties and that a similar study had been approved in 2018 for Indian River County so that the second phase of the regional Retrofit Study could move forward. With the aid of Mr. Yang, Ms. Morrow continued the presentation by providing **an overview of the study's scope and purpose** and describing stakeholder involvement. They then outlined various aspects of the approach taken during the study before presenting the **corridor profile. Moving on to the study's recommendations, Ms. Morrow** presented the proposed corridor-wide improvements along with suggestions for particular segments and concluded with a discussion of the next steps to be taken in the process.

In response to Vice Chairman Smith's question, Mr. Yang explained that the intersection of 45th Street and 43rd Avenue had higher crash statistics than nearby intersections because of congestion and side street traffic.

Vice Mayor Auwaerter commented on the significant amount of vegetation in the area where US-1 and 20th Street meet noting that it **blocked drivers' views of merging traffic. Mr. Yang** indicated that the Indian River MPO and Technical Advisory Committee were working on a long-term solution to the issue, and discussion ensued regarding short-term strategies to address it.

Vice Chairman Smith initiated a discussion regarding the need for standardized, proactive guidelines for constructing transit infrastructure throughout the corridor. Mr. Buchwald indicated that the Treasure Coast Regional Transit Organization had previously adopted a standard bus shelter style and that shelters in St. Lucie and Martin Counties had since been constructed accordingly. The members agreed that the TCTC was the appropriate venue in which to adopt such guidelines and that the matter should be discussed further to ensure that the right-of-way currently available along US-1 for such projects was effectively utilized in the long-term.

Vice Chairman Smith remarked on the challenges associated with coordinating northbound and southbound bus stops to better facilitate

connectivity for travelers. In response to Mr. Drummond’s question, Mr. Matson clarified aspects of Indian River County’s bus shelter program explaining that the matter of coordination was complicated further by the higher ridership between transportation-disadvantaged areas and major attractors like hospitals as well as by current provisions requiring large developments to include transit facilities and pedestrian accommodations on their property. Such policies temporarily cause gaps in connectivity.

Discussion ensued regarding how to proceed with Phase 2 of the Study, particularly in terms of developing a project, regional in its scope, which could be submitted for TRIP funding. Vice Chairman Smith suggested that such a project involve the transit challenges already discussed; the evaluation of express or bus rapid transit sites, locations, and strategies; the connections among existing commercial properties along the corridor; the strategic use of right-of-way; and the identification of and connection to parallel routes to alleviate the pressure on US-1. Chairman Solari agreed in particular with the identification of and connection to parallel routes citing Indian River Boulevard as an effective example of that strategy.

* MOTION by Vice Chairman Smith to approve the concept of Phase 2 of the US 1 Corridor Retrofit Study with the additions discussed.

** SECONDED by Ms. Hensley Carried UNANIMOUSLY

8. Recommendations/Comments by Members – None.

9. Staff Comments – Mr. Buchwald thanked the members for their participation, and Chairman Solari commended the tri-county representatives on their commitment to the TCTC.

10. Adjourn – The meeting was adjourned at 2:40 pm.

Respectfully submitted:

Approved by:

Recording Secretary

Chairperson

**TREASURE COAST TRANSPORTATION COUNCIL
(TCTC) MEETING
AGENDA ITEM SUMMARY**

6A

MEETING DATE: April 23, 2020		DUE DATE: April 16, 2020
WORDING: ELECTION OF OFFICERS		
REQUESTED BY: TCTC	PREPARED BY: Beth Beltran/Ricardo Vazquez	DOCUMENT(S) REQUIRING ACTION: N/A

BACKGROUND

In accordance with Section 5 of the April 10, 2006 Interlocal Agreement Creating the Treasure Coast Transportation Council, “The Chairman and Vice Chairman shall be elected annually during the first meeting of each calendar year and shall serve for one-year terms.” At the April 5, 2019 TCTC meeting, the Council elected Commissioner Bob Solari as Chairman, and Commissioner Doug Smith as Vice-Chair.

ISSUES

At the April 23, 2020 TCTC meeting, voting members shall nominate and elect a Chairperson and a Vice-Chairperson.

RECOMMENDED ACTION

Move appointment of the TCTC Chairperson and Vice-Chairperson.

APPROVAL

TCTC



**TREASURE COAST TRANSPORTATION COUNCIL
(TCTC) MEETING
AGENDA ITEM SUMMARY**

6B

MEETING DATE: April 23, 2020		DUE DATE: April 16, 2020	
TITLE: TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) GRANT APPLICATIONS			
REQUESTED BY: MPO	PREPARED BY: Beth Beltran/ Ricardo Vazquez	DOCS REQUIRING ACTION: TRIP Applications from Martin MPO, St. Lucie TPO, and Indian River MPO	

Background

In 2006, the Treasure Coast Transportation Council (TCTC), consisting of two members each from the St. Lucie TPO, and Indian River and Martin MPOs was created as a regional transportation entity to develop regional plans and to pursue TRIP funds for the three-county region.

The Transportation Regional Incentive Program (TRIP) makes State funds available for regionally significant transportation projects that will benefit regional travel and commerce. Regional projects selected for funding will require a 50% match for project costs.

Issues

This year, the Martin MPO has submitted a TRIP application for the Cove Road widening project, St. Lucie TPO has applied for the Midway Road widening project, and Indian River MPO has submitted an application for the widening of 66th Avenue. There is currently \$2.7 million available for the Treasure Coast Area for FY 25/26.

At the Treasure Coast Technical Advisory Committee (TCTAC) meeting on March 12, 2020, the committee passed a motion to recommend splitting \$2.5 million of the TRIP funds between St. Lucie & Indian River, giving each county \$1.25 million, and giving the \$200,000 remaining balance to Martin County with the understanding that the other projects are shovel ready when the TRIP fund allocations become available, and if any additional funds become available, it will be given to Martin County for design and construction of the Cove Road project.

Recommended Action

Approve and prioritize TRIP applications as presented

Attachments

- Martin TRIP Application
- St. Lucie TRIP Application
- Indian River TRIP Application

Approval

TCTC



Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

KEVIN J. THIBAUT, P.E.
SECRETARY

Transportation Regional Incentive Program (TRIP)

Application Checklist

Project Title: Cove Road from SR 76 (Kanner Hwy) to SR 5 (US 1) Date: _____

Following documents and/or attachments are required and must be included with application submittal:

- Application Checklist – completed and signed by all applicable parties. **(Application Checklist.pdf)**
- Project Scoping Application Form. **(Project Scoping_Funding_Application.pdf)**
- Completed Engineer Cost Estimate.
(prepared and signed by a Professional Engineer from the Agency’s Engineering Office)
- Project Location Map - depicting Begin and End limits for proposed project. **(Location_Map.pdf)**
- Existing and Proposed Typical Sections - including existing ROW width and dimensions for all existing and proposed features. Include features that might represent potential conflict such as existing utility poles, lighting, exist. fence, etc. **(Typical_Sections.pdf)**
- Right-of-Way Ownership Verification- Maps or applicable documents denoting ownership for the project. Project location shall be highlighted/noted within provided documents. **(Right-of-Way.pdf)**
(Right of way maps, Plats, deeds, certified surveys, Land use Agreements, right of use permits and/or easements). Copies of original documents required, Screenshots from any website are not allowed.
- Public Involvement/ Outreach Documentation- detailed public support on how was the community support gathered and evaluated. **(Public_Support.pdf)**
(public outreach presentations, Sign- in sheets, meeting minutes, flyers, social and/or newsletters)
- Required Resolution of Support: **(Resolution.pdf)**

For Projects to be administered by FDOT:

(All projects to be administered and delivered by FDOT must be vetted by the Department 6 weeks prior to application submittal. The Department shall consider the request to determine viability of entity to deliver project, which may be the Department or the local agency)

Select what applies: On- system project (State road)
 Off-system project (Local road) - Agency requests FDOT to administer

Letter of consistency from Department providing feedback on the project.

Resolution from the applicant’s governing board approving the specific project recognizing the Department delivering the project on behalf of the agency for Design and Construction phases.

Resolution from the responsible governing board confirming commitment to fund the project's O&M. **(See Resolution.pdf)**

(Projects administered by the Department on behalf of the local agency requires a signed Highway Maintenance Memorandum of Agreement (HMMOA) with the Department during Design.)

The prioritized list of regionally significant projects developed by the Regional Transportation Area. **See Exhibit E**

Project support data, as appropriate. **See Exhibit A**

Provide implementation schedules for all appropriate phases. **See Exhibit B**

Document that the candidate improvement appears in the capital improvement schedule of the local comprehensive plan. **See Exhibit C**

Document that level-of-service standards for the facility to be improved have been adopted by the local government with jurisdiction and are consistent with the level-of-service standards adopted by FDOT. **See Exhibit D**

Document that the candidate project meets the following TRIP statutory eligibility requirements. **See Project Scoping Application Form**

- Support facilities that serve national, statewide or regional functions and function as an integrated transportation system,
- Be identified in appropriate local government capital improvements program(s) or long term concurrency management system(s) that are in compliance with state comprehensive plan requirements,
- Be consistent with the Strategic Intermodal System (SIS),
- Be in compliance with local corridor management policies, and
- Have commitment of local, regional or private matching funds.

If any of the above required items are not submitted by Application Submittal date, the application will be considered incomplete and will not be vetted by the Department nor be considered for programming for the current cycle.

Signatures below are required, certifying that the documentation included in application submittal has been reviewed and completed in accordance with this checklist.

Applicant/Agency Representative

Signature

Terry Rauth/ Public Works Director

Name/ Title

Date

Applicable Planning Office Representative

Signature

Beth Beltran / Martin MPO Administrator

Name/ Title

Date

Transportation Regional Incentive Program (TRIP) Project Scoping Application

TRIP was created to improve regionally significant transportation facilities in “regional transportation areas.” State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce.

If selected for funding, the Florida Department of Transportation (FDOT) will pay for up to 50 percent of project/phase costs, or up to 50 percent of the non-federal share of project/phase costs for public transportation facility projects.

While there is no rigid application procedure, the Department has created this application to facilitate the assembly of pertinent project information by implementing agencies and Regional Transportation Areas related to candidate TRIP projects. The goal of this document is to provide a framework to project sponsors.

Regional Transportation Area: SEFTC or TCTC (Check one)

Implementing Local Agency:

Local Agency: Martin County Public Works Department

Address: Martin County, 2401 SE Monterey Road, Stuart, Florida 34996

Project Manager: Terry Rauth, PE, Public Works Director or successor

Phone: 772-419-6936

E-mail: trauth@martin.fl.us

Funding allocations for FY 25/26 is unknown until programming cycle in Fall 2020.

While the Department strives to statutorily divide the funding between the two regional transportation areas, programming will be subject to updating existing project cost estimates, the number of submitted eligible applications, and their associated cost estimates.

Project Information:

Project Name: SE Cove Road from SR-76 (S Kanner Highway) to SR-5 (US-1 / SE Federal Highway) FM# 4417001

County Location: Martin County

Facility (must be on the regional priority list of the respective regional transportation area):

Road number (if applicable): _____

Project limits (include begin/end limits): SR-76 (S Kanner Highway) to SR-5 (US-1 / SE Federal Highway)

A location map with an aerial view is attached (Location_Map.pdf)

Scope of work to be performed or capital equipment to be purchased, please include the typical section: (for transit project include quantities and cost per item, i.e. bus, train, passenger shelters, benches etc...):

Urban – Roadway Widening: from a 2-lane undivided rural roadway to a 4-lane divided urban roadway with 6-foot sidewalks and buffered bicycle lanes. It is anticipated that the posted speed limit will be 45 MPH.

A more detailed scope of work is attached. (Use attached Scope.doc)

Typical section is attached (Typical_Section.pdf)

Explain how the project enhances the regional transportation system.

This project will add capacity to the regional transportation system through the widening of this facility from 2 to 4 lanes for a length of 3.230 miles with additional turning lanes. Current 2018 AADT volume is 14,400 along this segment of roadway. According to the 2040 RL RTP, the AADT volume is projected to increase to 17,545 in 2040. The corridor connects two regional facilities SR-76 (S Kanner Highway) and SR-5 (US-1 / SE Federal Highway) in an area that is the gateway to Martin County and the City of Stuart from the SR-76 (S Kanner Highway) interchange at Interstate 95.

Describe the project and what it will accomplish.

Is the project consistent with:

- Long Range Transportation Plan
- Transit Development Plan
- Transportation Improvement Plan
- Local Comprehensive Plan(s)

- The Project is contained within the Cost Feasible Plan of the 2040 Regional Long Range Transportation Plan, Table 6-1. It is also consistent with Goal 1.0 of the RL RTP: “Provide a safe, connected, and efficient multimodal transportation system for regional movement of people and goods”.
- The Project is consistent with the Long Range Transportation Plan, Page 241 of 284.
- The Project is consistent with the FY20 Transportation Improvement Plan, Page 10, List of Project Priorities #3 Ranking for FY18/19 and Page 41, 43-45, 50, 110, 5-Year Summary of Projects FM #4417001, Page A-43
- The Project is consistent with the following Policies of the Martin County Comprehensive Growth Management Plan:
 - *Policy 5.1B.1. Ensure Transportation CGMP amendments are consistent with other elements and plans.* All proposed amendments to the Transportation Element will include a comprehensive statement of findings documenting that the proposed modification is consistent with the future land use map, the five-year FDOT Work Program and plans of neighboring jurisdictions (where applicable).
 - *Policy 5.2A.12. Promote "Complete Streets".* To the extent feasible, the County shall promote and implement the concept of "Complete Streets" that accommodate all users, including motorized vehicles, bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities.
 - *Policy 5.3A.3. Promote safe roadway designs.* The County shall promote roadway designs that are safe and efficient by:
 - (1) Requiring adequate storage and areas for merging;
 - (2) Prohibiting hazardous access from driveways and traffic lanes by using safe systems of ingress and egress (i.e. turn lane policies);
 - (3) Requiring acceleration and deceleration lanes, turning lanes or parallel access lanes, where appropriate;
 - (4) Minimizing conflicts between roadway, pedestrian, bicyclist and rail traffic; and
 - (5) Providing adequate capacity for emergency evacuation and emergency response vehicles.
 - *Policy 5.3A.4. Separate vehicles from pedestrians.* Traffic flow systems shall be designed to achieve reasonable separation of vehicles and pedestrians, particularly in areas where children are concentrated, including schools, parks and residential areas.
 - *Policy 5.3A.8. Protect neighborhoods.* The County will ensure that development of major transportation routes (rail or roadway) discourages neighborhood displacement and protects community and neighborhood integrity.
 - *Policy 5.4A.2. Construct sidewalks and bicycle facilities in state projects.* The County shall request construction of sidewalks and bicycle facilities in conjunction with the construction, reconstruction or change in any state facility within five miles of an urban area.
 - *Policy 5.4A.3. Include bicycle lanes on new/resurfaced collectors and arterials.* The County shall mandate bicycle lanes or paved shoulders (or the equivalent) on all new or resurfaced collector or arterial roadways that are not physically or financially constrained.
 - *Policy 5.4A.4. Construct sidewalks on collectors and arterials.* The County shall provide a sidewalk along both sides of all arterials and collectors.
 - *Policy 5.4A.6. Prioritize needed sidewalks and bicycle facilities.* The County shall identify and prioritize sidewalks and bicycle facilities intended to connect or complete both existing and proposed facilities in a manner that provides a complete pedestrian and bicyclist circulation system. The County shall consider such improvements in the Capital Improvements Plan.

Please provide the priorities and identify the page numbers for each below:

- *Policy 5.4B.1. Establish pedestrian and bicycle facilities around schools.* In accordance with guidelines from the AASHTO and the FDOT, the County shall establish pedestrian and bicycle facilities around schools, with emphasis on areas not serviced by school buses
- *Policy 5.4B.2. Provide bicyclists and pedestrians access to retirement and handicapped residence centers.* In accordance with AASHTO or FDOT guidelines, the County shall provide for bicycle access in areas encompassing retirement and handicapped residence centers, as well as public, commercial and service buildings. This should include bicycle parking at these locations.

Describe how the project will improve regional mobility within the Regional Transportation Area:

(For example, describe how this transit project facilitates the intermodal or multimodal movement of people and/or goods.)

The Regional Transportation Area is defined as Indian River, St. Lucie, and Martin Counties. The Florida Turnpike and Interstate 95 link these three counties and are designed to efficiently move people and freight through these corridors. The project will enhance the connectivity to Interstate 95, through SR-76 (S Kanner Highway) thereby improving efficiency and safety.

Illustrate how the project reflects the statutory (339.2819) guidelines under which the District will prioritize and select candidate projects for funding:

- Provide connectivity to the SIS
- Support economic development and goods movement in rural areas of opportunity
- Are subject to local ordinances that establish corridor management techniques
- Improve connectivity between military installations and the Strategic Highway Network (STRAHNET) or the Strategic Rail Corridor Network (STRACNET)

1. This project increases capacity for the regional transportation network through the widening of a major roadway leading to Interstate 95.
2. SE Cove Road is a secondary connection to the urban area of the County through the main connection SR-76 (S Kanner Highway) from SR-5 (US-1 / SE Federal Highway). Improving this facility will support the movement of people and freight along this corridor, thereby supporting economic development.

How will TRIP funding accelerate the project’s implementation?

FM 4417001 – The PD&E Study to add lanes and reconstruct SE Cove Road from SR-76 (S Kanner Highway) to SR-5 (US-1 / SE Federal Highway) is currently funded in FY2021/22 for \$505,000 and FY2022/23 for \$2,500,000.

The Martin MPO FY20/21-FY24/25 Federal Attributable UNFUNDED Project Priorities moved the SE Cove Road Project to the #1 Priority for FY20/21 Ranking.

With the recent #1 prioritization of SE Cove Road, this TRIP funding, if awarded, would allow the design and construction of the project in FY24/25 and FY25/26, respectively, accelerating the project by several years.

Provide detailed project cost estimates for each phase requested (required). Construction estimates shall be broken down to FDOT typical pay items to allow for verification of eligible project costs. Estimates are to be prepared and signed by a Professional Engineer from the Local Agency’s Engineering office. Each phase requested (ie, design, right-of-way, construction, CEI) requires a 50% local agency match. **Right-of-Way acquisition is NOT permitted on projects the Department is delivering on behalf of the local agency when TRIP funds are matched with local funds. Right-of-way acquisition is permitted on projects the Department is delivering when TRIP funds are matched with SU funds. Right-of-Way acquisition is permitted on Off-system projects in which the local agency is delivering the project.**

For transit projects include a budget in accordance with FTA guidance for the Section 5307 Program consistent with FTA C 9030.1.

A detailed cost estimate is attached (use attached Estimate.xlsx)

Describe source of matching funds per phase requested and any restrictions on availability. Each phase requested (ie, design, right-of-way, construction, CEI) requires at least a 50% local agency match. Each phase requested shall be separated by at least 2 fiscal years (the Department’s fiscal year runs from July to June).

The 50% local match funds of approximately \$2,700,000 will be provided using Surface Transportation Block Grant (STBG) Funds.

Phases requested:	FY requested	FDOT Amount requested	Local Match
<input type="checkbox"/> Design	_____	_____	_____
<input type="checkbox"/> Right of Way	_____	_____	_____
<input checked="" type="checkbox"/> Construction	FY 25/26	\$2,700,000	\$2,700,000
<input type="checkbox"/> CEI	_____	_____	_____

Project Qualification Information:

- Will this project affect any historic property that is included or eligible for inclusion in the National Register of Historic Places? If so, has the Division of Historical Resources been given a chance to comment on the project?

This project does not affect any historic property.

- Will this project involve the demolition or substantial alteration of a historic property in a way which adversely affects the character, form, integrity, or other qualities which contribute to the historical, architectural, or archaeological value of the property? If so, timely steps must be taken to determine that no feasible and prudent alternative to demolition or substantial alteration exists, and, where no such alternative exists, timely steps must be taken to mitigate the adverse effects or to undertake an appropriate archaeological salvage excavation or other recovery action to document the property as it existed prior to demolition or alteration.

This project does not involve the demolition or substantial alteration of a historic property.

Please note. If federal funding or a federal permit will be involved, then the requirements of the National Historic Preservation Act of 1966 (as amended) and 36 Code of Federal Regulations Part 800 apply.

The Department's process for complying with federal and state historic preservation requirements is found in the Project Development and Environment Manual; Part 2, Chapter 8 (Archeological and Historical Resources). If the local agency does not have its own process, we recommend they use the Department's.

- Describe the project's existing Right-of-Way ownerships. This description shall identify when the Right-of-Way was acquired and how ownership is documented (i.e. plats, deeds, prescriptions, certified surveys, easements).

The project's existing Right-of-Way is based upon plats, deeds, right-of-way maps and a maintenance map as compiled and shown on the Right of Way Control Survey thereof, as recorded in Map Book 1, Page 29, Public Records of Martin County, Florida.

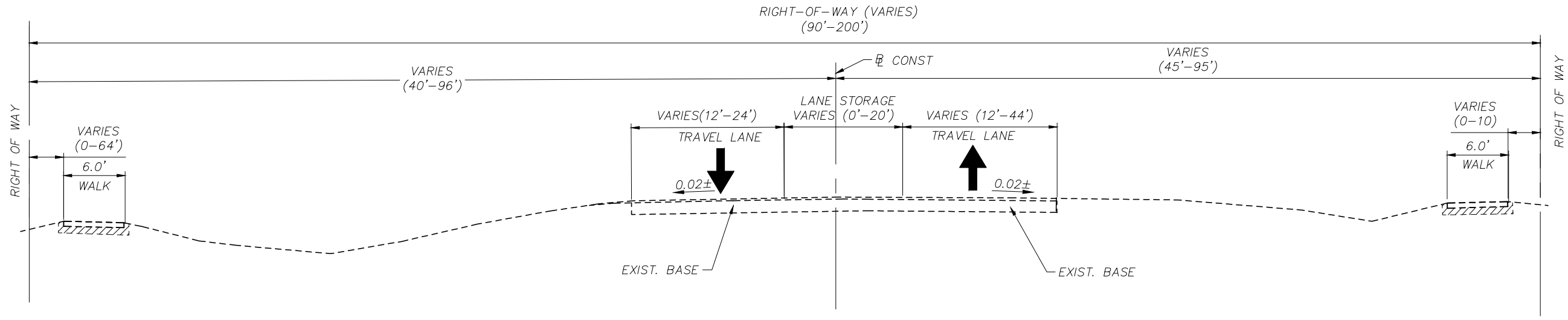
Please transmit a Regional Prioritize List, with the Project Applications and any additional supporting information and documentation to your respective TRIP Coordinator.

This document has been developed at an overview level; please refer to the FDOT Office of Policy Planning website (<http://www.fdot.gov/planning>) or contact Sabrina Aubery, FDOT District 4 TRIP Coordinator for detailed program requirements.

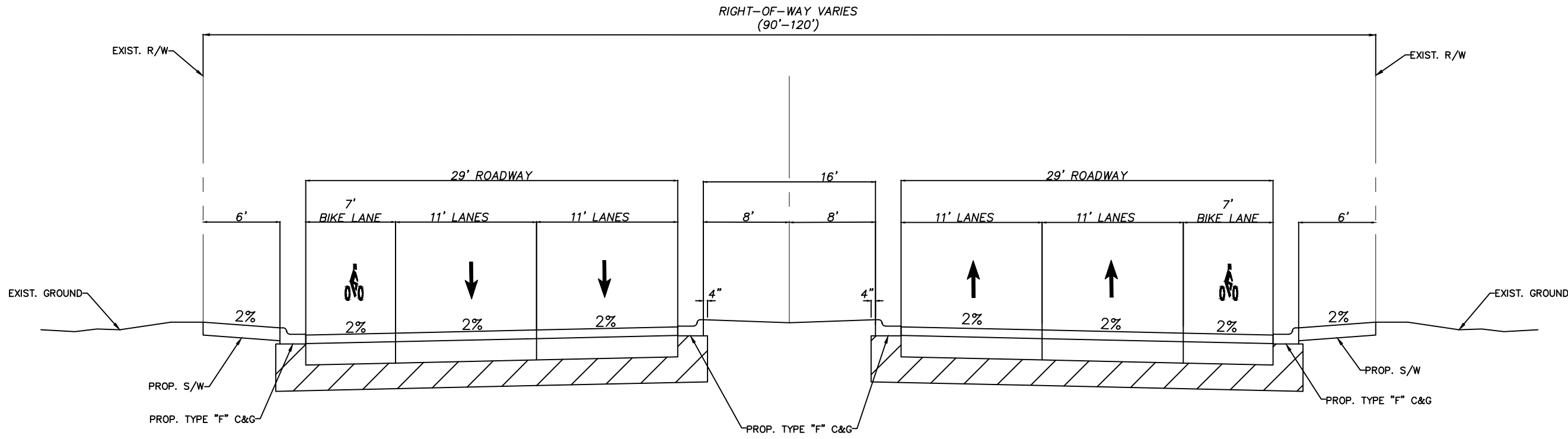
SE COVE ROAD FROM SR-76 (S KANNER HIGHWAY) TO SR-5 (US-1 / SE FEDERAL HIGHWAY)



T:\PMD\Capital Projects\ROADWAYS\PROJECTS_ACTIVE\Cove Road Resurfacing\SCOP_436651-1\05 - DESIGN\05G - PLANS\DRAWINGS & COST ESTIMATES\CADD Files\200123 Prop_Typical.dwg 1/24/2020 1:53:48 PM



EXISTING SECTION
TYPICAL SECTION
SE COVE ROAD



PROPOSED SECTION
TYPICAL SECTION
SE COVE ROAD

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DESIGNED BY	DRAWN BY
CHECKED BY	CHECKED BY
ENGINEER OF RECORD:	



MARTIN COUNTY
PUBLIC WORKS
2401 SE MONTEREY ROAD
STUART, FLORIDA 34996
PHONE: (772) 288-5927
FAX: (772) 288-5789
www.martin.fl.us

MARTIN COUNTY PUBLIC WORKS
PROJECT NAME
COVE ROAD

TYPICAL SECTIONS

SHEET NO.

ENGINEERS COST ESTIMATE
(Must be Used for Projects Administered by FDOT)
Project Description: COVE ROAD WIDENING - SR 76 to US 1

Pay Item Number*	Pay Item Description*	Participating				**Non-participating (Local funds)				Total Quantity	Total Engineer's Cost
		Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost	Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost		
101-1	MOBILIZATION	1	LS	\$ 1,500,000.00	\$ 1,500,000.00				\$ -	1	\$ 1,500,000.00
101-1B	CONSTRUCTION VIDEOS (PRE & POST)	1	LS	\$ 10,000.00	\$ 10,000.00				\$ -	1	\$ 10,000.00
101-99	SURVEY STAKING & AS-BUILTS	1	LS	\$ 200,000.00	\$ 200,000.00				\$ -	1	\$ 200,000.00
102-1	MAINTENANCE OF TRAFFIC	1	LS	\$ 975,000.00	\$ 975,000.00				\$ -	1	\$ 975,000.00
104-10-3	SEDIMENT BARRIER	34109	LF	\$1.45	\$ 49,458.05				\$ -	34109	\$ 49,458.05
104-11	FLOATING TURBIDITY BARRIER	808	LF	\$8.69	\$ 7,017.18				\$ -	807.5	\$ 7,017.18
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	808	LF	\$3.71	\$ 2,995.83				\$ -	807.5	\$ 2,995.83
104-15	SOIL TRACKING PREVENTION DEVICE	4	EA	\$3,131.84	\$ 12,527.36				\$ -	4	\$ 12,527.36
104-18	INLET PROTECTION SYSTEM	165	EA	\$92.09	\$ 15,194.85				\$ -	165	\$ 15,194.85
107-1	LITTER REMOVAL	82	AC	\$27.21	\$ 2,236.66				\$ -	82.2	\$ 2,236.66
107-2	MOWING	82	AC	\$52.87	\$ 4,345.91				\$ -	82.2	\$ 4,345.91
110-1-1	CLEARING & GRUBBING	6	AC	\$6,682.88	\$ 38,226.07				\$ -	5.72	\$ 38,226.07
120-1	REGULAR EXCAVATION	12193	CY	\$6.03	\$ 73,523.79				\$ -	12193	\$ 73,523.79
160-4	TYPE B STABILIZATION	139734	SY	\$2.88	\$ 402,433.92				\$ -	139734	\$ 402,433.92
285-709	OPTIONAL BASE, BASE GROUP 09	120178	SY	\$98.50	\$ 11,837,533.00				\$ -	120178	\$ 11,837,533.00
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	19830	TN	\$105.30	\$ 2,088,099.00				\$ -	19830	\$ 2,088,099.00
337-7-83	ASPH CONC FC, TRAFFIC C, FC- 12.5, PG 76-22	9915	TN	\$141.93	\$ 1,407,235.95				\$ -	9915	\$ 1,407,235.95
400-2-2	CONC CLASS II, ENDWALLS	95	CY	\$1,898.93	\$ 180,398.35				\$ -	95	\$ 180,398.35
425-1-351	INLETS, CURB, TYPE P-5, <10'	117	EA	\$4,623.99	\$ 541,006.83				\$ -	117	\$ 541,006.83
425-1-451	INLETS, CURB, TYPE J-5, <10'	33	EA	\$7,359.98	\$ 242,879.34				\$ -	33	\$ 242,879.34
425-1-521	INLETS, DT BOT, TYPE C, <10'	17	EA	\$3,362.36	\$ 57,160.12				\$ -	17	\$ 57,160.12
425-1-541	INLETS, DT BOT, TYPE D, <10'	2	EA	\$3,756.30	\$ 7,512.60				\$ -	2	\$ 7,512.60
425-2-41	MANHOLES, P-7, <10'	17	EA	\$3,733.61	\$ 63,471.37				\$ -	17	\$ 63,471.37
425-2-71	MANHOLES, J-7, <10'	2	EA	\$7,500.00	\$ 15,000.00				\$ -	2	\$ 15,000.00
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	8552	LF	\$96.22	\$ 822,873.44				\$ -	8552	\$ 822,873.44
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	768	LF	\$138.81	\$ 106,606.08				\$ -	768	\$ 106,606.08
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	112	LF	\$141.20	\$ 15,814.40				\$ -	112	\$ 15,814.40
430-175-148	PIPE CULV, OPT MATL, ROUND, 48"S/CD	16152	LF	\$183.62	\$ 2,965,830.24				\$ -	16152	\$ 2,965,830.24
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	400	LF	\$380.00	\$ 152,000.00				\$ -	400	\$ 152,000.00
520-1-10	CONCRETE CURB & GUTTER, TYPE F	34109	LF	\$39.40	\$ 1,343,894.60				\$ -	34109	\$ 1,343,894.60
520-1-7	CONCRETE CURB & GUTTER, TYPE E	34515	LF	\$176.34	\$ 6,086,375.10				\$ -	34515	\$ 6,086,375.10
520-5-11	TRAF SEP CONC-TYPE I, 4' WIDE	2000	LF	\$40.91	\$ 81,820.00				\$ -	2000	\$ 81,820.00
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	27580	SY	\$69.60	\$ 1,919,568.00				\$ -	27580	\$ 1,919,568.00
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6"	348	SY	\$57.19	\$ 19,888.39				\$ -	347.76	\$ 19,888.39
523-1-3	PATTERNED PAVEMENT, VEHIC AREAS- BIKE LA	800	SY	\$44.79	\$ 35,832.00				\$ -	800	\$ 35,832.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1200	LF	\$13.73	\$ 16,476.00				\$ -	1200	\$ 16,476.00
550-60-234	FENCE GATE, TYP B, SLIDE/CANT, 18.1-20' OPEN	2	EA	\$1,850.93	\$ 3,701.86				\$ -	2	\$ 3,701.86
570-1-1	PERFORMANCE TURF	16992	SY	\$0.54	\$ 9,175.68				\$ -	16992	\$ 9,175.68
630-2-11	CONDUIT, F& I, OPEN TRENCH	20054	LF	\$16.65	\$ 333,899.10				\$ -	20054	\$ 333,899.10
4385	CONDUIT, F& I, DIRECTIONAL BORE	4385	LF	\$21.27	\$ 93,268.95				\$ -	4385	\$ 93,268.95
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	4	PI	\$3,971.22	\$ 15,884.88				\$ -	4	\$ 15,884.88
633-1-124	FIBER OPTIC CABLE, F&I, UG, 97-	1000	LF	\$4.17	\$ 4,170.00				\$ -	1000	\$ 4,170.00
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	170	EA	\$701.26	\$ 119,214.20				\$ -	170	\$ 119,214.20
639-1-112	ELECTRICAL POWER SRV, F&I, OH, M, PUR BY CON	4	AS	\$2,562.71	\$ 10,250.84				\$ -	4	\$ 10,250.84

639-1-121	ELECTRICAL POWER SRV,F&I, UG,FUR BY POWE	1	AS	\$2,520.04	\$ 2,520.04			\$ -	1	\$ 2,520.04
639-2-1	ELECTRICAL SERVICE WIRE, F&I	240	LF	\$2.79	\$ 669.60			\$ -	240	\$ 669.60
641-3-175	CONCRETE CCTV POLE, FUR & INS W/LOW	1	EA	\$17,561.13	\$ 17,561.13			\$ -	1	\$ 17,561.13
649-21-10	STEEL MAST ARM ASSEMBLY, F&I, 60'	12	EA	\$41,405.97	\$ 496,871.64			\$ -	12	\$ 496,871.64
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	32	AS	\$997.46	\$ 31,918.72			\$ -	32	\$ 31,918.72
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	24	AS	\$633.35	\$ 15,200.40			\$ -	24	\$ 15,200.40
660-4-11	VEHICLE DETECTION SYSTEM- VIDEO, CABINET	4	EA	\$3,963.02	\$ 15,852.08			\$ -	4	\$ 15,852.08
660-4-12	VEHICLE DETECTION SYSTEM- VIDEO, ABOVE G	13	EA	\$6,425.33	\$ 83,529.29			\$ -	13	\$ 83,529.29
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	24	EA	\$160.30	\$ 3,847.20			\$ -	24	\$ 3,847.20
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	4	AS	\$26,046.53	\$ 104,186.12			\$ -	4	\$ 104,186.12
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	78	AS	\$365.07	\$ 28,475.46			\$ -	78	\$ 28,475.46
700-1-12	SINGLE POST SIGN, F&I GM, 12- 20 SF	7	AS	\$1,157.12	\$ 8,099.84			\$ -	7	\$ 8,099.84
700-2-15	MULTI- POST SIGN, F&I GM, 51- 100 SF	7	AS	\$6,202.22	\$ 43,415.54			\$ -	7	\$ 43,415.54
700-2-16	MULTI- POST SIGN, F&I GM, 101- 200 SF	7	AS	\$19,793.91	\$ 138,557.37			\$ -	7	\$ 138,557.37
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	16	EA	\$363.57	\$ 5,817.12			\$ -	16	\$ 5,817.12
700-3-205	SIGN PANEL, F&I OM, 51-100 SF	2	EA	\$3,820.64	\$ 7,641.28			\$ -	2	\$ 7,641.28
700-4-112	OH STATIC SIGN STR, F&I, C 21- 30 FT	3	EA	\$44,757.70	\$ 134,273.10			\$ -	3	\$ 134,273.10
700-8-115	FRONT ACC DYN MESS SIGN, F&I, MONO,51-	1	EA	\$79,772.89	\$ 79,772.89			\$ -	1	\$ 79,772.89
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	1308	EA	\$3.51	\$ 4,591.08			\$ -	1308	\$ 4,591.08
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	26	GM	\$1,166.63	\$ 30,145.72			\$ -	25.84	\$ 30,145.72
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	13	GM	\$314.72	\$ 4,066.18			\$ -	12.92	\$ 4,066.18
711-14-160	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE	40	EA	\$371.05	\$ 14,842.00			\$ -	40	\$ 14,842.00
711-14-170	THERMOPLASTIC, PREFORMED, WHITE, ARROW	50	EA	\$134.75	\$ 6,737.50			\$ -	50	\$ 6,737.50
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	62287	LF	\$1.95	\$ 121,460.27			\$ -	62287.32	\$ 121,460.27
715-4-13	LIGHT POLE COMPLETE, F&I- STD, 40'	114	EA	\$6,874.27	\$ 783,666.78			\$ -	114	\$ 783,666.78
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	114	EA	\$601.24	\$ 68,541.36			\$ -	114	\$ 68,541.36
Funds for Construction (Phase 52)					\$ 36,142,059.66	SU Funds for Construction (Phase 52)		\$ -	Subtotal	\$ 36,142,059.66
DESIGN (FDOT IN-HOUSE/CONSULTANT) (Phase 32)		1	LS	15%	\$ 5,421,308.95					
ENVIRONMENTAL SERVICES (Phase C-2)		1	LS							
CONSTRUCTION ENGINEERING & INSPECTION ACTIVITIES (CEI) (Phase 62-01)		1	LS	13%	\$ 4,698,467.76					
POST DESIGN SERVICES (Phase 62-02)		1	LS	1.5%	\$ 542,130.89					
CONTINGENCY		Contingency is not a TRIP Participating Item								
		1	LS	10%	\$ 3,614,205.97					
FDOT IN-HOUSE CONSTRUCTION SUPPORT (Phase 61)		1	LS	1%	\$ 361,420.60	FDOT In-House Support must be included as an TRIP Participating Item				
FDOT IN-HOUSE DESIGN SUPPORT (Phase 31)		1	LS							
					\$ 46,803,967.26			\$ 3,614,205.97	\$ 50,418,173.23	

PLEASE NOTE: DESIGN, ENVIRONMENTAL, CEI, AND POST DESIGN SERVICES ARE ESTIMATES ONLY. THESE COSTS MAY CHANGE AFTER FDOT REVIEW OF THE PROJECT AND OVER THE LIFE OF THE PROJECT BASED ON THE PROJECT'S COMPLEXITY. THE LOCAL AGENCY WILL BE RESPONSIBLE FOR ALL COSTS IN EXCESS OF THE FDOT FUNDING ALLOCATION. **THIS IS ONLY A GUIDE.**

FEE GUIDELINES FOR: DESIGN, FDOT IN- HOUSE CONSTRUCTION SUPPORT, CEI, AND POST DESIGN SERVICES based on percentage of construction cost estimate:

Construction Cost Estimate	\$250K - \$500K	\$500K - \$1.5M	\$1.5M - \$3.5M	\$3.5 M - \$5 M	\$5M - \$10M	over \$10M
DESIGN (FDOT IN-HOUSE/CONSULTANT) (Phase 32)	45%	35%	19%	17%	15%	15%
FDOT IN-HOUSE CONSTRUCTION SUPPORT (Phase 61)	11%	6%	4%	1.5%	1.5%	1.0%
CONSTRUCTION ENGINEERING & INSPECTION ACTIVITIES (CEI) (Phase 62-01)	17%	13%	11%	14%	14%	13%
POST DESIGN SERVICES (Phase 62-02)	9%	5%	3.5%	2.5%	1.7%	1.5%

* All projects will utilize FDOT pay items numbers, descriptions and unit prices; FDOT design and construction specifications and standards.

Statewide unit prices can be found at the following link:

<https://www.fdot.gov/programmanagement/Estimates/HistoricalCostInformation/HistoricalCost.shtm>

Non-participating items:

** All maintenance activities. Ex: replacement of existing sidewalk that is not affected by proposed work, pavement markings refurbishment, curb and gutter repairs, etc.

** Utility work -- this includes, but is not limited to: valve/manhole adjustments, utility relocations, FPL power pole relocations, AT&T directional bore, etc...

** Mowing & Litter removal

** Decorative features such as Brick pavers on sidewalk, decorative signs.

Other elements may be non-participating - this will be determined on a project-by-project basis; listed above are commonly used non-participating pay items.

Prepared By:

George Dzama, P.E.

Name:

Signature: 

73135

PE number:

1/29/2020

Date:

NOTE: Environmental fees consider, but are not limited to, standard Categorical Exclusion (Type 1 or PCE), CRAS Report, Section 4f, Wetland Survey, Endangered Species Relocation, Contamination, Mitigation, etc. Additional fees will be required for: Lane Elimination Analysis and Documentation; Traffic Data Collection; Traffic Projections and Analysis; Public Involvement. Please contact Mya Williams at FDOT District 4 (954-777-4608) to coordinate the cost for these items.

Transportation Regional Incentive Program (TRIP) Project Scoping Application

TRIP was created to improve regionally significant transportation facilities in “regional transportation areas.” State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce.

If selected for funding, the Florida Department of Transportation (FDOT) will pay for up to 50 percent of project/phase costs, or up to 50 percent of the non-federal share of project/phase costs for public transportation facility projects.

While there is no rigid application procedure, the Department has created this application to facilitate the assembly of pertinent project information by implementing agencies and Regional Transportation Areas related to candidate TRIP projects. The goal of this document is to provide a framework to project sponsors.

Regional Transportation Area: SEFTC or TCTC (Check one)

Implementing Local Agency:

Local Agency: **St. Lucie County**

Address: **2300 Virginia Avenue, Fort Pierce, FL 34982**

Project Manager: **Kimberly Graham**

Phone: **772-462-1707**

E-mail: **GrahamK@stlucieco.org**

Funding allocations for FY 25/26 is unknown until programming cycle in Fall 2020.

While the Department strives to statutorily divide the funding between the two regional transportation areas, programming will be subject to updating existing project cost estimates, the number of submitted eligible applications, and their associated cost estimates.

Project Information:

Project Name: Midway Road FDOT Project Number 231440-5

County Location: St. Lucie County

Facility (must be on the regional priority list of the respective regional transportation area):

Road number (if applicable): CR 712

Project limits (include begin/end limits): Jenkins Road to Selvitz Road

A location map with an aerial view is attached (Location_Map.pdf)

Scope of work to be performed or capital equipment to be purchased, please include the typical section: (for transit project include quantities and cost per item, i.e. bus, train, passenger shelters, benches etc...):

Midway Road (CR 712) is a major east-west roadway that provides a vital connection to residents and commuters to and from Interstate 95 (I-95) to the commercial areas along US 1. Midway Road (CR 712) is functionally classified as an Urban Principal Arterial and is designated as a hurricane evacuation route by the Florida Division of Emergency Management.

The existing roadway typical section consists of an undivided rural roadway with two 12-foot lanes, one in each direction. The existing right-of-way (R/W) varies with a minimum width of 70 feet. Left and right turn lanes are present in multiple locations to provide access to the existing side streets and developments.

The proposed typical section will expand (reconstruct) the existing road within the project limits providing 4-lanes (2 in each direction) in order to satisfy the future traffic demand and capacity needs. The proposed urban typical section consists of 11-foot travel lanes, 7-foot buffered bike lanes, and Type F curb and gutter (inside and outside). The design speed of Midway Road/CR 712 is 45 mph. Pedestrians will be accommodated on a 6-foot sidewalk along the north side of the roadway and a 12-foot shared use path along the south side. There will be a small segment of milling and resurfacing (with widening) at the eastern project termini. The project will also implement a closed drainage system which routes stormwater to ponds for treatment. The existing C-103 Canal located on the south side of the roadway will be enclosed in an 11' x 6' concrete box culvert.

A more detailed scope of work is attached. (Use attached Scope.doc)

Typical section is attached (Typical_Section.pdf)

Explain how the project enhances the regional transportation system.

This project will enhance the regional transportation network by expanding capacity on Midway Road for vehicular traffic. In addition, bus bays are provided for the future expansion of bus service to the area. Pedestrian and bicycle access will be improved with the addition of sidewalk, a shared use path, and buffered bike lanes.

St. Lucie County has been systematically improving Midway Road to provide a 4-lane evacuation route from the coastal areas of Fort. Pierce to I-95. This project (231440-5) along with the adjacent project, currently under design, (231440-4) will complete the missing link completing the 4-lane corridor.

Describe the project and what it will accomplish.

Is the project consistent with:

- Long Range Transportation Plan
- Transit Development Plan
- Transportation Improvement Plan
- Local Comprehensive Plan(s)

Please provide the priorities and identify the page numbers for each below:

St. Lucie TPO LRTP – page 6-5
Transit Development Plan – N/A
Transportation Improvement Plan – page C1-22
Local Comprehensive Plan pages 2-27, 2-33, 2-37, 2-39, 2-45
Treasure Coast Regional LRTP pages 6-2, 8-7, 9-3

The project will be the number one priority in the upcoming LRTP update. The project is identified in the St. Lucie County TPO Go 2040 LRTP Cost Feasible Plan (2016-2040) with a 2021-2030 implementation horizon. In addition, the project is included in the State Transportation Improvement Program (TIP) and the St. Lucie TPO TIP.

Describe how the project will improve regional mobility within the Regional Transportation Area:

(For example, describe how this transit project facilitates the intermodal or multimodal movement of people and/or goods.)

The inclusion of buffered bike lanes, a 6' wide sidewalk, a 12' wide multi-use path, and bus bays will encourage all forms of transportation to utilize the corridor.

Illustrate how the project reflects the statutory (339.2819) guidelines under which the District will prioritize and select candidate projects for funding:

- Provide connectivity to the SIS
- Support economic development and goods movement in rural areas of opportunity
- Are subject to local ordinances that establish corridor management techniques
- Improve connectivity between military installations and the Strategic Highway Network (STRAHNET) or the Strategic Rail Corridor Network (STRACNET)

Midway Road is a major east-west road that connects residents and commuters to and from Interstate 95 (I-95) and to the commercial areas along US Highway 1 (US 1). The primary purpose for this project is to address existing and future capacity needs. The secondary purpose is to improve safety by alleviating existing roadway and capacity deficiencies, and allow opportunities for pedestrian, bicycle, and transit facilities. The additional capacity will also improve freight mobility and enhance emergency evacuation along the project corridor. Serving as part of the evacuation route network established by the Florida Division of Emergency Management, Midway Road (CR 712) plays an important role in facilitating traffic during emergency evacuation periods as it connects other major highways and arterials designated on the state evacuation route network within the project limits. These facilities include Okeechobee Road (SR 70), I-95, Glades Cut Off Road (CR 709), Selvitz Road, South 25th Street (CR 615), Oleander Avenue (CR 605), and US 1.

How will TRIP funding accelerate the project’s implementation?

The current construction cost estimate for this project is \$15,000,000. At this time, only \$2,000,000 in FY 2024 has been committed via the St. Lucie TPO TIP. The addition of TRIP funding will allow the project to move forward to construction earlier. The project is currently at 60% design, and the design is anticipated to be complete by FY2021.

Provide detailed project cost estimates for each phase requested (required). Construction estimates shall be broken down to FDOT typical pay items to allow for verification of eligible project costs. Estimates are to be prepared and signed by a Professional Engineer from the Local Agency’s Engineering office. Each phase requested (ie, design, right-of-way, construction, CEI) requires a 50% local agency match. **Right-of-Way acquisition is NOT permitted on projects the Department is delivering on behalf of the local agency when TRIP funds are matched with local funds. Right-of-way acquisition is permitted on projects the Department is delivering when TRIP funds are matched with SU funds. Right-of-Way acquisition is permitted on Off-system projects in which the local agency is delivering the project.**

For transit projects include a budget in accordance with FTA guidance for the Section 5307 Program consistent with FTA C 9030.1.

A detailed cost estimate is attached (use attached Estimate.xlsx) – FDOT Long Range Estimate

Describe source of matching funds per phase requested and any restrictions on availability. Each phase requested (ie, design, right-of-way, construction, CEI) requires at least a 50% local agency match. Each phase requested shall be separated by at least 2 fiscal years (the Department’s fiscal year runs from July to June).

The County will use Roads Impact Fees as matching funds.

Phases requested:	FY requested	FDOT Amount requested	Local Match
<input type="checkbox"/> Design	_____	_____	_____
<input type="checkbox"/> Right of Way	_____	_____	_____
<input checked="" type="checkbox"/> Construction	FY2024	\$1,250,000	\$1,250,000
<input type="checkbox"/> CEI	_____	_____	_____

Project Qualification Information:

- Will this project affect any historic property that is included or eligible for inclusion in the National Register of Historic Places? If so, has the Division of Historical Resources been given a chance to comment on the project?

No historical properties are present in the project corridor

- Will this project involve the demolition or substantial alteration of a historic property in a way which adversely affects the character, form, integrity, or other qualities which contribute to the historical, architectural, or archaeological value of the property? If so, timely steps must be taken to determine that no feasible and prudent alternative to demolition or substantial alteration exists, and, where no such alternative exists, timely steps must be taken to mitigate the adverse effects or to undertake an appropriate archaeological salvage excavation or other recovery action to document the property as it existed prior to demolition or alteration.

No historical properties are present in the project corridor

Please note. If federal funding or a federal permit will be involved, then the requirements of the National Historic Preservation Act of 1966 (as amended) and 36 Code of Federal Regulations Part 800 apply.

The Department's process for complying with federal and state historic preservation requirements is found in the Project Development and Environment Manual; Part 2, Chapter 8 (Archeological and Historical Resources). If the local agency does not have its own process, we recommend they use the Department's.

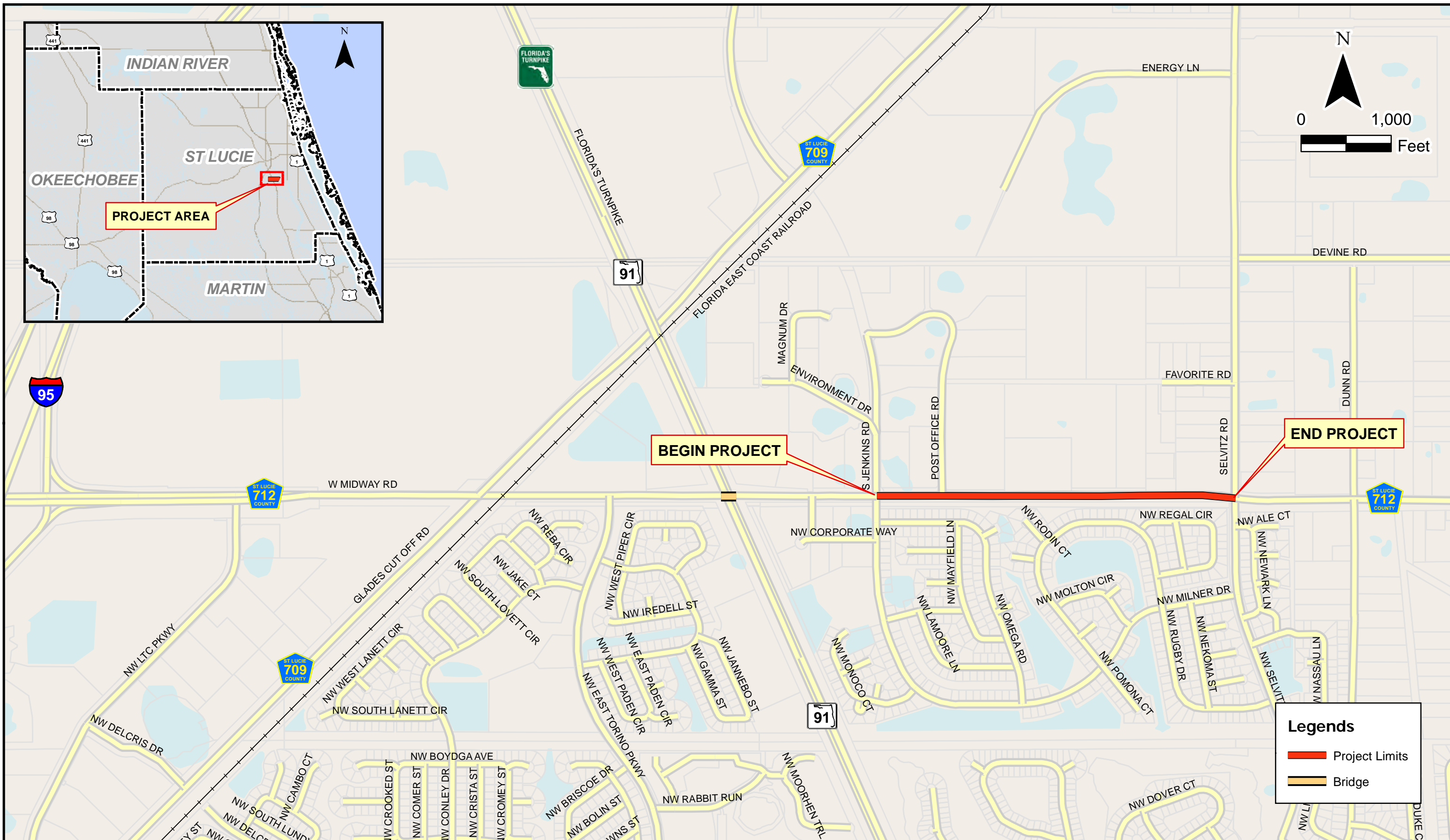
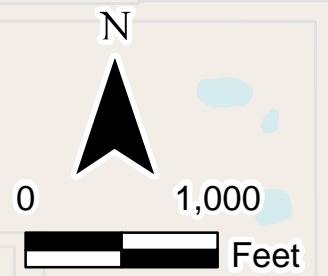
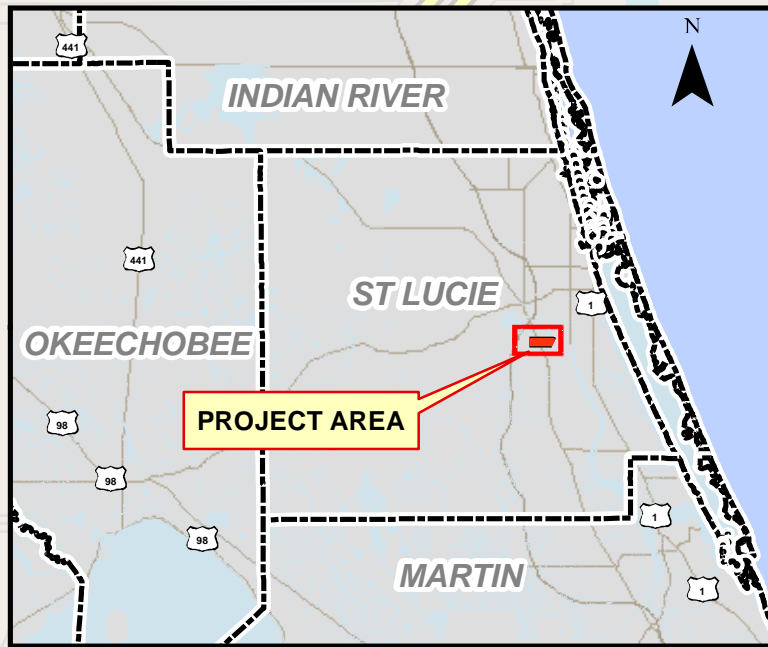
- Describe the project's existing Right-of-Way ownerships. This description shall identify when the Right-of-Way was acquired and how ownership is documented (i.e. plats, deeds, prescriptions, certified surveys, easements).

St. Lucie County – owns and maintains Midway Road right of way

Parcel 103 – (South side of Midway Road from Turnpike to Selvitz Road) will be acquired by FDOT to accommodate the proposed roadway construction

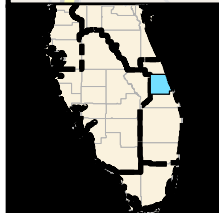
Please transmit a Regional Prioritize List, with the Project Applications and any additional supporting information and documentation to your respective TRIP Coordinator.

This document has been developed at an overview level; please refer to the FDOT Office of Policy Planning website (<http://www.fdot.gov/planning>) or contact Sabrina Aubery, FDOT District 4 TRIP Coordinator for detailed program requirements.



Legends

- Project Limits
- Bridge

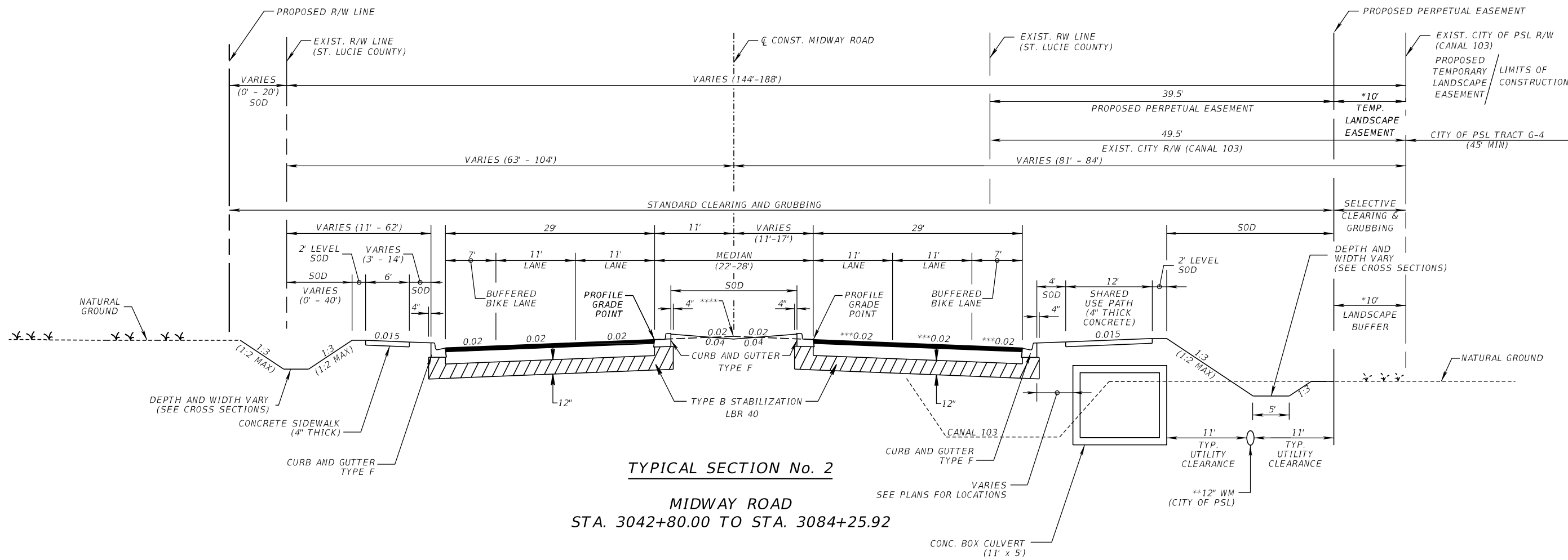


FDOT Florida Department of Transportation
District 4

Midway Rd. (CR 712)
from Jenkins Road to Selvitz Road
St. Lucie County, Florida
Financial Project ID: 231440-3-22-01
ETDM No. 14177

PROJECT LOCATION MAP

FIGURE 1



TYPICAL SECTION No. 2

**MIDWAY ROAD
STA. 3042+80.00 TO STA. 3084+25.92**

TRAVEL AND BIKE LANES
OPTIONAL BASE GROUP 10
 TYPE SP STRUCTURAL COURSE (TRAFFIC D) (1½")
 TYPE SP STRUCTURAL COURSE (TRAFFIC D) (1½") (PG 76-22)
 FRICTION COURSE FC-12.5 (TRAFFIC D) (1½") (PG 76-22)

TRAFFIC DATA

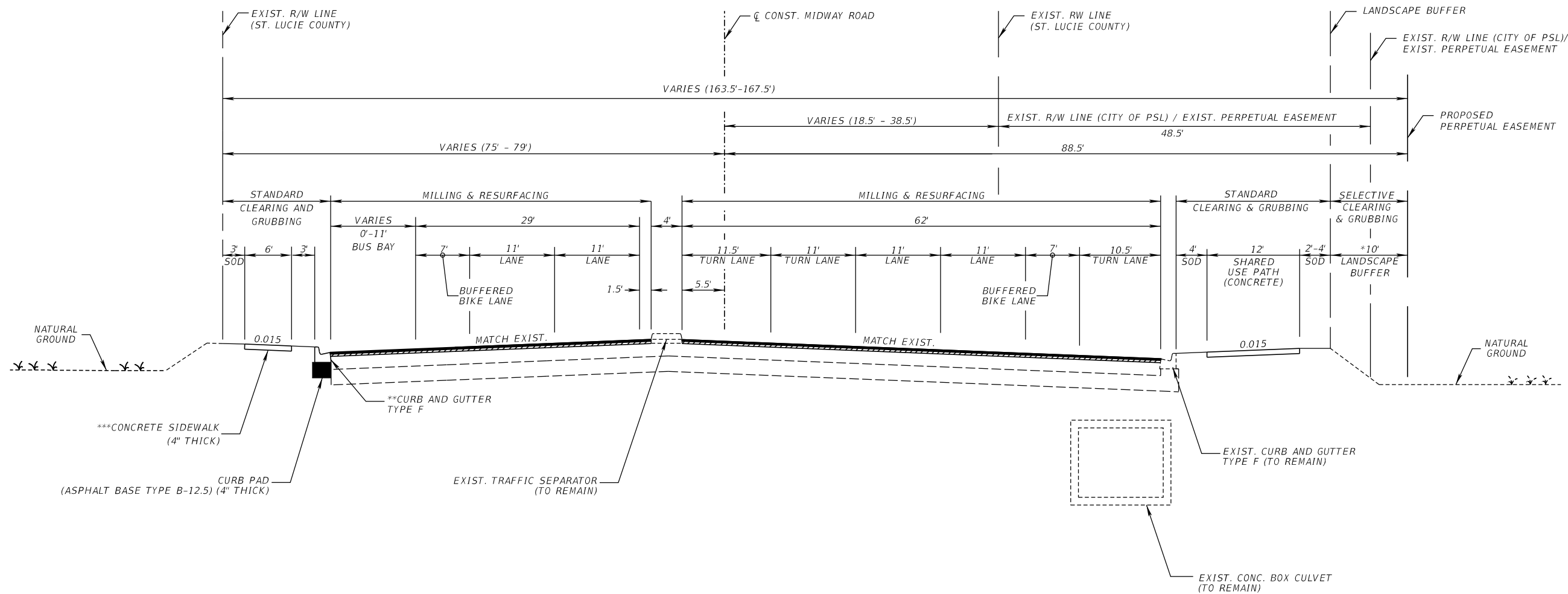
CURRENT YEAR = 2015 AADT = 15,600
 ESTIMATED OPENING YEAR = 2024 AADT = 20,800
 ESTIMATED DESIGN YEAR = 2044 AADT = 36,500
 K = 11.57% D = 26.3% T = 19.5% (24 HOUR)
 DESIGN SPEED = 45 MPH

NOTES:
 * AREA TO BE CLEARED OF EXOTIC SPECIES. EXISTING NATIVE VEGETATION TO REMAIN AND BE SUPPLEMENTED WITH ADDITIONAL PLANTINGS. SEE LANDSCAPE PLANS/ SELECTIVE CLEARING AND GRUBBING FOR DETAILS.
 ** SEE UTILITY WORK BY HIGHWAY CONTRACTOR PLANS FOR DETAILS.
 *** e = RC STA. 3077+00.00 TO STA. 3081+24.00
 **** PROFILE GRADE POINT STA. 3074+60.00 TO STA. 3084+25.92

REVISIONS				ENGINEER OF RECORD Andrew D. DeWitt, PE PE No. 40952 Inwood Consulting Engineers, Inc. 3000 Dovera Drive, Suite 200 Oviedo, Florida 32765 Certificate of Authorization No. 7074	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO. 9
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
					CR 712	ST. LUCIE	231440-5-52-01	

TYPICAL SECTION

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



TYPICAL SECTION No. 3

MIDWAY ROAD

STA. 3084+25.92 TO STA. 3087+75.94

**CONSTRUCT CURB & GUTTER FROM STA. 3084+25.92 TO STA. 3085+86.38
 ***CONSTRUCT CONCRETE SIDEWALK FROM STA. 3084+25.92 TO STA. 3085+86.38

EXISTING TRAVEL LANES

MILL EXISTING ASPHALT FOR DEPTH (1½")
 FRICTION COURSE FC-12.5 (TRAFFIC D) (1½") (PG 76-22)

TRAFFIC DATA

CURRENT YEAR = 2015 AADT = 15,600
 ESTIMATED OPENING YEAR = 2024 AADT = 20,800
 ESTIMATED DESIGN YEAR = 2044 AADT = 36,500
 K = 11.57% D = 26.3% T = 19.5% (24 HOUR)
 DESIGN SPEED = 45 MPH

NOTES:
 * AREA TO BE CLEARED OF EXOTIC SPECIES. EXISTING NATIVE VEGETATION TO REMAIN AND BE SUPPLEMENTED WITH ADDITIONAL PLANTINGS. SEE LANDSCAPE PLANS/ SELECTIVE CLEARING AND GRUBBING FOR DETAILS.

REVISIONS				ENGINEER OF RECORD Andrew D. DeWitt, PE PE No. 40952 Inwood Consulting Engineers, Inc. 3000 Dovera Drive, Suite 200 Oviedo, Florida 32765 Certificate of Authorization No. 7074	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO. 10
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
					CR 712	ST. LUCIE	231440-5-52-01	TYPICAL SECTION

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

ENGINEERS COST ESTIMATE

(Must be Used for Projects Administered by FDOT)
Project Description: Midway Road FDOT Project Number 231440-5

Pay Item Number*	Pay Item Description*	Participating				**Non-participating (Local funds)				Total Quantity	Total Engineer's Cost
		Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost	Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost		
101-1	MOBILIZATION	1.00	LS	\$ 1,029,867.92	\$ 1,029,867.92			\$ -	\$ -	1.00	\$ 1,029,867.92
102-1	MAINTENANCE OF TRAFFIC	1.00	LS	\$ 1,170,304.45	\$ 1,170,304.45			\$ -	\$ -	1.00	\$ 1,170,304.45
104-10-3	SEDIMENT BARRIER	10,191.46	LF	\$ 1.60	\$ 16,306.34			\$ -	\$ -	10,191.46	\$ 16,306.34
104-11	FLOATING TURBIDITY BARRIER	214.29	LF	\$ 9.86	\$ 2,112.90			\$ -	\$ -	214.29	\$ 2,112.90
104-12	STAKED TURBIDITY BARRIER- NYLON REINFORCED PVC	214.29	LF	\$ 5.65	\$ 1,210.74			\$ -	\$ -	214.29	\$ 1,210.74
104-15	SOIL TRACKING PREVENTION DEVICE	2.00	EA	\$ 3,032.50	\$ 6,065.00			\$ -	\$ -	2.00	\$ 6,065.00
104-18	INLET PROTECTION SYSTEM	45.00	EA	\$ 108.56	\$ 4,885.20			\$ -	\$ -	45.00	\$ 4,885.20
110-1-1	CLEARING & GRUBBING	21.26	AC	\$ 15,000.00	\$ 318,900.00			\$ -	\$ -	21.26	\$ 318,900.00
110-2-2	ELECTIVE CLEARING AND GRUBBING, AREAS WITH TREES TO REMAIN	0.95	AC	\$ 20,112.15	\$ 19,106.54			\$ -	\$ -	0.95	\$ 19,106.54
110-4-10	REMOVAL OF EXISTING CONCRETE	940.00	SY	\$ 25.00	\$ 23,500.00			\$ -	\$ -	940.00	\$ 23,500.00
120-1	REGULAR EXCAVATION	38,720.00	CY	\$ 9.47	\$ 366,678.40			\$ -	\$ -	38,720.00	\$ 366,678.40
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	411.00	CY	\$ 15.00	\$ 6,165.00			\$ -	\$ -	411.00	\$ 6,165.00
120-6	EMBANKMENT	41,323.66	CY	\$ 8.00	\$ 330,589.28			\$ -	\$ -	41,323.66	\$ 330,589.28
160-4	TYPE B STABILIZATION	47,398.83	SY	\$ 8.15	\$ 386,300.46			\$ -	\$ -	47,398.83	\$ 386,300.46
285-701	OPTIONAL BASE, BASE GROUP 01	602.00	SY	\$ 20.05	\$ 12,070.10			\$ -	\$ -	602.00	\$ 12,070.10
285-710	OPTIONAL BASE, BASE GROUP 10	39,358.95	SY	\$ 18.00	\$ 708,461.10			\$ -	\$ -	39,358.95	\$ 708,461.10
327-70-6	MILLING EXIST ASPH PAVT, 1 1/2" AVG DEPTH	4,628.15	SY	\$ 2.95	\$ 13,653.04			\$ -	\$ -	4,628.15	\$ 13,653.04
334-1-14	SUPERPAVE ASPHALTIC CONC, TRAFFIC D	3,277.50	TN	\$ 118.07	\$ 386,974.43			\$ -	\$ -	3,277.50	\$ 386,974.43
334-1-54	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC D, PG76-22	3,245.29	TN	\$ 115.00	\$ 373,208.35			\$ -	\$ -	3,245.29	\$ 373,208.35
337-7-85	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC D, FC-12.5, PG 76-22	3,676.72	TN	\$ 151.08	\$ 555,478.86			\$ -	\$ -	3,676.72	\$ 555,478.86
400-2-2	CONCRETE CLASS II, ENDWALLS	41.00	CY	\$ 1,640.37	\$ 67,255.17			\$ -	\$ -	41.00	\$ 67,255.17
400-4-1	CONCRETE CLASS IV, CULVERTS	3,971.80	CY	\$ 1,100.00	\$ 4,368,980.00			\$ -	\$ -	3,971.80	\$ 4,368,980.00
415-1-1	REINFORCING STEEL- ROADWAY	500,204.00	LB	\$ 0.85	\$ 425,173.40			\$ -	\$ -	500,204.00	\$ 425,173.40
425-1-351	INLETS, CURB, TYPE P-5, <10'	13.00	EA	\$ 5,078.02	\$ 66,014.26			\$ -	\$ -	13.00	\$ 66,014.26
425-1-361	INLETS, CURB, TYPE P-6, <10'	7.00	EA	\$ 5,516.85	\$ 38,617.95			\$ -	\$ -	7.00	\$ 38,617.95
425-1-451	INLETS, CURB, TYPE J-5, <10'	15.00	EA	\$ 9,616.17	\$ 144,242.55			\$ -	\$ -	15.00	\$ 144,242.55
425-1-461	INLETS, CURB, TYPE J-6, <10'	7.00	EA	\$ 9,545.65	\$ 66,819.55			\$ -	\$ -	7.00	\$ 66,819.55
425-1-483	INLETS, CURB, TYPE B, 1 BOT , <10'	4.00	EA	\$ 11,183.18	\$ 44,732.72			\$ -	\$ -	4.00	\$ 44,732.72
425-1-521	INLETS, DT BOT, TYPE C, <10'	22.00	EA	\$ 3,158.92	\$ 69,496.24			\$ -	\$ -	22.00	\$ 69,496.24
425-1-541	INLETS, DT BOT, TYPE D, <10'	3.00	EA	\$ 4,872.47	\$ 14,617.41			\$ -	\$ -	3.00	\$ 14,617.41
425-1-543	INLETS, DITCH BOTTOM, TYPE D, J BOT, <10'	1.00	EA	\$ 4,248.18	\$ 4,248.18			\$ -	\$ -	1.00	\$ 4,248.18
425-1-589	INLETS, DT BOT, TYPE H, MODIFY	1.00	EA	\$ 9,346.23	\$ 9,346.23			\$ -	\$ -	1.00	\$ 9,346.23
425-2-41	MANHOLES, P-7, <10'	1.00	EA	\$ 3,999.05	\$ 3,999.05			\$ -	\$ -	1.00	\$ 3,999.05
425-2-61	MANHOLES, P-8, <10'	3.00	EA	\$ 3,908.56	\$ 11,725.68			\$ -	\$ -	3.00	\$ 11,725.68
425-2-71	MANHOLES, J-7, <10'	2.00	EA	\$ 6,876.30	\$ 13,752.60			\$ -	\$ -	2.00	\$ 13,752.60
425-2-91	MANHOLES, J-8, <10'	2.00	EA	\$ 8,255.78	\$ 16,511.56			\$ -	\$ -	2.00	\$ 16,511.56
430-175-118	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 18"/SD	1,392.00	LF	\$ 79.31	\$ 110,399.52			\$ -	\$ -	1,392.00	\$ 110,399.52
430-175-124	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 24"/SD	1,616.00	LF	\$ 103.02	\$ 166,480.32			\$ -	\$ -	1,616.00	\$ 166,480.32
430-175-130	PIPE CULVERT, OPT MATERIAL, ROUND, 30"/SD	304.00	LF	\$ 114.60	\$ 34,838.40			\$ -	\$ -	304.00	\$ 34,838.40
430-175-136	PIPE CULVERT, OPT MATERIAL, ROUND, 36"/SD	424.00	LF	\$ 122.44	\$ 51,914.56			\$ -	\$ -	424.00	\$ 51,914.56
430-175-142	PIPE CULVERT, OPT MATERIAL, ROUND, 42"/SD	112.00	LF	\$ 141.70	\$ 15,870.40			\$ -	\$ -	112.00	\$ 15,870.40
430-175-148	PIPE CULVERT, OPT MATERIAL, ROUND, 48"/SD	728.00	LF	\$ 160.89	\$ 117,127.92			\$ -	\$ -	728.00	\$ 117,127.92
430-175-154	PIPE CULVERT, OPT MATERIAL, ROUND, 54"/SD	1,176.00	LF	\$ 267.19	\$ 314,215.44			\$ -	\$ -	1,176.00	\$ 314,215.44
430-175-160	PIPE CULVERT, OPT MATERIAL, ROUND, 60"/SD	680.00	LF	\$ 347.85	\$ 236,538.00			\$ -	\$ -	680.00	\$ 236,538.00
430-175-218	PIPE CULVERT, OPTIONAL MATERIAL, OTHER-ELIP/ARCH, 18"/SD	8.00	LF	\$ 96.89	\$ 775.12			\$ -	\$ -	8.00	\$ 775.12
430-175-248	PIPE CULVERT, OPT MATERIAL, OTHER SHAPE - ELIP/ARCH, 48"/SD	968.00	LF	\$ 270.18	\$ 261,534.24			\$ -	\$ -	968.00	\$ 261,534.24
430-982-143	MITERED END SECTION, OPTIONAL ROUND, 60" CD	1.00	EA	\$ 13,995.80	\$ 13,995.80			\$ -	\$ -	1.00	\$ 13,995.80
520-1-10	CONCRETE CURB & GUTTER, TYPE F	16,933.49	LF	\$ 21.00	\$ 355,603.29			\$ -	\$ -	16,933.49	\$ 355,603.29
520-5-41	RAFFIC SEPARATOR CONCRETE- TYPE IV, 4' WIDE	3,014.00	LF	\$ 40.00	\$ 120,560.00			\$ -	\$ -	3,014.00	\$ 120,560.00
520-70	CONCRETE TRAFFIC SEPARATOR, SPECIAL VARIABLE WIDTH	74.20	SY	\$ 79.58	\$ 5,904.84			\$ -	\$ -	74.20	\$ 5,904.84
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	8,991.84	SY	\$ 40.00	\$ 359,673.60			\$ -	\$ -	8,991.84	\$ 359,673.60
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	182.40	SY	\$ 46.69	\$ 8,516.26			\$ -	\$ -	182.40	\$ 8,516.26
523-1	PATTERNED PAVEMENT, VEHICULAR AREAS	120.00	SY	\$ 91.97	\$ 11,036.40			\$ -	\$ -	120.00	\$ 11,036.40
523-2	PATTERNED PAVEMENT, NON-VEHICULAR AREAS	1,140.00	SY	\$ 46.00	\$ 52,440.00			\$ -	\$ -	1,140.00	\$ 52,440.00
530-3-3	RIPRAP- RUBBLE, BANK AND SHORE	89.60	TN	\$ 98.12	\$ 8,791.55			\$ -	\$ -	89.60	\$ 8,791.55
550-10-220	FENCING, TYPE B, 5.1 6.0', STANDARD	2,360.00	LF	\$ 15.04	\$ 35,494.40			\$ -	\$ -	2,360.00	\$ 35,494.40
550-60-234	FENCE GATE, TYPE B, SLIDING/CANTILEVER, 18.1-20.0' OPENING	2.00	EA	\$ 1,869.36	\$ 3,738.72			\$ -	\$ -	2.00	\$ 3,738.72
570-1-1	PERFORMANCE TURF	42,526.64	SY	\$ 1.62	\$ 68,893.16			\$ -	\$ -	42,526.64	\$ 68,893.16
570-1-2	PERFORMANCE TURF, SOD	8,291.71	SY	\$ 3.28	\$ 27,196.81			\$ -	\$ -	8,291.71	\$ 27,196.81
580-1-1	LANDSCAPE COMPLETE- SMALL PLANTS	1.00	LS	\$ 75,000.00	\$ 75,000.00			\$ -	\$ -	1.00	\$ 75,000.00
580-1-2	LANDSCAPE COMPLETE- LARGE PLANTS	1.00	LS	\$ 130,000.00	\$ 130,000.00			\$ -	\$ -	1.00	\$ 130,000.00
590-70	IRRIGATION SYSTEM	1.00	LS	\$ 60,000.00	\$ 60,000.00			\$ -	\$ -	1.00	\$ 60,000.00
630-2-11	CONDUIT, FURNISH & INSTALL, OPEN TRENCH	2,000.00	LF	\$ 7.97	\$ 15,940.00			\$ -	\$ -	2,000.00	\$ 15,940.00
630-2-12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	2,000.00	LF	\$ 18.34	\$ 36,680.00			\$ -	\$ -	2,000.00	\$ 36,680.00
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE	3.00	EA	\$ 697.32	\$ 2,091.96			\$ -	\$ -	3.00	\$ 2,091.96
635-2-12	PULL & SPLICE BOX, F&I, 24" x 36" COVER SIZE	3.00	EA	\$ 1,146.69	\$ 3,440.07			\$ -	\$ -	3.00	\$ 3,440.07
635-3-12	JUNCTION BOX, FURNISH & INSTALL, MOUNTED	2.00	EA	\$ 578.38	\$ 1,156.76			\$ -	\$ -	2.00	\$ 1,156.76
660-2-102	LOOP ASSEMBLY, F&I, TYPE B	8.00	AS	\$ 907.33	\$ 7,258.64			\$ -	\$ -	8.00	\$ 7,258.64
700-1-11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	39.00	AS	\$ 444.33	\$ 17,328.87			\$ -	\$ -	39.00	\$ 17,328.87
700-1-12	SINGLE POST SIGN, F&I GROUND MOUNT, 12-20 SF	7.00	AS	\$ 1,088.73	\$ 7,621.11			\$ -	\$ -	7.00	\$ 7,621.11
700-1-13	SINGLE POST SIGN, F&I GROUND MOUNT, 21-30 SF	3.00	AS	\$ 1,461.90	\$ 4,385.70			\$ -	\$ -	3.00	\$ 4,385.70
700-1-60	SINGLE POST SIGN, REMOVE	31.00	AS	\$ 24.01	\$ 744.31			\$ -	\$ -	31.00	\$ 744.31
700-2-13	MULTI- POST SIGN, F&I GROUND MOUNT, 21-30 SF	1.00	AS	\$ 3,160.43	\$ 3,160.43			\$ -	\$ -	1.00	\$ 3,160.43
700-2-60	MULTI- POST SIGN, REMOVE	1.00	AS	\$ 376.34	\$ 376.34			\$ -	\$ -	1.00	\$ 376.34
706-3	RETRO REFLECTIVE/RAISED PAVEMENT MARKERS	707.00	EA	\$ 3.77	\$ 2,665.39			\$ -	\$ -	707.00	\$ 2,665.39
711-11-123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	1,234.80	LF	\$ 1.61	\$ 1,988.03			\$ -	\$ -	1,234.80	\$ 1,988.03
711-11-124	THERMOPLASTIC, STANDARD, WHITE, SOLID, 18" FOR DIAGONALS AND CHEVRONS	704.00	LF	\$ 2.21	\$ 1,555.84			\$ -	\$ -	704.00	\$ 1,555.84
711-11-125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	448.00	LF	\$ 3.82	\$ 1,711.36			\$ -	\$ -	448.00	\$ 1,711.36
711-11-341	THERMOPLASTIC, STANDARD, WHITE, 2-4 DOTTED GUIDELINE/ 6 10' GAP EXTENSION, 6"	0.59	GM	\$ 1,612.02	\$ 951.09			\$ -	\$ -	0.59	\$ 951.09
711-11-160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	4.00	EA	\$ 99.91	\$ 399.64			\$ -	\$ -	4.00	\$ 399.64
711-11-170	THERMOPLASTIC, STANDARD, WHITE, ARROW	56.00	EA	\$ 71.34	\$ 3,995.04			\$ -	\$ -	56.00	\$ 3,995.04
711-11-224	THERMOPLASTIC, STANDARD, YELLOW, SOLID, 18" FOR DIAGONAL OR CHEVRON	707.00	LF	\$ 2.15	\$ 1,520.05			\$ -	\$ -	707.00	\$ 1,520.05

711-14-160	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE	34.00	EA	\$	159.33	\$	5,417.22				\$	-	34.00	\$	5,417.22	
711-16-101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	3.14	GM	\$	5,203.75	\$	16,339.78						3.14			
711-16-102	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 8"	0.68	GM	\$	6,038.33	\$	4,106.06				\$	-	0.68	\$	4,106.06	
711-16-131	THERMOPLASTIC, OTHER SURFACES, WHITE, SKIP, 6", 10-30 SKIP OR 3-9 LANE DROP	1.57	GM	\$	1,407.70	\$	2,210.09				\$	-	1.57	\$	2,210.09	
711-16-201	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	3.14	GM	\$	5,134.92	\$	16,123.65				\$	-	3.14	\$	16,123.65	
				Funds for Construction (Phase 52)	\$	13,903,216.82	Local Funds for Construction (Phase 52)	\$	-	Subtotal	\$	-		\$	13,886,877.05	
				DESIGN (FDOT IN-HOUSE/CONSULTANT) (Phase 32)	1	LS	15%	\$2,083,031.56								
				ENVIRONMENTAL SERVICES (Phase C-2)	1	LS		\$30,000.00								
				CONSTRUCTION ENGINEERING & INSPECTION ACTIVITIES (CEI) (Phase 62-01)	1	LS										
				POST DESIGN SERVICES (Phase 62-02)	1	LS										
				CONTINGENCY	Contingency is not a FHWA Participating Item					1	LS	\$1,145,032.00	\$1,145,032.00			
				FDOT IN-HOUSE CONSTRUCTION SUPPORT (Phase 61)	1	LS	1%	\$	138,868.77	FDOT In-House Support must be included as an FHWA Participating Item						
				FDOT IN-HOUSE DESIGN SUPPORT (Phase 31)	1	LS										
								\$	16,016,248.38			\$	1,145,032.00		\$	17,161,280.38

PLEASE NOTE: DESIGN, ENVIRONMENTAL, CEI, AND POST DESIGN SERVICES ARE ESTIMATES ONLY. THESE COSTS MAY CHANGE AFTER FDOT REVIEW OF THE PROJECT AND OVER THE LIFE OF THE PROJECT BASED ON THE PROJECT'S COMPLEXITY. THE LOCAL AGENCY WILL BE RESPONSIBLE FOR ALL COSTS IN EXCESS OF THE FDOT FUNDING ALLOCATION. THIS IS ONLY A GUIDE.

FEE GUIDELINES FOR: DESIGN, FDOT IN- HOUSE CONSTRUCTION SUPPORT, CEI, AND POST DESIGN SERVICES based on percentage of construction cost estimate:

Construction Cost Estimate	\$250K - \$500K	\$500K - \$1.5M	\$1.5M - \$3.5M	\$3.5M - \$5M	\$5M - \$10M	over \$10M
DESIGN (FDOT IN-HOUSE/CONSULTANT) (Phase 32)	45%	35%	19%	17%	15%	15%
FDOT IN HOUSE CONSTRUCTION SUPPORT (Phase 61)	11%	6%	4%	1.5%	1.5%	1.0%
CONSTRUCTION ENGINEERING & INSPECTION ACTIVITIES (CEI) (Phase 62-01)	17%	13%	11%	14%	14%	13%
POST DESIGN SERVICES (Phase 62-02)	9%	5%	3.5%	2.5%	1.7%	1.5%

* All projects will utilize FDOT pay items numbers, descriptions and unit prices; FDOT design and construction specifications and standards.

Statewide unit prices can be found at the following link:
<https://www.fdot.gov/programmanagement/Estimates/HistoricalCostInformation/HistoricalCost.shtm>

Prepared By:  **56137**
 Name: Kimberly Graham
 Signature: 
 PE number: 2/27/2020
 Date: 2/27/2020

- Non-participating items:**
- ** All maintenance activities. Ex: replacement of existing sidewalk that is not affected by proposed work, pavement markings refurbishment, curb and gutter repairs, etc.
 - ** Utility work -- this includes, but is not limited to: valve/manhole adjustments, utility relocations, FPL power pole relocations, AT&T directional bore, etc..
 - ** Mowing & Litter removal
 - ** Decorative features such as Brick pavers on sidewalk, decorative signs.
- Other elements may be non-participating - this will be determined on a project-by-project basis; listed above are commonly used non-participating pay items.

NOTE: Environmental fees consider, but are not limited to, standard Categorical Exclusion (Type 1 or PCE), CRAS Report, Section 4f, Wetland Survey, Endangered Species Relocation, Contamination, Mitigation, etc. Additional fees will be required for: Lane Elimination Analysis and Documentation; Traffic Data Collection; Traffic Projections and Analysis; Public Involvement.
 Please contact Mya Williams at FDOT District 4 (954-777-4608) to coordinate the cost for these items.

Transportation Regional Incentive Program (TRIP) Project Scoping Application

TRIP was created to improve regionally significant transportation facilities in “regional transportation areas.” State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce.

If selected for funding, the Florida Department of Transportation (FDOT) will pay for up to 50 percent of project/phase costs, or up to 50 percent of the non-federal share of project/phase costs for public transportation facility projects.

While there is no rigid application procedure, the Department has created this application to facilitate the assembly of pertinent project information by implementing agencies and Regional Transportation Areas related to candidate TRIP projects. The goal of this document is to provide a framework to project sponsors.

Regional Transportation Area: SEFTC or TCTC (Check one)

Implementing Local Agency:

Local Agency: Indian River County

Address: 1801 27th Street Vero Beach, FL 32960

Project Manager: Rich Szpyrka, P.E.

Phone: 772-226-1221

E-mail: rszpyrka@ircgov.com

Funding allocations for FY 25/26 is unknown until programming cycle in Fall 2020.

While the Department strives to statutorily divide the funding between the two regional transportation areas, programming will be subject to updating existing project cost estimates, the number of submitted eligible applications, and their associated cost estimates.

Project Information:

Project Name: 66th Avenue Widening

County Location: Indian River County

Facility (must be on the regional priority list of the respective regional transportation area):

Road number (if applicable): _____

Project limits (include begin/end limits): 69th Street to CR 510/85th Street

A location map with an aerial view is attached (Location_Map.pdf)

Scope of work to be performed or capital equipment to be purchased, please include the typical section: (for transit project include quantities and cost per item, i.e. bus, train, passenger shelters, benches etc...):

Widening 66th Avenue from a 2 lane to a 4 lane (divided) highway. The project will involve widening; installation of exclusive turn lanes at major intersections; utility relocation; bridge replacement; and installation of sidewalks, crossings, landscape, and appropriate transit infrastructure

A more detailed scope of work is attached. (Use attached Scope.doc)

Typical section is attached (Typical_Section.pdf)

Explain how the project enhances the regional transportation system.

It is anticipated that this project, which complements the widening of 66th avenue from 69th Street to SR 60, will enhance the regional transportation system by providing a major north/south corridor in Indian River County.

Describe the project and what it will accomplish.

Is the project consistent with:

- Long Range Transportation Plan
- Transit Development Plan
- Transportation Improvement Plan
- Local Comprehensive Plan(s)

Please provide the priorities and identify the page numbers for each below:

The project is consistent with the Long Range Transportation Plan, Transit Development Plan, Transportation Improvement Plan and the Local Comprehensive Plan.

In the 2040 LRTP, the project is included on page 46 (cost feasible plan) and page 7-11 (LRTP Needs Plan).

In the TDP the project is included as a future bus route once completed.

In the TIP, the project is the highest ranked 'regional project'.

Describe how the project will improve regional mobility within the Regional Transportation Area:

(For example, describe how this transit project facilitates the intermodal or multimodal movement of people and/or goods.)

This facility provides direct access to the Indian River Mall, a major regional employer. This facility is also one of only three arterials countywide that connect the North Indian River and South Indian River County areas. All of these facilities are presently experiencing major congestion.

Illustrate how the project reflects the statutory (339.2819) guidelines under which the District will prioritize and select candidate projects for funding:

- Provide connectivity to the SIS
- Support economic development and goods movement in rural areas of opportunity
- Are subject to local ordinances that establish corridor management techniques
- Improve connectivity between military installations and the Strategic Highway Network (STRAHNET) or the Strategic Rail Corridor Network (STRACNET)

The project meets numerous TCTC priority criteria and is included in the 2030 Regional Long Range Plan. The criteria used by the TCTC include congestion relief; connectivity to the SIS; access to high employment concentrations; access to CRAs and developments incorporating traditional neighborhood design; and aesthetic and bike/ped enhancement projects. In addition, this project represents one of the most congested links in Indian River County; serves one of the highest concentrations of employment on the Treasure Coast; and is subject to a corridor plan for county arterials adopted by Indian River County.

How will TRIP funding accelerate the project’s implementation?

The project is needed to address capacity deficiencies on county roadways. The project can possibly be accelerated with incentive funding. The earlier the implementation of the project, the sooner the capacity deficiencies will be addressed.

Provide detailed project cost estimates for each phase requested (required). Construction estimates shall be broken down to FDOT typical pay items to allow for verification of eligible project costs. Estimates are to be prepared and signed by a Professional Engineer from the Local Agency’s Engineering office. Each phase requested (ie, design, right-of-way, construction, CEI) requires a 50% local agency match. **Right-of-Way acquisition is NOT permitted on projects the Department is delivering on behalf of the local agency when TRIP funds are matched with local funds. Right-of-way acquisition is permitted on projects the Department is delivering when TRIP funds are matched with SU funds. Right-of-Way acquisition is permitted on Off-system projects in which the local agency is delivering the project.**

For transit projects include a budget in accordance with FTA guidance for the Section 5307 Program consistent with FTA C 9030.1.

A detailed cost estimate is attached (use attached Estimate.xlsx)

Describe source of matching funds per phase requested and any restrictions on availability. Each phase requested (ie, design, right-of-way, construction, CEI) requires at least a 50% local agency match. Each phase requested shall be separated by at least 2 fiscal years (the Department’s fiscal year runs from July to June).

This project is estimated to cost
\$16,000,000.00

Phases requested:	FY requested	FDOT Amount requested	Local Match
<input type="checkbox"/> Design	_____	_____	_____
<input type="checkbox"/> Right of Way	_____	_____	_____
<input checked="" type="checkbox"/> Construction	25/26	\$5,000,000	\$5,000,000
<input type="checkbox"/> CEI	_____	_____	_____

Project Qualification Information:

- Will this project affect any historic property that is included or eligible for inclusion in the National Register of Historic Places? If so, has the Division of Historical Resources been given a chance to comment on the project?

No Impacts to properties listed (or eligible for listing) on the National Register of Historic Places are anticipated.

- Will this project involve the demolition or substantial alteration of a historic property in a way which adversely affects the character, form, integrity, or other qualities which contribute to the historical, architectural, or archaeological value of the property? If so, timely steps must be taken to determine that no feasible and prudent alternative to demolition or substantial alteration exists, and, where no such alternative exists, timely steps must be taken to mitigate the adverse effects or to undertake an appropriate archaeological salvage excavation or other recovery action to document the property as it existed prior to demolition or alteration.

No

Please note. If federal funding or a federal permit will be involved, then the requirements of the National Historic Preservation Act of 1966 (as amended) and 36 Code of Federal Regulations Part 800 apply.

The Department's process for complying with federal and state historic preservation requirements is found in the Project Development and Environment Manual; Part 2, Chapter 8 (Archeological and Historical Resources). If the local agency does not have its own process, we recommend they use the Department's.

- Describe the project's existing Right-of-Way ownerships. This description shall identify when the Right-of-Way was acquired and how ownership is documented (i.e. plats, deeds, prescriptions, certified surveys, easements).

Right-of Way is county-owned or privately owned property to be purchased and dedicated as ROW.

Supporting narrative:

The project meets numerous TCTC priority criteria and is included in the 2040 Regional Long Range Plan. The criteria used by the TCTC include congestion relief; connectivity to the SIS; access to high employment concentrations; access to CRAs and developments incorporating traditional neighborhood design; and aesthetic and bike/ped enhancement projects. In addition, this project represents one of the most congested links in Indian River County; serves one of the highest concentrations of employment on the Treasure Coast; and is subject to a corridor plan for county arterials adopted by Indian River County.

Please transmit a Regional Prioritize List, with the Project Applications and any additional supporting information and documentation to your respective TRIP Coordinator.

Attachment A: Documentation showing that the facility to be improved has been identified by the Regional Transportation Area as part of an integrated regionally significant transportation system.

Attachment B: The prioritized list of regionally significant projects developed by the Regional Transportation Area.

Attachment C: Project support data, as appropriate.

Attachment D: Provide implementation schedules for all appropriate phases.

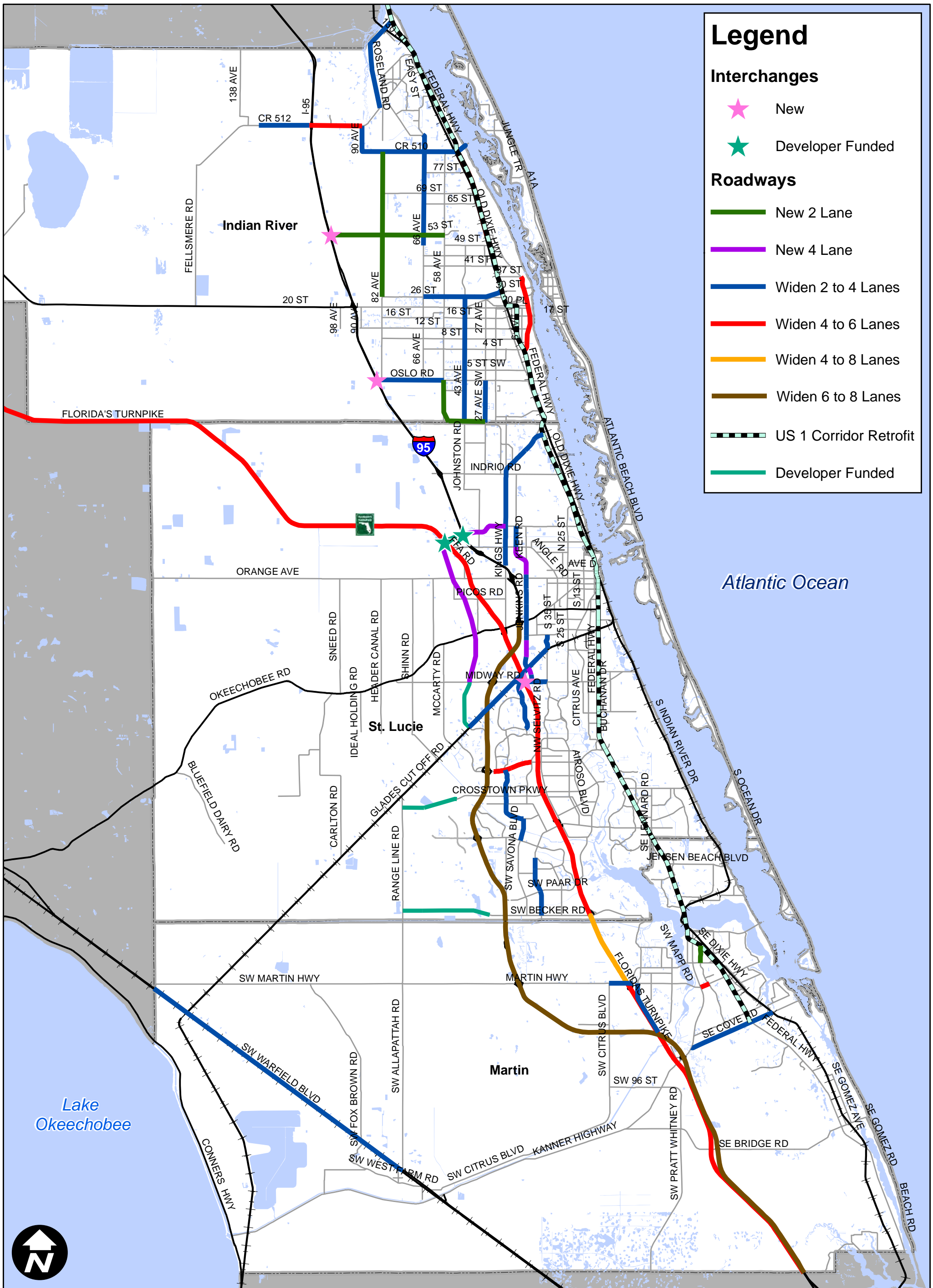
Attachment E: Document that the candidate improvement appears in the capital improvement schedule of the local comprehensive plan.

Attachment F: Document that level-of-service standards for the facility to be improved have been adopted by the local government with jurisdiction and are consistent with the level-of-service standards adopted by FDOT.

Attachment G: Document that the candidate project meets the following TRIP statutory eligibility requirements.

- Support facilities that serve national, statewide or regional functions and function as an integrated transportation system,
- Be identified in appropriate local government capital improvements program(s) or long term concurrency management system(s) that are in compliance with state comprehensive plan requirements,
- Be consistent with the Strategic Intermodal System(SIS),
- Be in compliance with local corridor management policies, and
- Have commitment of local, regional or private matching funds.

This document has been developed at an overview level; please refer to the FDOT Office of Policy Planning website (<http://www.fdot.gov/planning>) or contact Sabrina Aubery, FDOT District 4 TRIP Coordinator for detailed program requirements.



Legend

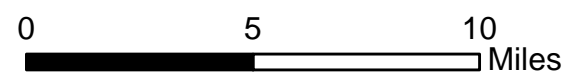
Interchanges

- ★ New
- ★ Developer Funded

Roadways

- New 2 Lane
- New 4 Lane
- Widen 2 to 4 Lanes
- Widen 4 to 6 Lanes
- Widen 4 to 8 Lanes
- Widen 6 to 8 Lanes
- US 1 Corridor Retrofit
- Developer Funded

Regional Roadway Needs



County	Roadway	Limits	Type	2040 Volume to Capacity	Mobility	Capacity Benefit	Emergency Evacuation Routes	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Total	Rank
St. Lucie	Kings Highway	North of I-95 Overpass to Indrio Road	Widen 2 to 4L	1	1	1	1	0.58	1	1	1	1	0.6	9.18	1
Indian River	Roseland Road	CR 512 to US 1	Widen 2 to 4L	1	1	1	1	0.33	1	1	1	1	0.4	8.73	2
Martin/St. Lucie/Indian River	US 1	Cove Road to Indian River County/Brevard County Line	Corridor Retrofit	1	1	0.5	1	0.64	1	1	1	1	0.4	8.54	3
Indian River	CR 512	I-95 to CR 510	Widen 4 to 6L	0.6	1	0.5	1	0.40	1	1	1	1	0.2	7.70	5
St. Lucie	St. Lucie West Boulevard	E of I-95 to Cashmere Boulevard	Widen 4 to 6L	0.8	0.5	0.5	1	0.47	1	1	1	1	0.4	7.67	6
St. Lucie	Midway Road	Glades Cut-Off Road to Selvitz Road	Widen 2 to 4L	0.8	0.5	0.5	1	0.63	1	1	1	0.5	0.6	7.53	7
Indian River	Indian River Boulevard	US 1/4 Street to 37 Street	Widen 4 to 6L	0.4	1	1	1	0.41	1	0	1	1	0.6	7.41	8
St. Lucie	Glades Cut-Off Road	Commerce Center Drive to Selvitz Road	Widen 2 to 4L	0.4	0.5	0.5	1	0.63	1	1	1	0.5	0.6	7.13	9
St. Lucie	Port St. Lucie Boulevard	Becker Road to Paar Drive	Widen 2 to 4L	0	1	0.5	1	0.36	1	1	1	1	0.2	7.06	10
St. Lucie	Port St. Lucie Boulevard	Paar Drive to Darwin Boulevard	Widen 2 to 4L	1	1	0.5	1	0.25	0	1	1	1	0.2	6.95	11
Martin	Indian Street	SR 76/Kanner Highway to Willoughby Boulevard	Widen 4 to 6L	0.6	1	0.5	1	0.39	1	0	1	1	0.4	6.89	13
Indian River	66 Avenue	49 Street to Barber Street	Widen 2 to 4L	0.4	1	1	1	0.32	1	0	1	0.5	0.6	6.82	14
Martin	I-95	S of Bridge Road to S of High Meadows Avenue	Widen 6 to 8L	0.2	1	0.5	1	0.66	1	1	1	0	0.4	6.76	16
St. Lucie	I-95	Northern Connector	New Interchange	0	1	0.5	1	0.63	1	1	1	0	0.6	6.73	17
St. Lucie	I-95	N of Becker Road to N of Glades Cut Off Road	Widen 6 to 8L	0.2	1	0.5	1	0.59	1	1	1	0	0.4	6.69	18
Indian River	27 Avenue	St. Lucie County Line to Oslo Road	Widen 2 to 4L	0.2	1	0.5	0	0.38	1	1	1	1	0.6	6.68	19
Indian River	CR 512	Willow Street to I-95	Widen 2 to 4L	1	0	0.5	1	0.40	1	1	1	0.5	0.2	6.60	20
Martin	I-95	S of High Meadows Avenue to St. Lucie County	Widen 6 to 8L	0.2	1	0.5	1	0.64	1	1	1	0	0.2	6.54	23
Martin	I-95	Palm Beach County Line to Bridge Road	Widen 6 to 8L	0.2	1	0.5	1	0.54	1	1	1	0	0.2	6.44	24
Martin	CR 713/High Meadow Avenue	I-95 to CR 714/Martin Highway	Widen 2 to 4L	1	1	0.5	0	0.34	1	1	1	0.5	0	6.34	26
St. Lucie	SR 91/Florida's Turnpike	Becker Road to Port St. Lucie Boulevard	Widen 4 to 6L	0	1	0.5	1	0.61	1	1	1	0	0.2	6.31	27
Martin	Cove Road	Willoughby Road to SR 5/US 1	Widen 2 to 4L	1	1	1	0.5	0.39	1	0	0	1	0.4	6.29	29
St. Lucie	Jenkins Road	Midway Road to St. Lucie Boulevard	Widen 2 to 4L	0	0.5	0.5	1	0.80	1	1	0	1	0.4	6.20	30
Indian River	43 Avenue	25 Street SW to 26 Street	Widen 2 to 4L	0.2	1	0.5	1	0.36	1	0	1	0.5	0.6	6.16	32
Indian River	CR 510	CR 512 to Intracoastal Waterway	Widen 2 to 4L	0.2	1	0.5	1	0.32	1	0	1	0.5	0.6	6.12	33
Indian River	26 Street/Aviation Boulevard	66 Avenue to US 1	Widen 2 to 4L	1	0.5	0.5	0	0.45	1	0	1	1	0.6	6.05	34
Martin	SR 91/Florida's Turnpike	Jupiter/Indiantown Road to SR 714/Stuart	Widen 4 to 6L	0	0.5	0.5	1	0.57	1	1	1	0	0.4	5.97	41
Martin	SR 91/Florida's Turnpike	SR 714/Stuart to Becker Road	Widen 4 to 8L	0.2	0.5	0.5	1	0.55	1	1	1	0	0.2	5.95	42
Indian River	US 1	53 Street to CR 510	Widen 4 to 6L	0.4	0.5	0.5	1	0.42	1	0	1	0.5	0.6	5.92	43
Martin	Cove Road	SR 5/US 1 to CR A1A	Widen 2 to 4L	0.6	1	1	0.5	0.38	1	0	0	1	0.4	5.88	45
Indian River	I-95	Oslo Road	New Interchange	0	1	0.5	1	0.46	0	1	1	0.5	0.4	5.86	46
St. Lucie	I-95	Glades Cut Off Road to S of SR 70	Widen 6 to 8L	0.2	1	0.5	1	0.53	0	1	1	0	0.6	5.83	47
St. Lucie	Savona Boulevard	Gatlin Boulevard to California Boulevard	Widen 2 to 4L	0.4	1	0.5	0	0.51	1	0	1	1	0.4	5.81	48
Martin	SR 714/Martin Highway	CR 76A/Citrus Boulevard to Martin Downs Boulevard	Widen 2 to 4L	0.2	1	0.5	0.5	0.45	1	1	0	1	0	5.65	55
Indian River	Oslo Road	I-95 to 58 Avenue	Widen 2 to 4L	0	0.5	0.5	0.5	0.23	1	1	1	0.5	0.4	5.63	56
Indian River	I-95	53 Street	New Interchange	0	1	0.5	1	0.39	0	1	1	0.5	0.2	5.59	64
St. Lucie	Airport Connector	I-95 to Kings Highway	New 4L	0	0	1	0	0.49	1	1	1	0.5	0.6	5.59	65
St. Lucie	Northern Connector	SR 91/Florida's Turnpike to I-95	New 4L	0	0	1	0	0.49	1	1	1	0.5	0.6	5.59	65
St. Lucie	SR 91/Florida's Turnpike	Northern Connector	New Interchange	0	1	0.5	1	0.47	0	1	1	0	0.6	5.57	67
St. Lucie	SR 91/Florida's Turnpike	Port St. Lucie Boulevard to SR 70 (Fort Pierce)	Widen 4 to 6L	0	0	0.5	1	0.73	0	1	1	0	0.6	4.83	91
Indian River	25 Street SW	27 Avenue to 58 Avenue	New 2L	0	0.5	0.5	0	0.36	1	1	0	1	0.4	4.76	94
St. Lucie	Selvitz Road	Glades Cut Off Road to Edwards Road	Widen 2 to 4L	0.8	0.5	0.5	1	0.25	0	0	1	0.5	0.2	4.75	95
St. Lucie	SR 91/Florida's Turnpike	SR 70 (Fort Pierce) to Yeehaw Junction	Widen 4 to 6L	0	0	0.5	1	0.58	0	1	1	0	0.6	4.68	100
St. Lucie	East Torino Parkway	NW Cashmere Boulevard to Midway Road	Widen 2 to 4L	0.2	0.5	0.5	0	0.53	1	0	1	0.5	0.4	4.63	101

General Construction Schedule

1. Design: Complete
2. Right of Way acquisition: 2020-2023
3. Construction: 2024-2026

Expenses	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total	Revenue Source	Fully Funded?	Priority Ranking 1 = Highest Priority, 5 = Lowest Priority	Notes
58th Avenue 49th-53rd St - 4 lanes	\$ 2,000,000					\$ 2,000,000	Developer Funded Construction	Yes	2	Indirect benefit to the Indian River Lagoon: designed to treat stormwater that currently discharges into canals and indirectly into the lagoon.
58th Avenue 49th-53rd St - 4 lanes	\$ 500,000					\$ 500,000	Traffic Impact Fees- District 2			
Design & Engineering	\$ 500,000					\$ 500,000				
Right-of-Way Construction	\$ 2,000,000					\$ 2,000,000				
58th Avenue 53rd - 57th St - 4 lanes	\$ 2,200,000	\$ 2,500,000				\$ 4,700,000	Optional Sales Tax	Yes	2	
Design & Engineering	\$ 200,000					\$ 200,000				
Right-of-Way Construction	\$ 2,000,000	\$ 2,500,000				\$ 4,500,000				
58th Ave Resurfacing, 57th Street to CR 510 (includes left turn lanes at 69th Street)	\$ 464,115	\$ 2,389,267				\$ 2,853,382	Gas Tax	Yes	1	
58th Ave Resurfacing, 57th Street to CR 510 (includes left turn lanes at 69th Street)	\$ 1,785,885	\$ 110,733				\$ 1,896,618	FDOT			
58th Ave 69th Street left turn lane and signalization	\$ 500,000					\$ 500,000	Traffic Impact Fees- District 1			
Design & Engineering	\$ 400,000					\$ 400,000				
Right-of-Way Construction	\$ 350,000					\$ 350,000				
	\$ 2,000,000	\$ 2,500,000				\$ 4,500,000				
58th Ave & 21st SW Culvert					\$ 750,000	\$ 750,000	Optional Sales Tax	Yes	4	
Design & Engineering					\$ 100,000	\$ 100,000				
Right-of-Way Construction					\$ 650,000	\$ 650,000				
66th Avenue, 49th Street to 69th Street, four lanes(2.5 miles) Includes side streets & side street bridges	\$ 2,000,000	\$ 1,818,991	\$ 8,383,991	\$ 14,500,000	\$ 4,500,000	\$ 31,202,982	Optional Sales Tax	No	1	Indirect benefit to the Indian River Lagoon: designed to treat stormwater that currently discharges into canals and indirectly into the lagoon.
66th Avenue, 49th Street to 69th Street, four lanes(2.5 miles) Includes side streets & side street bridges		\$ 3,181,009	\$ 866,009	\$ 608,567		\$ 4,655,585	FDOT			
66th Avenue, 49th Street to 69th Street, four lanes(2.5 miles) Includes side streets & side street bridges						\$ 1,000,000				
Design & Engineering	\$ 500,000	\$ 500,000				\$ 1,000,000				
Right-of-Way Construction	\$ 1,500,000	\$ 1,500,000	\$ 250,000			\$ 3,250,000				
		\$ 3,000,000	\$ 9,000,000	\$ 15,108,567	\$ 4,500,000	\$ 31,608,567				
66th Avenue, 69th Street to 85th Street four lanes (2.0 miles) Includes side streets & side street bridges				\$ 1,775,000	\$ 2,050,000	\$ 3,825,000	Optional Sales Tax	No	2	Indirect benefit to the Indian River Lagoon: designed to treat stormwater that currently discharges into canals and indirectly into the lagoon.
66th Avenue, 69th Street to 85th Street four lanes (2.0 miles) Includes side streets & side street bridges	\$ 1,800,000	\$ 1,000,000	\$ 250,000	\$ 3,845,587	\$ 950,000	\$ 7,845,587	Traffic Impact Fees- District 1			
66th Avenue, 69th Street to 85th Street four lanes (2.0 miles) Includes side streets & side street bridges				\$ 400,000		\$ 400,000	Developer Funded Construction			
Design & Engineering	\$ 300,000					\$ 300,000				
Right-of-Way Construction	\$ 1,500,000	\$ 1,000,000	\$ 250,000			\$ 2,750,000				
				\$ 6,020,587	\$ 3,000,000	\$ 9,020,587				
69th Street Repaving 66th Avenue to U.S. Highway 1	\$ 200,000	\$ 75,000	\$ 409,382			\$ 684,382	Gas Tax	Yes	3	
69th Street Repaving 66th Avenue to U.S. Highway 1			\$ 799,078	\$ 429,070		\$ 1,228,148	FDOT			
Design & Engineering	\$ 200,000	\$ 75,000				\$ 275,000				
Right-of-Way Construction				\$ 429,070		\$ 429,070				
			\$ 1,208,460	\$ 429,070		\$ 1,637,530				

GOALS, OBJECTIVES & POLICIES

The goals, objectives, and policies are the most important parts of each comprehensive plan element. This section identifies the transportation element goals, objectives, and policies.

Transportation Element Goal

Indian River County shall have a safe, efficient, and accessible transportation system which provides for mobility of all residents and visitors, encourages freedom of choice among alternative modes of travel, respects the natural and built environment, meets the stated needs of local jurisdictions, and is determined to be financially feasible.

Traffic Circulation

OBJECTIVE 1 ADEQUATE TRANSPORTATION SYSTEM

The county acknowledges that there are no existing roadway capacity deficiencies within the County. Through 2030, the county traffic circulation system will continue to operate at or above the minimum service levels specified in policy 1.1.

POLICY 1.1: The county hereby adopts traffic circulation level of service standards. These standards are as follows: Level of service "D" or better shall be maintained on all TRIP grant funded roads as well as all freeway, arterial and collector roadways with the exception of the following two, which will operate at 20% in excess of level of service "E":

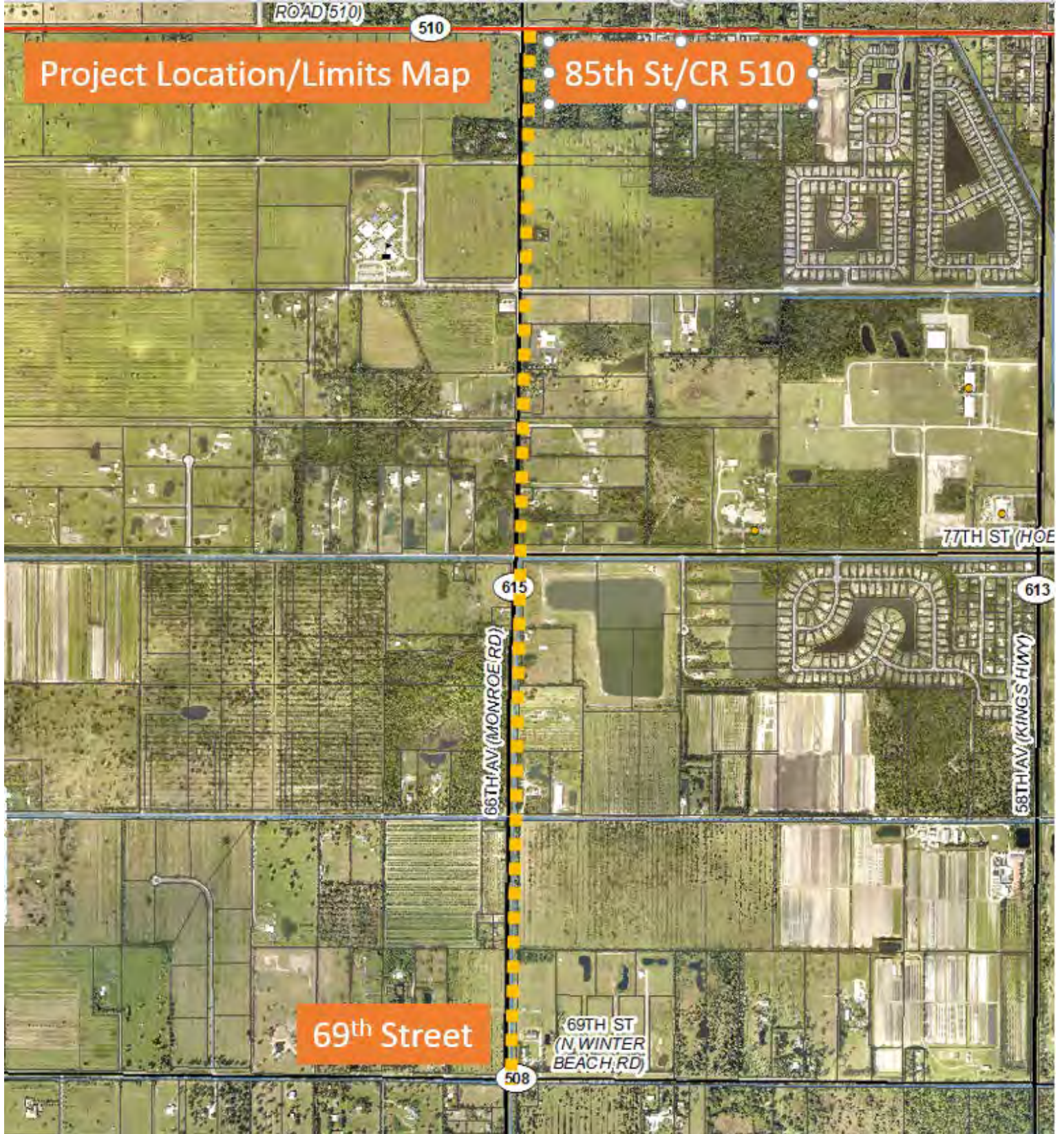
- 27th Ave – South County Line to SR 60
- 43rd Ave – Oslo Road to 16th Street

For SIS/Florida Intrastate Highway System roadways, level of service "B" is adopted for rural areas, and level of service "C" is adopted for urban areas.

POLICY 1.2: Proposed roadway projects shall be evaluated and ranked in order of priority according to the following guidelines:

- a. Whether the project is needed to protect public health and safety, to fulfill the county's legal commitment to provide facilities and services, or to preserve or achieve full use of existing facilities;
- b. Whether the project increases efficiency of use of existing facilities, protects interregional and intrastate functions of the Florida Intrastate Highway System, prevents or reduces future improvement cost, provides service to developed areas lacking full service, or promotes in-fill development;
- c. Whether the project represents a logical extension of facilities and services within a designated urban service area;

Link ID	On Street	From Street	To Street	Length	No. of Lanes	Road Type	Jurisdiction	Functional Class	LOS	Exist ROW	Needed ROW	Improvements by 2030
2935	43rd Ave	S.R. 60	26th St	0.50	2	U	CR	MA	D	80	100	Add 2 Lanes
2940	43rd Ave	26th St	41st St	2.00	2	U	CR	COL	D	80	100	
2945	43rd Ave	41st St	45th St	0.50	2	U	CR	COL	D	80	100	
2950	43rd Ave	45th St	49th St	0.50	2	U	CR	COL	D	80	100	
3005	58th Ave	Oslo Rd	4th St	2.00	4	U	CR	COL	D	50	130	
3010	58th Ave	4th St	8th St	0.50	4	U	CR	COL	D	50	130	
3015	58th Ave	8th St	12th St	0.50	4	U	CR	COL	D	50	130	
3020	58th Ave	12th St	16th St	0.50	4	U	CR	COL	D	50	130	
3025	58th Ave	16th St	S.R. 60	0.50	4	D	CR	MA	D	50	130	
3030	58th Ave	S.R. 60	26th St	0.51	4	D	CR	MA	D	50	130	
3033	58th Ave	26th St	41st St	1.50	2	U	CR	MA	D	50	130	Add 2 Lanes
3035	58th Ave	41st St	45th St	0.50	2	U	CR	COL	D	80	130	Add 2 Lanes
3040	58th Ave	45th St	49th St	0.50	2	U	CR	COL	D	80	130	Add 2 Lanes
3045	58th Ave	49th St	53rd St	0.48	2	U	CR	COL	D	80	130	Add 2 Lanes
3047	58th Ave	53rd St	65th St	1.54	2	U	CR	COL	D	80	130	
3050	58th Ave	65th St	69th St	0.50	2	U	CR	COL	D	80	130	
3055	58th Ave	69th St	C.R.510	2.50	2	U	CR	COL	D	80	130	
	66th Ave	St. Lucie County Line	Oslo Rd	2.50	2	U	CR	COL	D	N/A	136	New 2 Lanes
3110	66th Ave	Oslo Road	4th St	1.51	2	U	CR	COL	D	50	136	Add 2 Lanes
	66th Ave	4th St	S.R. 60	2.03	0	N/A	CR	N/A	N/A	0	130	New 4 Lanes
3120	66th Ave	S.R. 60	26th St	0.50	2	U	CR	COL	D	50	174	Add 2 Lanes
3130	66th Ave	26th St	41st St	1.50	2	U	CR	COL	D	50	174	Add 2 Lanes
3140	66th Ave	41st St	45th St	0.50	2	U	CR	COL	D	50	174	Add 2 Lanes
3150	66th Ave	45th St	53rd St	0.98	2	U	CR	COL	D	50	174	Add 2 Lanes
3155	66th Ave	53rd St	65th St	1.53	2	U	CR	COL	D	50	174	Add 2 Lanes
3160	66th Ave	65th St	69th St	0.52	2	U	CR	COL	D	50	174	Add 2 Lanes
3170	66th Ave	69th St	C.R. 510	2.00	2	U	CR	COL	D	50	174	Add 2 Lanes
3310	82nd Ave	Oslo Rd	4th St	2.00	2	U	CR	COL	D	50	136	
3320	82nd Ave	4th St	12th St	1.00	2	U	CR	COL	D	50	136	
3330	82nd Ave	12th St	S.R. 60	0.50	2	U	CR	COL	D	50	136	
3340	82nd Ave	S.R. 60	26th St	0.49	2	U	CR	COL	D	50	136	
	82nd Ave	26th St	CR 510	7.05	0	N/A	CR	MA	N/A	0	110	New 2 Lanes
3610	77th St	66th Ave	U.S. 1	5.00	2	U	CR	LOC	D	50	80-100	
3710	69th St	82nd Ave	66th Ave	2.00	2	U	CR	COL	D	50	100	
3720	69th St	66th Ave	58th Ave	1.00	2	U	CR	COL	D	50	100	
3730	69th St	58th Ave	Old Dixie Hwy	3.00	2	U	CR	COL	D	50	100	



Project Location/Limits Map

85th St/CR 510

69th Street

69th St
(N Winter
Beach Rd)

ROAD 510

510

615

66TH AV (MONROE RD)

613

58TH AV (KINGS HWY)

77TH ST (HOE)

508

**TREASURE COAST TRANSPORTATION COUNCIL
(TCTC) MEETING
AGENDA ITEM SUMMARY**

6C

MEETING DATE: April 23, 2020		DUE DATE: April 16, 2020	
TITLE: US 1 CORRIDOR RETROFIT STUDY			
REQUESTED BY: MPO	PREPARED BY: Beth Beltran/ Ricardo Vazquez	DOCS REQUIRING ACTION: n/a	

Background

US 1 is an important commercial, freight, and travel corridor and is among the most significant regional transportation facilities linking three Counties of the Treasure Coast. In 2014, Florida Department of Transportation (FDOT) completed a Baseline Assessment, Issues, and Opportunities Analysis of the US 1 Corridor in Martin and St. Lucie counties. A similar study was completed in Indian River County by CTS Engineering and was presented to the TCTAC on March 14, 2019. The TCTAC recommended that Phase 2 of the US-1 Corridor Retrofit Study be prioritized as a regional study with all three MPOs that ultimately results in the development of a project spanning all three counties which is submitted for TRIP funding.

Issues

During a teleconference on December 17, 2019, staff directors of Martin, St. Lucie and Indian River T/MPOs and FDOT staff discussed having FDOT do a technical study for the US-1 corridor that would address emerging technologies to improve mobility and safety.

At the March 12, 2020 TCTAC meeting, FDOT stated that the District Four Traffic Operations Department staff would host a workshop for the stakeholders along the US 1 corridor. This would allow for the traffic engineers for all the local governments to hear the same information and provide input to FDOT. Following this workshop, the TCTAC will meet and further discuss the attached draft study objectives and review the US 1 Study scope of services of the Palm Beach Transportation Planning Agency (TPA).

Recommended Action

This is an information item.

Attachments – US 1 Corridor Retrofit Study Phase 2 Study Objectives



US-1 CORRIDOR RETROFIT STUDY PHASE 2

Study Objectives

To develop strategic alternatives to roadway widening using a context sensitive approach which may include:

1. **Transit-Supportive Redevelopment:** Example policies that would facilitate transit-supportive redevelopment of the existing land uses along the corridor.
 2. **Transit Accessibility and Walkability:** Context sensitive design solutions for the existing and future transportation infrastructure along the corridor that integrate transit accessibility and walkability.
 3. **Grid Network:** Traditional neighborhood design concepts to improve the grid network of connecting streets.
 4. **Safety Improvements:** Projects which improve safety along the corridor.
 5. **Congestion Mitigation:** Signal coordination improvements to optimize corridor capacity.
 6. **Non-Motorized Transportation Projects:** Example policies that would support the implementation of non-motorized transportation projects along the corridor.
 7. **Emerging Technologies:** Projects that support autonomous, connected, shared, and alternative fuel vehicle infrastructure.
-

**TREASURE COAST TRANSPORTATION COUNCIL
(TCTC) MEETING
AGENDA ITEM SUMMARY**

6D

MEETING DATE: April 23, 2020		DUE DATE: April 16, 2020	
TITLE: Florida Transportation Plan (FTP) Presentation			
REQUESTED BY: FDOT	PREPARED BY: Beth Beltran/ Ricardo Vazquez	DOCS REQUIRING ACTION: n/a	

Background

The Florida Transportation Plan is the single overarching statewide plan guiding Florida's transportation future. It is a plan for all of Florida created by, and providing direction to, the Florida Department of Transportation (FDOT) and all organizations that are involved in planning and managing Florida's transportation system, including statewide, regional, and local partners.

Issues

At the April 23, 2020 TCTC meeting, FDOT staff will present an update regarding the development of the FTP.

Recommended Action

Provide input.

Attachments

Florida Transportation Plan (FTP) PowerPoint Presentation

Florida Transportation Plan

Update

presented to
Treasure Coast
Transportation Council

presented by
FDOT District Four

Date: April 23, 2020

FLORIDA
Transportation Plan

Your Florida. Your vision. Your plan.

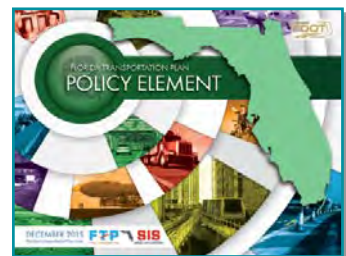
What is the Florida Transportation Plan?

- Florida's long-range transportation plan
- A plan for all of Florida
- Provides framework for transportation decisions and investments



Why Does the FTP Matter?

- Guides state, regional, and local transportation decisions and investments
- FTPs have advanced Florida
 - 2020 FTP (2000) – Strategic Intermodal System
 - 2025 FTP (2005) – Regional visioning and collaboration
 - 2060 FTP (2010) – Alignment with Florida Strategic Plan for Economic Development; Florida Mobility and Trade Plan
 - Current FTP (2015) – Resilience, Workforce, Choices



Florida Transportation Plan



Vision Element

Trends, uncertainties, and themes that will shape the future of transportation in Florida (50 years)



Policy Element

Goals and objectives to guide the Florida Department of Transportation and partners toward the vision (25 years)

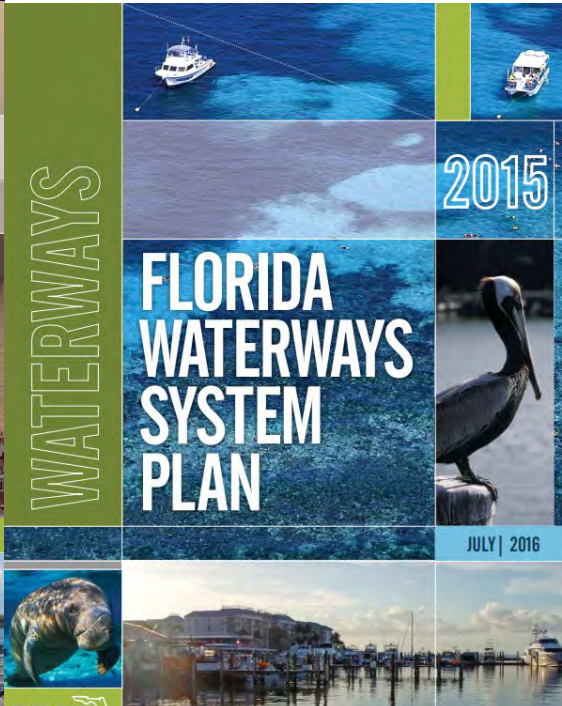


Implementation Element

Emphasis areas with key actions (5-25 years)

SAFETY AND SECURITY FOR
RESIDENTS, VISITORS AND BUSINESSES









Related Partner Efforts

- Metropolitan Planning Organizations (MPOs)
 - Long Range Transportation Plans
- State Agency Plans/Initiatives
 - DEO, DEP, Enterprise Florida, Space Florida, etc.
- Local Governments
 - Comprehensive Plans, etc.
- Regional Planning Councils
 - Strategic Regional Policy Plans
- Modal Partners
 - Transit, expressway, seaport, airport and other authorities
- Regional and Community Visions



Cross-Cutting Topics

Technology	Resilience	State/Interregional	Regional/Local
<ul style="list-style-type: none"> Automated, connected, electric, and shared vehicles Transportation system management and operations Big data New materials and processes 	<ul style="list-style-type: none"> Extreme weather Emergency evacuation and response Sea level rise Flooding Economic and societal changes 	<ul style="list-style-type: none"> SIS, including modal facilities Trade & logistics Multi-use/multi-modal facilities Global, statewide, and interregional connectivity Florida's economic drivers and industries 	<ul style="list-style-type: none"> Urbanized, non-urbanized, and rural Congestion relief Land use and community planning Regional visions Environment Economic development 

Trends in Technology - Examples

More Floridians

WORK FROM THEIR HOMES
than **USE PUBLIC TRANSIT**
for their commute to work



Airships stocked with products could act as

AIRBORNE WAREHOUSES
to streamline
DRONE DELIVERY



33%
of college students
take at least
ONE COURSE ONLINE



E-COMMERCE accounts for
64% of all
MANUFACTURING SHIPMENTS



2,500,000,000,000,000,000
(2.5 QUINTILLION)
BYTES OF DATA
are created each day,
and the pace is *accelerating*



Trends in Resilience - Examples

Nationally, the **TOTAL ANNUAL DAMAGES** from **TEMPERATURE & PRECIPITATION-RELATED** damages to paved roads are estimated at up to **\$20 BILLION**

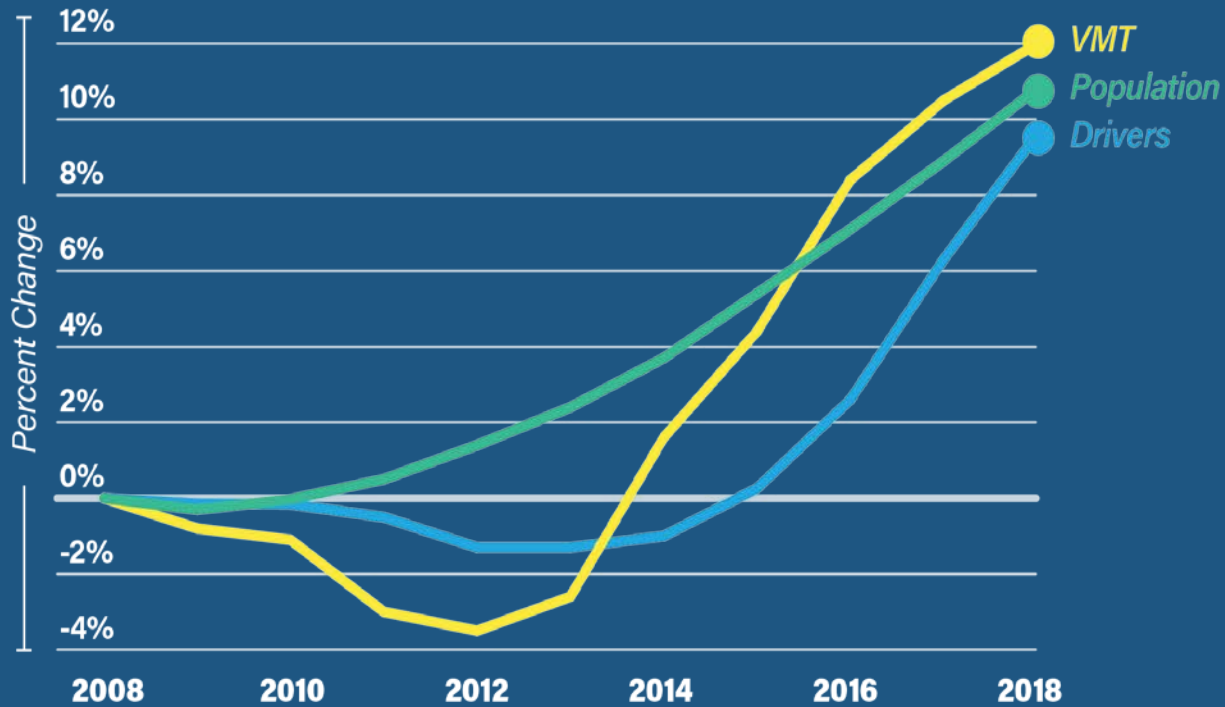
Nearly **170 COASTAL COMMUNITIES** in the U.S. are projected to experience **FLOODING** more than **26 TIMES PER YEAR** by **2035**

By mid-century, the Southeast is expected to experience up to **50 MORE DAYS** per year of temperatures exceeding **90 DEGREES**

Approximately **6 MILLION PEOPLE EVACUATED** during Hurricane Irma, **THE LARGEST EVACUATION IN U.S. HISTORY**

Trends in State & Interregional - Examples

Florida's **vehicle miles traveled is growing faster** than Florida's population and licensed drivers

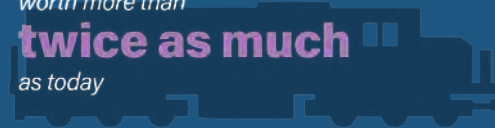


HIGHWAY NETWORK

By **2045**, Florida's rail network is projected to carry

42% MORE TONNAGE

worth more than **twice as much** as today



By **2045**, Florida's airports are projected to carry

300% more freight tonnage than today



WATERBORNE TRADE

comprises the majority of the state's total trade by value at **55.3%**

Trends in Regional and Local - Examples

9 OUT OF 10
FLORIDIANS
live in **URBAN AREAS**



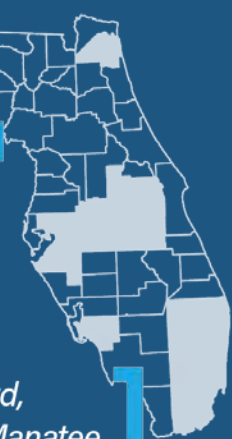
20%
of Floridians have a commute time
UNDER 15 MINUTES

18%
of Floridians have a commute time of
45 MINUTES OR LONGER



67% of Florida's
POPULATION GROWTH
between 2018 and 2045 is
projected to be concentrated in
10 COUNTIES

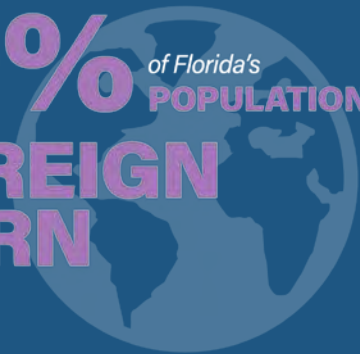
[Miami-Dade, Orange, Hillsborough, Broward,
Palm Beach, Lee, Duval, Polk, Osceola, & Manatee]



7% of households in Florida
DO NOT OWN A VEHICLE
while another
29% own only
ONE VEHICLE



20% of Florida's
POPULATION
is **FOREIGN BORN**



Sharing our Ideas

- Poll Everywhere – multiple ways to access the polls:
 - Visit www.pollev.com/FTP2045 from your phone, tablet, or laptop to access the polling questions
 - Text “FTP2045” to 22333 to join the poll and respond to the polls via text message
 - Scan the QR code to the right to go directly to the website
 - Important note: A record of the poll responses will be kept for statutory records retention requirements



What trend is the most important to/will have the biggest impact on Florida's transportation future?

- Resilience **A**
- Technology **B**
- Funding/revenue/cost of transportation **C**
- Sustainability **D**
- Demographic shifts/population growth **E**
- Evolving processes and decision making to meet changing demands/opportunities **F**
- New ways to travel (i.e., ride sharing, micromobility) **G**
- Preservation of environment **H**
- Economy **I**
- Safety **J**
- Less need to travel (i.e., e-commerce, telecommuting) **K**

In your opinion, what is the greatest challenge for Florida to overcome related to changing technology and our transportation system?

Regulatory barriers

Rapid rate of development and adoption of new technologies

Integrating old/existing and new/emerging technologies in the same system at the same time

Planning and design challenges

Data security and privacy

What is the top trend or disruptor affecting Florida's transportation system?

Extreme Heat

Flooding

Hurricanes / Extreme Storms

Poor or Inoperable Infrastructure

Sea Level Rise

Storm Surge



Technology Interruption or Failure

Start the presentation to see live content. Still no live content? Install the app or get help at PollEv.com/app

When poll is active, respond at PollEv.com/ftp2045

Text **FTP2045** to **22333** once to join

What regional or local needs should be considered as we update the FTP?

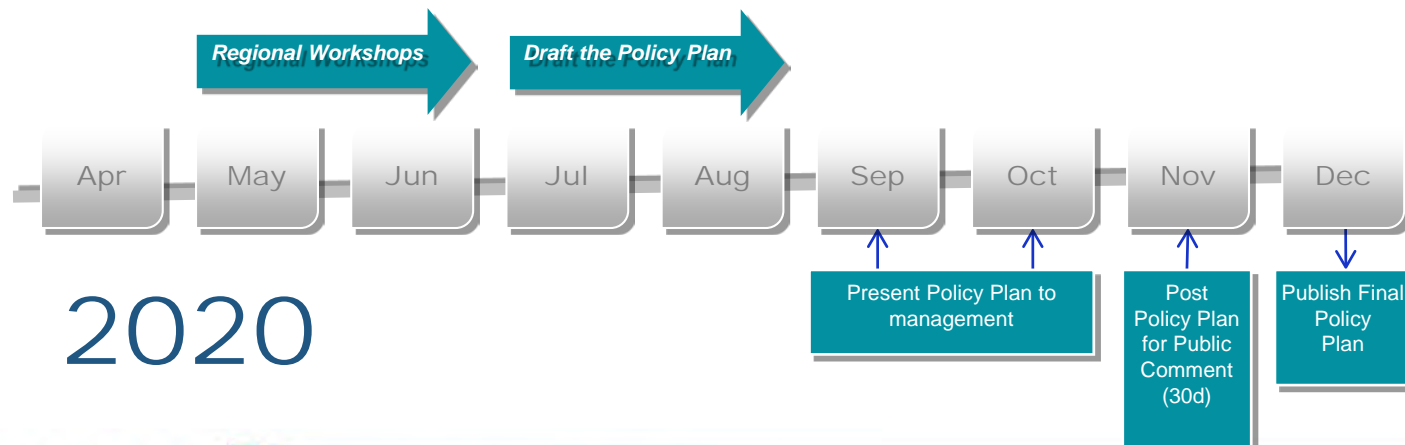


How can we best implement the FTP strategies across Florida's varied regions and localities to ensure maximum success in achieving the goals of the FTP?

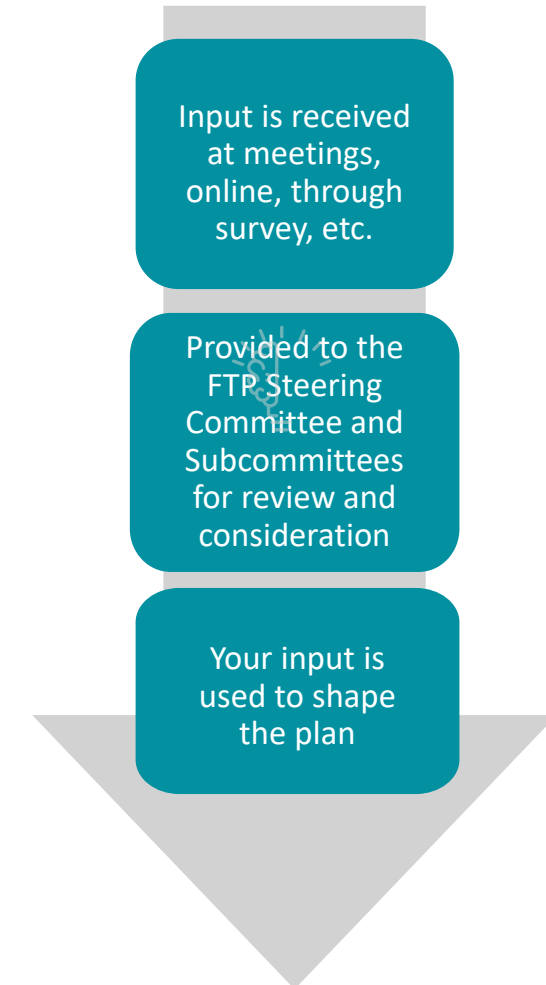
Get Involved!

www.floridatransportationplan.com

- ✓ Share your ideas through our [values and preferences](#) survey.
- ✓ Respond to our [resilience](#) and [technology](#) surveys.
- ✓ Join us at an [FTP event](#).
- ✓ Request a presentation from FDOT.
- ✓ Provide [general feedback](#).



What Will We Do With Your Input?



Florida Transportation Plan (FTP)

Home /
Summary



FTP Overview

FTP Update

- Steering Committee*
- ACES Subcommittee*
- Resilience Subcommittee*
- Cross-Cutting Topics*
- Technology*
- Resilience*
- State/interregional*
- Regional/Local*

*Long Range
Visioning Session*

Get Involved

- Share Your Thoughts & Ideas*
- Join Us at an FTP Event*
- Become a Subcommittee Friend*
- Request a Presentation from FDOT*
- General Feedback Comment Form*

FTP Implementation

Resources

Florida Transportation Plan Overview

The Florida Transportation Plan (FTP) is the state's long-range plan guiding Florida's transportation future. The FTP is a plan for all of Florida – and affects every resident, business, and visitor.

The FTP is important because it not only sets a long-range vision for the future, but it guides transportation decisions today. It considers how we will:

- Attain our goal of zero fatalities on Florida's transportation system.
- Provide a more efficient and mobile transportation system.
- Meet the needs of a growing and changing population.
- Make our economy more competitive.
- Enhance the quality of life and environment of Florida's communities.
- Increase opportunities for access to transit and other modes of transportation.
- Address emerging issues such as the rapid changes in technology.



The Florida Department of Transportation (FDOT) and its partners are updating the FTP, and we want you to **get involved**. As we develop the next FTP, we want to hear from you to understand the transportation issues and concerns that are most important to Floridians.

Click here to share your values and preferences

www.floridatransportationplan.com

Questions?

CONTACT FOR MORE INFORMATION

LOIS BUSH

District Four

Florida Department of Transportation

lois.bush@dot.state.fl.us

954-777-4654