



CITIZENS ADVISORY COMMITTEE (CAC)

Regular Meeting

Tuesday, May 17, 2016
10:30 am

AGENDA

- 1. Call to Order**
- 2. Roll Call**
- 3. Approval of Minutes**
 - *March 8, 2016 Regular Meeting*
- 4. Comments from the Public**
- 5. Approval of Agenda**
- 6. Action Items**
 - 6a. Draft FY 2016/17 – FY 2020/21 Transportation Improvement Program (TIP):** Review of the draft FY 2016/17 – FY 2020/21 TIP.

***Action:** Review and recommend adoption of the draft TIP, recommend adoption with conditions, or do not recommend adoption.*
 - 6b. Transportation Alternatives Program (TAP) 2016 Grant Application:** Review and endorsement of a TAP grant application for the 2016 grant cycle.

***Action:** Review and recommend endorsement of the TAP grant application for the 2016 grant cycle, recommend endorsement with conditions, or do not recommend endorsement.*
 - 6c. Walton Road Multimodal Improvements Feasibility Study:** Review of the draft Walton Road Multimodal Improvements Feasibility Study.

***Action:** Review and recommend acceptance of the draft study, recommend acceptance with conditions, or do not recommend acceptance.*

7. Discussion Items

7a. Strategic Intermodal System (SIS) Multimodal Needs Plan Update: A presentation by the Florida Department of Transportation District 4 (FDOT) on the update to the SIS Multimodal Needs Plan.

Action: Discuss and provide comments to FDOT.

8. Recommendations/Comments by Members

9. Staff Comments

10. Next Meeting: The next CAC meeting is a regular meeting scheduled for 10:30 am on Tuesday, July 12, 2016.

11. Adjourn

NOTICES

The St. Lucie TPO satisfies the requirements of various nondiscrimination laws and regulations including Title VI of the Civil Rights Act of 1964. Public participation is welcome without regard to race, color, national origin, age, sex, religion, disability, income, or family status. Persons wishing to express their concerns about nondiscrimination should contact Marceia Lathou, the Title VI/ADA Coordinator of the St. Lucie TPO, at 772-462-1593 or via email at lathoum@stlucieco.org.

Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact Marceia Lathou at 772-462-1593 at least five days prior to the meeting. Persons who are hearing or speech impaired may use the Florida Relay System by dialing 711.

Items not included on the agenda may also be heard in consideration of the best interests of **the public's health, safety, welfare, and as necessary to protect every person's right of access**. If any person decides to appeal any decision made by the St. Lucie TPO Advisory Committees with respect to any matter considered at a meeting, that person shall need a record of the proceedings, and for such a purpose, that person may need to ensure that a verbatim record of the proceedings is made which includes the testimony and evidence upon which the appeal is to be based.

Kreyòl Aysisyen: Si ou ta renmen resevwa enfòmasyon sa a nan lang Kreyòl Aysisyen, tanpri rele nimewo 772-462-1593.

Español: Si usted desea recibir esta información en español, por favor llame al 772-462-1593.

CITIZENS ADVISORY COMMITTEE (CAC)

Regular Meeting

DATE: Tuesday, March 8, 2016

TIME: 10:30 AM

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

MINUTES

1. **Call to Order**

Chairperson Carolyn Niemczyk called the meeting to order at 10:32am.

2. **Roll Call**

The roll was taken via sign-in sheet. A quorum was noted with the following members in attendance:

Members Present:

Carolyn Niemczyk, Chairperson
Paul Weinstein, Vice-Chairperson
Bill Brooks
William Lindsey
Marvin Mendelson
Paul Weinstein
Ron Brown
Darrell Winfree

Representing:

At Large Resident
Port St. Lucie Resident
Minority Resident
Minority Resident
At Large Resident
Port St. Lucie Resident
At Large Resident
Fort Pierce/Minority

Others Attending:

Peter Buchwald
Edward DeFini
Yi Ding

Representing:

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

Marceia Lathou
Melissa Carter
Crystal Wilson
Peggy Brassard

St. Lucie TPO
Recording Specialist
Placevision, Inc.
Martin MPO

3. **Approval of Minutes**

- January 12, 2016 Regular Meeting

* **MOTION – MOVED** by Mr. Mendelson to approve the minutes of the CAC Regular Meeting on January 12, 2016.

** **SECONDED** by Mr. Brooks Carried **UNANIMOUSLY**

4. **Comments from the Public** – None

5. **Approval of Agenda**

* **MOTION – MOVED** by Mr. Winfree to approve the agenda.

** **SECONDED** by Mr. Weinstein Carried **UNANIMOUSLY**

6. **Action Items**

6a. Amendment to the FY 2015/16 – FY 2019/20 Transportation Improvement Program (TIP): Review of an amendment to the FY 2015/16 – FY 2019/20 TIP for the McCarty Road Bridge Project.

Mr. Buchwald explained that the adopted TIP includes the replacement of the McCarty Road Bridge over Ten Mile Creek. Subsequent to the adoption of the TIP, it was determined by FDOT that a utilities phase needs to be added to the project because of the presence of utilities. FDOT is requesting that the TIP be amended to add this phase to the McCarty Road Bridge Project. Mr. Buchwald noted that the TIP amendment is consistent with the LRTP and does not impact the fiscal constraint of the TIP.

* **MOTION – MOVED** by Mr. Mendelson to recommend adoption of the TIP amendment for the McCarty Road Bridge Project.

** **SECONDED** by Mr. Winfree Carried **UNANIMOUSLY**

6b. Draft FY 2016/17 – FY 2017/18 Unified Planning Work Program (UPWP): Review of the draft FY 2016/17 – FY 2017/18 UPWP.

Mr. Buchwald explained the purpose of the UPWP. The current UPWP ends in June, therefore, it is necessary to adopt a new, two-year UPWP. He reviewed the proposed UPWP planning priorities which were presented at the November advisory committee meetings; these priorities basically continue the priorities of the current UPWP.

A Call for UPWP Projects was initiated at the November advisory committee meetings and was extended to the public through social media and extensive community outreach. The draft UPWP includes several projects which resulted from this Call for UPWP Projects. Mr. Buchwald highlighted the wide range of projects, activities, and programs the TPO will conduct over the next, two fiscal years.

Mr. Mendelson initiated a discussion about a safety issue at the railroad crossing at Midway Road and Glades Cutoff Road. He and other CAC members noted there is confusion regarding the timing of the train warning signals and as well as the alignment of the traffic signals. Mr. Buchwald noted that one of the tasks of the UPWP is to identify safety hazards and that this situation could be analyzed during the next UPWP cycle.

* **MOTION – MOVED** by Mr. Winfree to recommend adoption of the draft UPWP.

** **SECONDED** by Mr. Weinstein Carried **UNANIMOUSLY**

6c. Title VI Program Update: Review of a draft update to the TPO's Title VI Program.

Ms. Lathou provided background on Title VI and environmental justice (EJ). The proposed update to the TPO's Title VI Program is necessary to align with current laws, regulations, and data.

Ms. Lathou described the components of the Title VI Program update which include a public involvement process, Limited English Proficiency (LEP) Plan, complaint process, and public notice requirements. She described the EJ analysis that was conducted as part of the Go2040 LRTP.

The process for adoption of the Title VI program was described. It was noted that the update is currently being reviewed by FHWA Office of Civil Rights staff.

The process for adoption of the Title VI program was it was noted that the update is currently being reviewed by FHWA Office of Civil Rights staff.

Ms. Niemczyk requested clarification on the LRTP EJ analysis. Ms. Lathou explained that the EJ areas were mapped and that the LRTP Cost Feasible projects were overlaid on the map. Mr. Buchwald explained that the EJ analysis related to the federally-funded projects and that the developer-funded projects in the western section of the TPO area were not included in the analysis.

Mr. Lindsey asked when the EJ analysis was conducted. Ms. Lathou replied it was conducted as part of the Go2040 LRTP which was approved by the TPO Board last month; however, the map data itself was based on 2010 Census information.

* **MOTION – MOVED** by Mr. Weinstein to recommend adoption of the draft update to the TPO's Title VI Program.

** **SECONDED** by Mr. Brooks Carried **UNANIMOUSLY**

7. **Recommendations/Comments by Members** -Mr. Mendelson reminded staff about an issue he brought up at the previous CAC meeting regarding the height of median plantings in the Tradition area. Mr. Buchwald noted that clear zone issues could be lateral as well as vertical. Mr. DeFini noted he would check with the City of Port St. Lucie regarding this issue.

8. **Staff Comments** – Mr. Buchwald highlighted some of the interesting items scheduled for the next CAC meeting including the TIP, Transportation Alternatives, and the Waterways Feasibility Study.

9. **Next Meeting:** The next CAC meeting is a regular meeting scheduled for 10:30 am on Tuesday, May 17, 2016.

10. **Adjourn** – The meeting was adjourned at 11:05am.

Respectfully submitted:

Approved by:

Melissa Carter
Recording Specialist

Carolyn Niemczyk
Chairwoman

DRAFT

AGENDA ITEM SUMMARY

Board/Committee:	Citizens Advisory Committee (CAC)
Meeting Date:	May 17, 2016
Item Number:	6a
Item Title:	Draft FY 2016/17 – FY 2020/21 Transportation Improvement Program (TIP)
Item Origination:	Federal and State requirements
UPWP Reference:	Task 3.3– TIP
Requested Action:	Review and recommend adoption of the Draft TIP, recommend adoption with conditions, or do not recommend adoption
Staff Recommendation:	As the Final Tentative Work Program appears to be consistent with the Draft Tentative Work Program that was recommended for endorsement by the TPO advisory committees, it is recommended that the draft FY 2016/17 – FY 2020/21 TIP be recommended for adoption by the TPO Board.

Attachments

- Staff Report
- Draft FY 2016/17 – FY 2020/21 TIP



Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

MEMORANDUM

TO: Citizens Advisory Committee (CAC)

FROM: Peter Buchwald
Executive Director

DATE: May 10, 2016

SUBJECT: Draft FY 2016/17 – FY 2020/21 Transportation Improvement Program (TIP)

BACKGROUND

According to Federal and State requirements, the St. Lucie Transportation Planning Organization (TPO) annually must develop a Transportation Improvement Program (TIP). The purpose of the TIP is to identify the transportation improvement projects located within the TPO area that have been prioritized and are receiving Federal and State funding over a five-year period.

In addition, the TIP is used to coordinate projects among the U.S. Department of Transportation (USDOT), the Florida Department of Transportation (FDOT), and the local governments located within the TPO area. The TIP is developed and adopted annually by the TPO in cooperation with the USDOT, FDOT, TPO advisory committees, local governments, port and aviation authorities, transit operators, and the general public.

ANALYSIS

The development of the TIP is a year-long process that is continuous, cooperative, and comprehensive. For the TPO's FY 2016/17 – FY 2020/21 TIP, the process started in June 2015 with a meeting with staffs from the St. Lucie TPO, FDOT District 4, and the local governments to informally discuss the TPO's priority projects. The List of Priority Projects (LOPP) then was developed, reviewed by the TPO advisory committees, adopted by the TPO Board, and submitted to FDOT District 4 in August 2015.

The LOPP was utilized by FDOT District 4 to develop their Draft Tentative Work Program for FY 2016/17 – FY 2020/21. The Draft Tentative Work Program was reviewed and recommended for endorsement by the TPO advisory committees in July 2015 and was endorsed by the TPO Board in October 2015.

In the Draft Tentative Work Program, the phases that were advanced include a reserve for the construction of Port St. Lucie Boulevard from Paar Drive to Darwin Boulevard, a reserve for right-of-way (ROW) acquisition for Midway Road from Glades Cut Off to Selvitz Road, the construction of the intersection improvement at U.S. Highway 1 and Virginia, the construction of the St. Lucie Advanced Transportation Management System, the design of Port St. Lucie Boulevard from Becker Road to Paar Drive, and the design of Kings Highway from the I-95 Overpass to St. Lucie Boulevard. In addition, other highlights of the DTWP include the programming of the construction of the Parr Drive Sidewalk from Port St. Lucie Boulevard to Darwin Boulevard, the acquisition of ROW for the I-95 Jobs Express Terminal and Park and Ride Lot on Gatlin Boulevard, and the installation of adaptive signal control technology on U.S. Highway 1 between Virginia Avenue and Avenue H.

The Final Tentative Work Program was received from FDOT in April 2016 and was used to prepare the attached TIP through the web-based Interactive TIP. The Final Tentative Work Program is a primary component of the TIP.

The Final Tentative Work Program was reviewed by TPO staff for consistency with the Draft Tentative Work Program. The Final Tentative Work Program appears to be consistent with the Draft Tentative Work Program.

RECOMMENDATION

As the Final Tentative Work Program appears to be consistent with the Draft Tentative Work Program that was recommended for endorsement by the TPO advisory committees, it is recommended that the draft FY 2016/17 – FY 2020/21 TIP be recommended for adoption by the TPO Board.



DRAFT
TRANSPORTATION IMPROVEMENT PROGRAM
FY 2016/17 - FY 2020/21

Adopted by the St. Lucie Transportation Planning Organization

on _____

Chairwomen Kathryn Hensley

TIP CONTACT INFORMATION

466 SW Port St. Lucie Boulevard
Port St. Lucie, FL 34953

Yi Ding, Program Manager
www.stlucietpo.org

phone: (772) 462-1593
fax: (772) 462-2549

ENDORSEMENT: The Transportation Improvement Program of the St. Lucie Transportation Planning Organization has been developed consistent with Federal regulations 23 U.S.C. 134(j) and 23 CFR 450 and Florida Statute 339.175(8) in cooperation with the Florida Department of Transportation and public transit operators.

ACKNOWLEDGMENT: The preparation of this report has been funded in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation (USDOT), under the Metropolitan Planning Program of the U.S. Code (Title 23, Section 104f). The contents of this report do not necessarily reflect the official views or policy of the USDOT.

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APPENDICES

- Appendix A: Example Public Comment Notice
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- Appendix C: Local Projects-City of Port St. Lucie
- Appendix D: Local Projects-St. Lucie County
- Appendix E: TIP Amendment Forms

A. INTRODUCTION

A.1 How to Use the TIP

The intent of the Transportation Improvement Program (TIP) is to identify and prioritize the transportation improvement projects over the next five years that are receiving State and Federal funding and are located within the Metropolitan Planning Area (MPA) of the St. Lucie Transportation Planning Organization (St. Lucie TPO). The St. Lucie TPO MPA is identified on the map on page A-7.

To use the TIP:

- Locate the project in the Project Index in Section A.2 or on either of the Project Location Maps in Section A.3 to identify the Project Number or Project Name.
- Using the Project Name, reference directly the alphabetically-listed projects in the Detailed Project Listing pages or, by using the Project Number, identify the TIP Page Number for the project from the Project Index.
- Refer to the corresponding TIP Page Number to obtain information regarding the project in the Detailed Project Listings pages.
- Refer to the corresponding LRTP Page Number in the Project Index or in the Detailed Project Listings pages to cross-reference the project, if applicable, in the Go2040 Long Range Transportation Plan (LRTP).
- Refer to Section A.4 for a Glossary of Abbreviations and Phase/Funding Codes.
- Refer to Section B for information on Federal and State requirements for development of the TIP.
- Refer to Section C for the Detailed Project Listings which include whether the project is located on the Florida Strategic Intermodal System (SIS) and the Total Project Cost.
- Refer to Section D for the TPO List of Priority Projects.
- Refer to Section E for an evaluation of project and system performance
- Refer to the Appendices for an Example Public Comment Notice and for information on locally-funded projects and TIP amendments that have been adopted.
- Refer to the contact information on the cover of the TIP if you have any questions or comments.

Explanations of the SIS and Total Project Costs

SIS: The SIS is a network of high priority transportation facilities in Florida which includes the State's largest and most significant commercial service airports, spaceport, deep-water seaports, freight and passenger rail terminals, intercity bus terminals, rail corridors, waterways and highways. All projects on the SIS will have a SIS identifier in the top right corner of the Detailed Project Listings pages in Section C of the TIP.

Total Project Costs: A typical project production sequence is to have a Project Development and Environment (PD&E) phase, followed by a Design (PE) phase, a Right of Way (ROW) phase and a Construction (CST) phase. Some projects may not include a ROW phase if land acquisition is not needed to complete the project. Costs in the Detailed Project Listing pages in Section C of the TIP may include the historical costs (Prior Year Cost), the costs in the five years of the current TIP, the costs in the years beyond the current TIP (Future Year Cost), and the sum of all of these costs which is the Total Project Cost. For some projects such as resurfacing, safety, or operational projects, there may not be a Total Project Cost identified, but additional details on that program will be included.

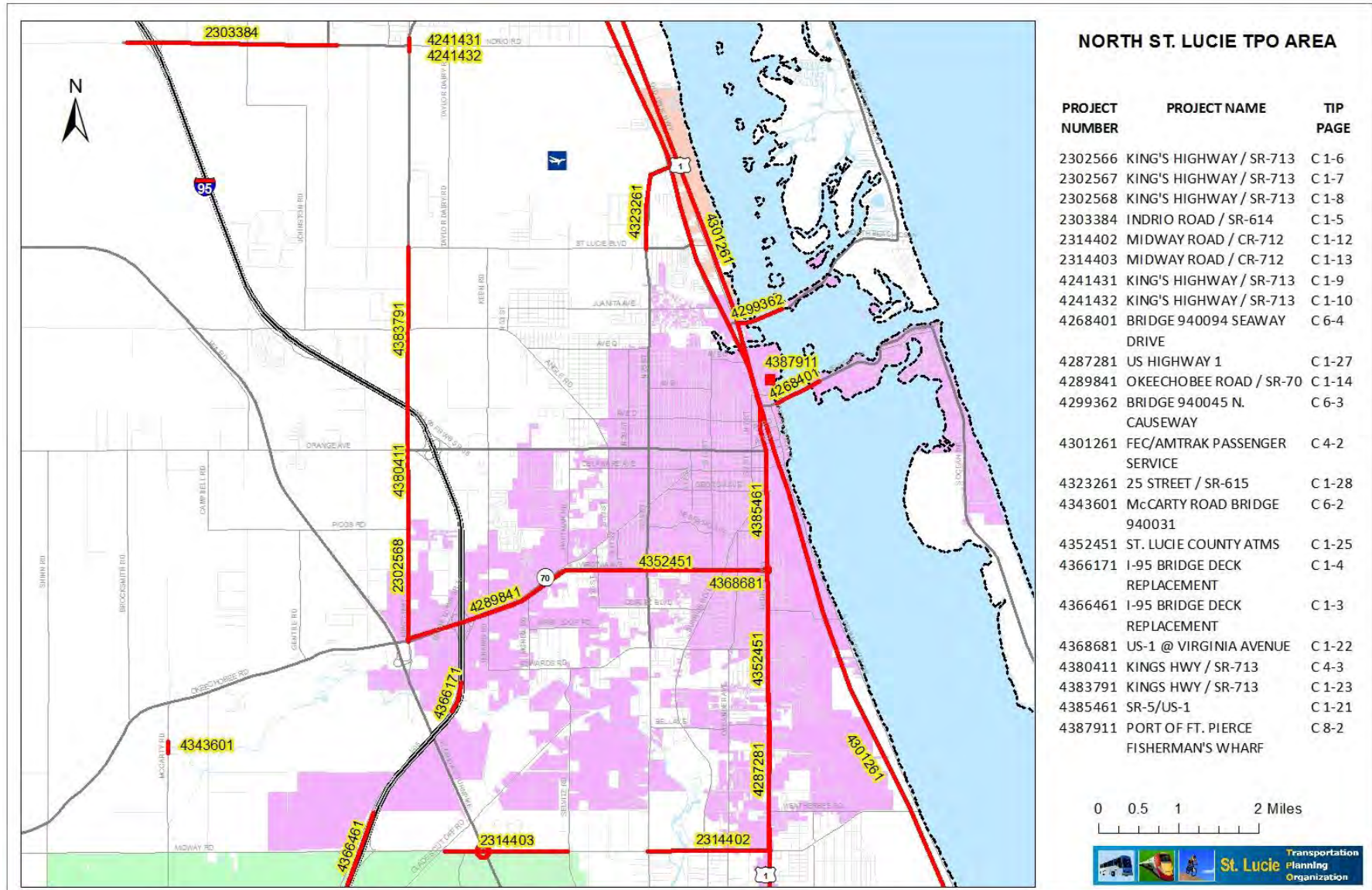
A.2 Project Index and TIP/LRTP Cross Reference

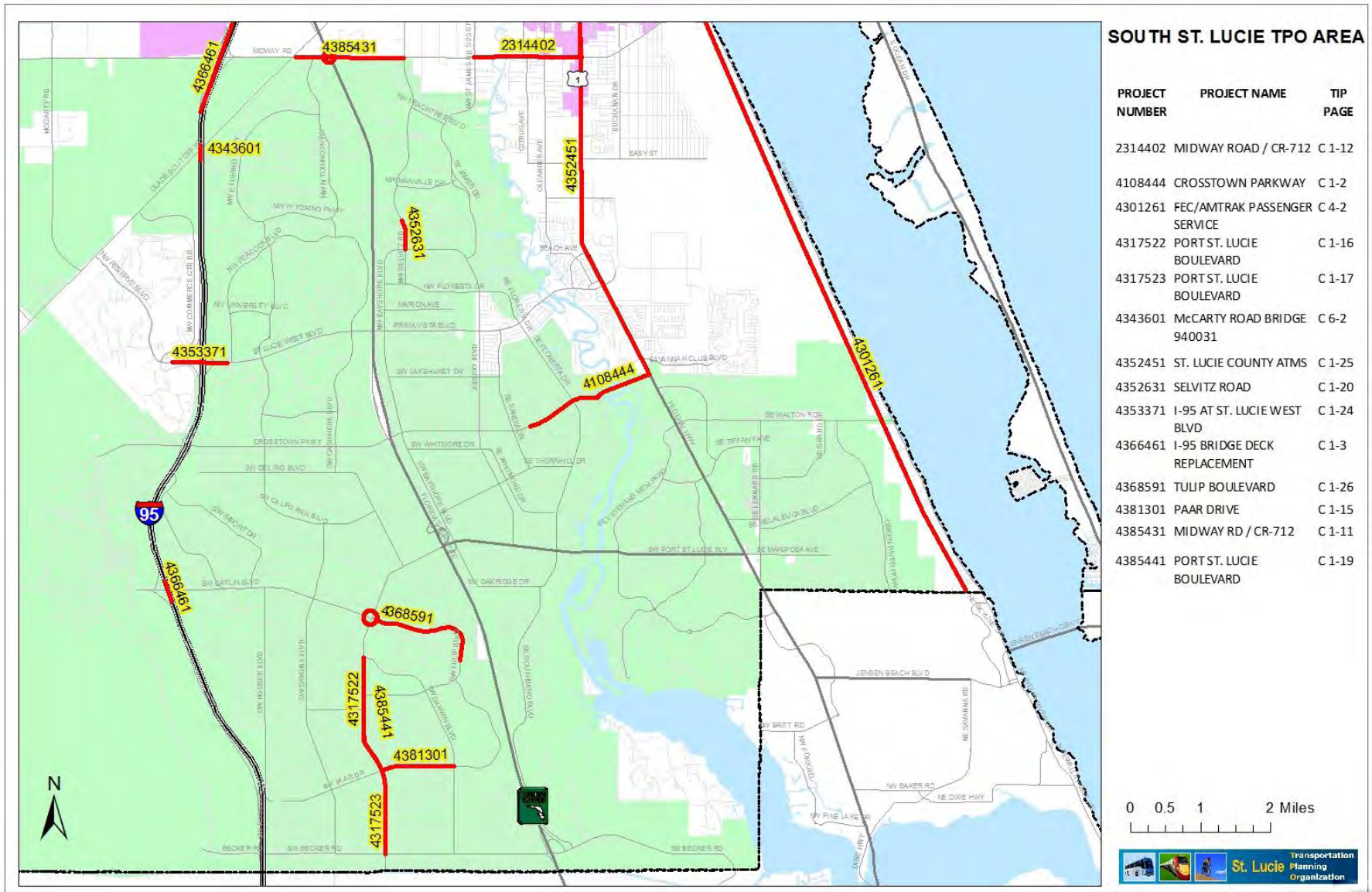
PROJECT NAME	PROJECT LIMITS FROM	PROJECT LIMITS TO	PROJECT TYPE	PROJECT NUMBER	TIP PAGE	TIP MAP PAGE	LRTP PAGE
KING'S HIGHWAY / SR-713	800' S OF SR-70	NORTH OF PICOS ROAD	ADD LANES & RECONSTRUCT	2302566	C 1-6	A - 3	6-2
KING'S HIGHWAY / SR-713	NORTH OPF PICOS ROAD	NORTH OF I-95 OVERPASS	ADD LANES & RECONSTRUCT	2302567	C 1-7	A - 3	6-2
KING'S HIGHWAY / SR-713	800' S OF SR-70	N OF PICOS RD	LANDSCAPING	2302568	C 1-8	A - 3	6-2
INDRIO ROAD / SR-614	WEST OF SR-9/I-95	EAST OF SR-670/EMERSON AVE	ADD LANES & RECONSTRUCT	2303384	C 1-5	A - 3	6-2
MIDWAY ROAD / CR-712	S. 25TH ST/SR-615	SR-5/US-1	ADD LANES & RECONSTRUCT	2314402	C 1-12	A - 3	6-2
MIDWAY ROAD / CR-712	GLADES CUT OFF ROAD	SELVITZ ROAD	PD&E/EMO STUDY	2314403	C 1-13	A - 3	6-5
CROSTOWN PARKWAY	MANTH LANE	SR-5/US-1	RIGHT OF WAY ACTIVITIES	4108444	C 1-2	A - 4	7-1
PARK AND RIDE LOT	HOMEDEPOT ON GATLIN BLVD	HOMEDEPOT ON GATLIN BLVD	PARK AND RIDE LOTS	4226814	C 3-8	A - 4	7-1
KING'S HIGHWAY / SR-713	Intersection	Intersection	ADD TURN LANE(S)	4241431	C 1-9	A - 3	6-2
KING'S HIGHWAY / SR-713	INTERSECTION	INTERSECTION	ADD TURN LANE(S)	4241432	C 1-10	A - 3	6-2
BRIDGE 940094 SEAWAY DRIVE	East end of Bridge	West End of Bridge	BRIDGE-REPAIR/REHABILITATION	4268401	C 6-4	A - 3	6-2
US HIGHWAY 1	MIDWAY ROAD	EDWARDS ROAD	SIDEWALK	4287281	C 1-27	A - 3	6-2
OKEECHOBEE ROAD / SR-70	900' W OF JENKINS RD	2700' E OF JENKINS RD	ADD LANES & REHABILITATE PVMNT	4289841	C 1-14	A - 3	7-1
BRIDGE 940045 N. CAUSEWAY	US 1	2,000' East of East Bridge Terminus	BRIDGE-REPAIR/REHABILITATION	4299362	C 6-3	A - 3	6-2
FEC/AMTRAK PASSENGER SERVICE	Indian River County	Martin County	RAIL CAPACITY PROJECT	4301261	C 4-2	A - 3	7-1
PORT ST. LUCIE BOULEVARD	FROM PAAR DRIVE	DARWIN BLVD	ADD LANES & RECONSTRUCT	4317522	C 1-16	A - 4	6-5
PORT ST. LUCIE BOULEVARD	BECKER ROAD	PAAR DRIVE	ADD LANES & RECONSTRUCT	4317523	C 1-17	A - 4	7-1
25 STREET / SR-615	ST LUCIE BOULEVARD	US 1	RESURFACE, ADD SIDEWALKS	4323261	C 1-28	A - 3	6-2
McCARTY ROAD BRIDGE 940031	ENTIRE BRIDGE	ENTIRE BRIDGE	BRIDGE REPLACEMENT	4343601	C 6-2	A - 3	6-2
PORT ST. LUCIE BOULEVARD	Intersection	Intersection	INTERSECTION IMPROVEMENT	4351351	C 1-18	A - 4	6-2
ST. LUCIE COUNTY ATMS	SAVANA CLUB BLVD, KINGS HWY	KINGS HWY, US-1	ATMS - ARTERIAL TRAFFIC MGMT	4352451	C 1-25	A - 3	6-2
SELVITZ ROAD	Bayshore Blvd.	North Macedo Blvd.	SIDEWALK	4352631	C 1-20	A - 4	6-2
I-95 AT ST. LUCIE WEST BLVD	INTERCHANGE	INTERCHANGE	ADD LANES & RECONSTRUCT	4353371	C 1-24	A - 4	6-2
MIDWAY ROAD BRIDGE 940050	ENTIRE BRIDGE	ENTIRE BRIDGE	PAINT BRIDGE	4354101	C 7-2	A - 4	7-1
I-95 BRIDGE DECK REPLACEMENT	CR-709 & FEC R/R	TEN MILE CREEK	BRIDGE REHABILITATION	4366171	C 1-4	A - 3	6-2
I-95 BRIDGE DECK REPLACEMENT	GATLIN BLVD	MIDWAY RD	BRIDGE REHABILITATION	4366461	C 1-3	A - 3	6-2
TULIP BOULEVARD	COLLEGE PARK ROAD	CHERRY HILL ROAD	SIDEWALK	4368591	C 1-26	A - 4	6-2
US-1 @ VIRGINIA AVENUE	Intersection	Intersection	ADD RIGHT TURN LANE(S)	4368681	C 1-22	A - 3	6-2
KINGS HWY / SR-713	NORTH OF PICOS RD	NORTH OF SR-9/I-95 OVERPASS	LANDSCAPING	4380411	C 4-3	A - 3	7-1
PAAR DRIVE	SW PORT ST.LUCIE BLVD	SW DARWIN BLVD	SIDEWALK	4381301	C 1-15	A - 4	7-1
KINGS HWY / SR-713	SR-9/I-95 OVERPASS	ST. LUCIE BOULEVARD	ADD LANES & RECONSTRUCT	4383791	C 1-23	A - 3	6-5
MIDWAY RD / CR-712	GLADES CUT OFF ROAD	SELVITZ ROAD	FUNDING ACTION	4385431	C 1-11	A - 4	6-5
PORT ST. LUCIE BOULEVARD	PAAR DRIVE	DARWIN BLVD	FUNDING ACTION	4385441	C 1-19	A - 4	7-1
SR-5/US-1	VIRGINIA AVENUE	AVENUE H	ATMS - ARTERIAL TRAFFIC MGMT	4385461	C 1-21	A - 3	7-1
PORT OF FT. PIERCE FISHERMAN'S WHARF	PORT OF FT. PIERCE	PORT OF FT. PIERCE	SEAPORT CAPACITY PROJECT	4387911	C 8-2	A - 3	7-1

Note: An * In the LRTP Page column indicates that the project was included in the Go2040 Long Range Transportation Plan (LRTP) Cost Feasible Plan and is now funded for construction and outside of the Go2040 LRTP planning period.

The projects included in this table are illustrated on maps in Section A.3

A.3 TIP Project Location Maps





A.4 Glossary of Abbreviations and Phase/Funding Source Codes

ADM	Administration
BPAC	Bicycle Pedestrian Advisory Committee
BRDG	Bridge
CAC	Citizens Advisory Committee
CEI	Construction, Engineering, & Inspection
CIP	Capital Improvements Program
CLV	Culvert
CMP	Congestion Management Process
CST	Construction
CTC	Community Transportation Coordinator
DCA	Department of Community Affairs
E/D	Engineering & Design
ENV	Environmental
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
INC	Construction Incentive
IRC	Indian River County
LAR	Local Agency Reimbursement
LCB	Local Coordinating Board
LOPP	List of Priority Projects
MAP - 21	Moving Ahead for Progress in the 21st Century
MC	Martin County
MIT	Mitigation
MPO	Metropolitan Planning Organization
MSC	Grant to Local Government

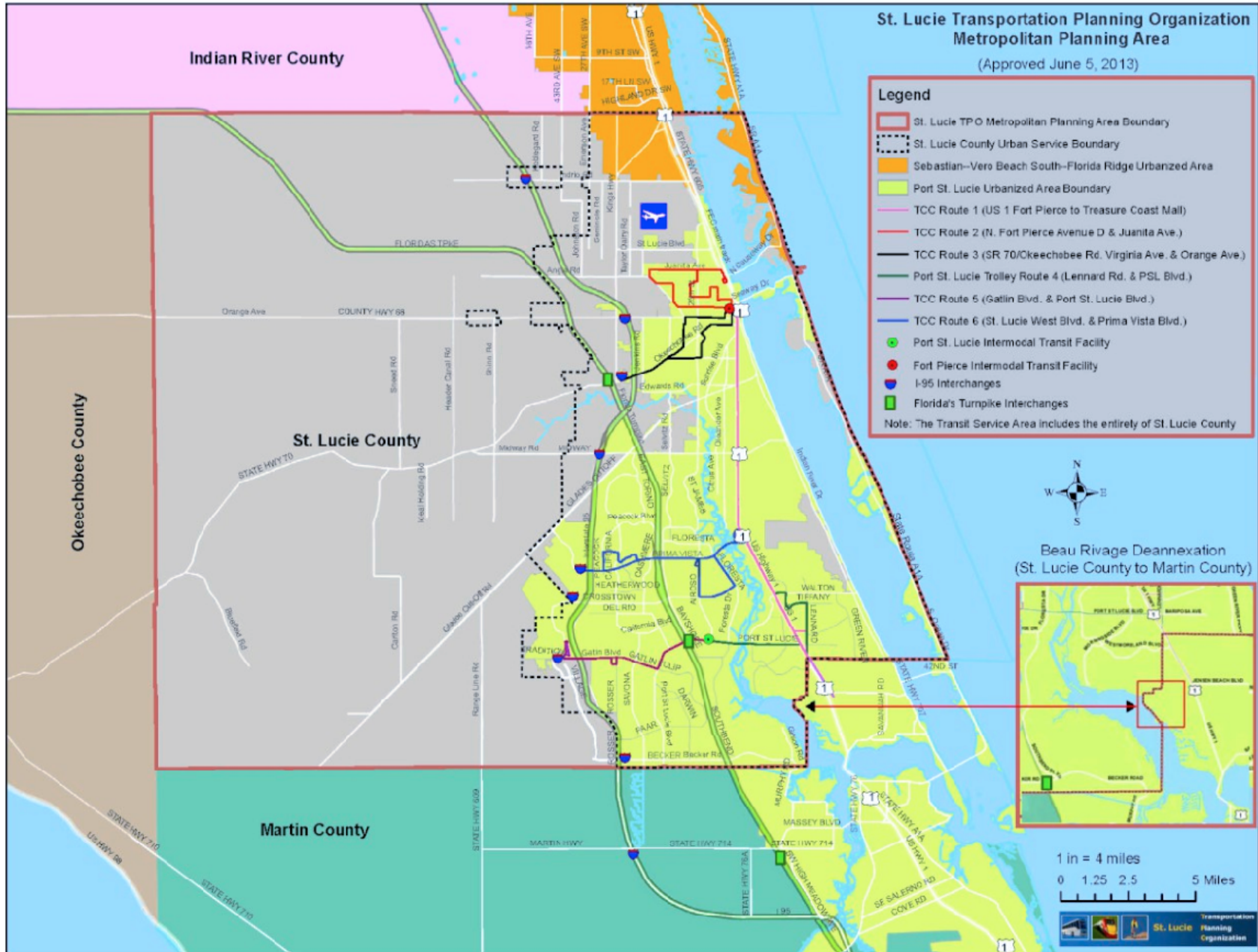
PD&E	Project Development and Environmental
PE	Preliminary Engineering
PIP	Public Involvement Program
PLN	Planning
PST DES	Post Design
PTO	Public Transportation Office
RELOC	Right of Way Relocation
RLRTP	Regional Long Range Transportation Plan
ROW	Right of Way Support
ROW LND	Right of Way Land
RR CST	Railroad Construction
RRX	Railroad Crossing
RRU	Railroad/Utilities Construction
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act—a Legacy for Users
SLC	St. Lucie County
SRA	Senior Resource Association, Inc.
TAC	Technical Advisory Committee
TD	Transportation Disadvantaged
TDC	Transportation Disadvantaged Commission
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TPO	Transportation Planning Organization
UPWP	Unified Planning Work Program
UTL	Utility Coordination

Fund Source Codes

Fund Source	Fund Code	Fund Code Description
Federal	ACNP	ADVANCE CONSTRUCTION NHPP
Federal	ACSB	ADVANCE CONSTRUCTION (SABR)
Federal	ACTU	ADVANCE CONSTRUCTION (TALU)
Federal	CM	CONGESTION MITIGATION -AQ
Federal	DU	STATE PRIMARY/FEDERAL REIMB
Federal	FAA	FEDERAL AVIATION ADMIN
Federal	FTA	FEDERAL TRANSIT ADMINISTRATION
Federal	PL	METRO PLAN (85% FA; 15% OTHER)
Federal	NHRE	NAT HWY PERFORMANCE PROGRAM - RESURFACING
Federal	SA	STP, ANY AREA
Federal	SU	STP, URBAN AREAS > 200K
Federal	TALT	TRANSPORTATION ALTS-ANY AREA
Federal	TALU	TRANSPORTATION ALTS- >200K

Fund Source	Fund Code	Fund Code Description
State 100%	BRRP	STATE BRIDGE REPAIR & REHAB
State 100%	CIGP	COUNTY INCENTIVE GRANT PROGRAM
State 100%	D	UNRESTRICTED STATE PRIMARY
State 100%	DDR	DISTRICT DEDICATED REVENUE
State 100%	DIH	STATE IN-HOUSE PRODUCT SUPPORT
State 100%	DITS	STATEWIDE ITS
State 100%	DPTO	STATE -PTO
State 100%	DS	STATE PRIMARY HIGHWAYS & PTO
State 100%	TRIP	TRANS REGIONAL INCENTIVE PROGM
Local	LF	LOCAL FUNDS
Local	LFP	LOCAL FUNDS FOR PARTICIPATING
Toll/Turnpike	PKYR	TURNPIKE RENEWAL & REPLACEMENT

A.5 TPO Metropolitan Planning Area Map



B. NARRATIVE

B.1 Purpose

The purpose of the TIP is to identify and prioritize transportation improvement projects receiving Federal and State funding over a five-year period that are located within the St. Lucie TPO MPA. In addition, the TIP is used to coordinate the transportation improvement projects of the U.S. Department of Transportation (USDOT), the Florida Department of Transportation (FDOT), and the local governments located within the MPA. Projects in the TIP are presented in Year of Expenditure (YOE), which takes into account the inflation rate over the five years in the TIP. Therefore the programmed cost estimate for each project is inflated to the year that the funds are expended based on reasonable inflation factors developed by the State and its partners. The TIP is also used to identify all regionally significant transportation projects for which Federal action is required, whether or not the projects receive Federal funding. As the St. Lucie TPO is in an air quality attainment area, there are no regionally significant air quality-related transportation improvement projects in the TIP.

B.2 Financial Plan

The Financial Plan of the TIP is based upon the FDOT District 4 Tentative Work Program for FY 2016/17 – FY 2020/21; the previous **year's TIP**; the Go2040 Long Range Transportation Plan (LRTP); and information provided by St. Lucie County, the City of Port St. Lucie, and the City of Fort Pierce. The Financial Plan includes Federal, State, and local transportation funding sources which are identified in the following tables based on the type of transportation improvement:

HIGHWAY/ROADWAY/SIDEWALKS	FUND	TOTAL	2016/17	2017/18	2018/19	2019/20	2020/21
FUNDING SOURCE		PROGRAM					
ACBR - ADVANCE CONSTRUCTION (BRT)	ACBR	3,194,330	761,000	398,723	1,000,000	1,034,607	0
BRRP - STATE BRIDGE REPAIR & REHAB	BRRP	23,789,931	23,189,931	300,000	300,000	0	0
CIGP - COUNTY INCENTIVE GRANT PROGRAM	CIGP	5,790,832	2,953,261	1,242,823	1,343,720	251,028	0
DDR - DISTRICT DEDICATED REVENUE	DDR	35,915,945	4,060,952	21,810,854	4,885,594	0	5,158,545
DIH - STATE IN-HOUSE PRODUCT SUPPORT	DIH	1,215,366	573,178	316,816	237,951	0	87,421
DITS - STATEWIDE ITS - STATE 100%	DITS	1,316,535	1,316,535	0	0	0	0
DS - STATE PRIMARY HIGHWAYS & PTO	DS	59,537,076	5,061,859	25,254,942	17,404,164	6,266,111	5,550,000
LF - LOCAL FUNDS	LF	3,308,216	0	196,394	3,111,822	0	0
LFP - LOCAL FUNDS FOR PARTICIPATING	LFP	7,762,439	4,794,028	1,242,823	1,474,560	251,028	0
NHRE - NAT HWY PERFORM - RESURFACING	NHRE	2,490,930	0	2,490,930	0	0	0
SA - STP, ANY AREA	SA	6,195,385	322,015	1,225,702	1,168,203	2,408,335	1,071,130
SU - STP, URBAN AREAS > 200K	SU	15,262,351	5,239,424	4,688,271	1,591,935	1,732,721	2,010,000
TALT - TRANSPORTATION ALTS- ANY AREA	TALT	244,939	0	165,263	79,676	0	0
TALU - TRANSPORTATION ALTS- >200K	TALU	1,123,582	343,705	475,369	304,508	0	0
TRIP - TRANS REGIONAL INCENTIVE PROGM	TRIP	417,174	0	0	417,174	0	0
TRWR - 2015 SB2514A-TRAN REG INCT PRG	TRWR	3,185,041	369,031	0	2,816,010	0	0
GRAND TOTAL		170,750,072	48,984,919	59,808,910	36,135,317	11,943,830	13,877,096

AVIATION FUNDING SOURCES	FUND	TOTAL	2016/17	2017/18	2018/19	2019/20	2020/21
		PROGRAM					
DDR - DISTRICT DEDICATED REVENUE	DDR	1,197,437	918,899	0	278,538	0	0
DPTO - STATE - PTO	DPTO	1,597,249	988,301	97,500	327,462	183,986	0
FAA - FEDERAL AVIATION ADMIN	FAA	5,606,754	0	675,000	1,620,000	3,311,754	0
LF - LOCAL FUNDS	LF	962,286	506,800	52,500	219,000	183,986	0
GRAND TOTAL		9,363,726	2,414,000	825,000	2,445,000	3,679,726	0

BRIDGE FUNDING SOURCES	FUND	TOTAL	2016/17	2017/18	2018/19	2019/20	2020/21
		PROGRAM					
ACBR - ADVANCE CONSTRUCTION (BRT)	ACBR	49,672,592	2,790,387	1,344,305	44,617,552	19,000	901,348
BRP - STATE BRIDGE REPLACEMENT	BPR	2,925,000	0	2,000,000	0	925,000	0
BRRP - STATE BRIDGE REPAIR & REHAB	BRRP	5,833,146	5,833,146	0	0	0	0
DDR - DISTRICT DEDICATED REVENUE	DDR	1,056,676	0	0	1,056,676	0	0
DIH - STATE IN-HOUSE PRODUCT SUPPORT	DIH	315,575	148,133	0	167,442	0	0
DS - STATE PRIMARY HIGHWAYS & PTO	DS	17,381,332	0	0	17,381,332	0	0
SA - STP, ANY AREA	SA	667,311	329,071	150,000	188,240	0	0
GRAND TOTAL		77,851,632	9,100,737	3,494,305	63,411,242	944,000	901,348

Note: See Section A-7 for Fund Code Source and Fund Code Description

TRANSIT OPERATIONS, EQUIPMENT & FACILITIES	FUND	TOTAL	2016/17	2017/18	2018/19	2019/20	2020/21
FUNDING SOURCES		PROGRAM					
DDR - DISTRICT DEDICATED REVENUE	DDR	6,205,517	342,168	353,911	935,956	510,981	4,062,501
DIH - STATE IN-HOUSE PRODUCT SUPPORT	DIH	181,055	0	0	0	40,000	141,055
DITS - STATEWIDE ITS - STATE 100%	DITS	1,256,073	238,964	244,938	251,062	257,338	263,771
DPTO - STATE - PTO	DPTO	2,305,441	538,071	551,981	0	598,714	616,675
DS - STATE PRIMARY HIGHWAYS & PTO	DS	4,089,956	0	0	0	4,089,956	0
DU - STATE PRIMARY/FEDERAL REIMB	DU	286,992	50,980	60,547	63,465	56,000	56,000
FTA - FEDERAL TRANSIT ADMINISTRATION	FTA	14,457,000	2,891,400	2,891,400	2,891,400	2,891,400	2,891,400
LF - LOCAL FUNDS	LF	3,166,770	593,184	612,528	633,669	654,714	672,675
GRAND TOTAL		31,948,804	4,654,767	4,715,305	4,775,552	9,099,103	8,704,077
PLANNING FUNDING SOURCE	FUND	TOTAL	2016/17	2017/18	2018/19	2019/20	2020/21
		PROGRAM					
DPTO - STATE - PTO	DPTO	46,297	11,710	11,529	11,529	11,529	0
DU - STATE PRIMARY/FEDERAL REIMB	DU	411,067	93,679	92,229	61,465	71,465	92,229
LF - LOCAL FUNDS	LF	46,297	11,710	11,529	11,529	11,529	0
PL - METRO PLAN (85% FA; 15% OTHER)	PL	2,005,156	0	501,289	501,289	501,289	501,289
GRAND TOTAL		2,508,817	117,099	616,576	585,812	595,812	593,518
MISCELLANEOUS FUNDING SOURCES	FUND	TOTAL	2016/17	2017/18	2018/19	2019/20	2020/21
		PROGRAM					
D - UNRESTRICTED STATE PRIMARY	D	10,565,000	2,819,000	2,582,000	2,582,000	2,582,000	0
DDR - DISTRICT DEDICATED REVENUE	DDR	15,000	0	0	0	0	15,000
DIH - STATE IN-HOUSE PRODUCT SUPPORT	DIH	5,000	0	0	0	0	5,000
GMR - GROWTH MANAGEMENT FOR SIS	GMR	25,000,000	25,000,000	0	0	0	0
GRAND TOTAL		35,585,000	27,819,000	2,582,000	2,582,000	2,582,000	20,000
TURNPIKE ENTERPRISE FUNDING SOURCE	FUND	TOTAL	2016/17	2017/18	2018/19	2019/20	2020/21
		PROGRAM					
PKYR - TOLL / TURNPIKE	PKYR	373,271	44,920	328,351	0	0	0
GRAND TOTAL		373,271	44,920	328,351	0	0	0
SEAPORT FUNDING SOURCES	FUND	TOTAL	2016/17	2017/18	2018/19	2019/20	2020/21
		PROGRAM					
DDR - DISTRICT DEDICATED REVENUE	DDR	255,000	255,000	0	0	0	0
PORT - SEAPORTS	PORT	255,000	255,000	0	0	0	0
GRAND TOTAL		510,000	510,000	0	0	0	0

The TIP is financially constrained each year with the project cost estimates equal to the funding source estimates as demonstrated in the Financial Summary below:

PROJECT FUNDING SOURCE ESTIMATES	PROGRAM GRAND TOTAL	2016/17 TOTAL	2017/18 TOTAL	2018/19 TOTAL	2019/20 TOTAL	2019/21 TOTAL
HIGHWAY / ROADWAY / SIDEWALK	170,750,072	48,984,919	59,808,910	36,135,317	11,943,830	13,877,096
AVIATION	9,363,726	2,414,000	825,000	2,445,000	3,679,726	0
TRANSIT OPERATIONS EQUIPMENT & FACILITIES	31,948,804	4,654,767	4,715,305	4,775,552	9,099,103	8,704,077
MISCELLANEOUS	35,585,000	27,819,000	2,582,000	2,582,000	2,582,000	20,000
PLANNING	2,508,817	117,099	616,576	585,812	595,812	593,518
BRIDGE	77,851,632	9,100,737	3,494,305	63,411,242	944,000	901,348
TURNPIKE ENTERPRISE	373,271	44,920	328,351	0	0	0
SEAPORT	510,000	510,000	0	0	0	0
GRAND TOTAL FROM ALL FUNDING SOURCES	328,891,322	93,645,442	72,370,447	109,934,923	28,844,471	24,096,039
PROJECT COST ESTIMATES	PROGRAM GRAND TOTAL	2016/17 TOTAL	2017/18 TOTAL	2018/19 TOTAL	2019/20 TOTAL	2019/21 TOTAL
HIGHWAY / ROADWAY / SIDEWALK	170,750,072	48,984,919	59,808,910	36,135,317	11,943,830	13,877,096
AVIATION	9,363,726	2,414,000	825,000	2,445,000	3,679,726	0
TRANSIT OPERATIONS EQUIPMENT & FACILITIES	31,948,804	4,654,767	4,715,305	4,775,552	9,099,103	8,704,077
MISCELLANEOUS	35,585,000	27,819,000	2,582,000	2,582,000	2,582,000	20,000
PLANNING	2,508,817	117,099	616,576	585,812	595,812	593,518
BRIDGE	77,851,632	9,100,737	3,494,305	63,411,242	944,000	901,348
TURNPIKE ENTERPRISE	373,271	44,920	328,351	0	0	0
SEAPORT	510,000	510,000	0	0	0	0
GRAND TOTAL FROM ALL FUNDING SOURCES	328,891,322	93,645,442	72,370,447	109,934,923	28,844,471	24,096,039
PROJECT FUNDING SOURCE ESTIMATES BY JURISDICTION	JURISDICTION GRAND TOTAL	2016/17 TOTAL	2017/18 TOTAL	2018/19 TOTAL	2019/20 TOTAL	2019/21 TOTAL
FEDERAL	101,618,389	12,821,661	15,159,028	54,087,733	12,026,571	7,523,396
STATE	208,841,884	74,549,028	55,095,645	47,580,600	15,716,643	15,899,968
STATE 100%	3,185,041	369,031	0	2,816,010	0	0
LOCAL	15,246,008	5,905,722	2,115,774	5,450,580	1,101,257	672,675
GRAND TOTAL FROM ALL JURISDICTIONS	328,891,322	93,645,442	72,370,447	109,934,923	28,844,471	24,096,039

B.3 Project Selection

The selection of federally-funded projects within the St. Lucie TPO MPA for the TIP is consistent with Federal regulations [23 CFR 450.330(c)] and is carried out by the TPO in cooperation with FDOT and the transit operator. The TIP has been developed in coordination with the USDOT, FDOT, St. Lucie TPO Advisory Committees, local governments, port and aviation authorities, transit operators, and the general public as summarized in Section B.6 of the TIP.

For the TPO's FY 2016/17 – FY 2020/21 TIP, the project selection and TIP development process started in June 2015 with a meeting with staffs from the St. Lucie TPO, FDOT District 4, and the local governments to informally discuss the priority projects. The List of Priority Projects (LOPP) then was developed based on the LRTP and other plans as identified in Section B.4, local agency input, and public comments. The LOPP was reviewed by the St. Lucie TPO Advisory Committees and was adopted by the St. Lucie TPO Board and submitted to FDOT District 4 in August 2015. The LOPP was utilized by FDOT District 4 to develop their Draft Tentative Work Program for FY 2016/17 – FY 2020/21. The Draft Tentative Work Program was reviewed and endorsed by the Advisory Committees in September 2015 and by the Board in October 2015. The Final Tentative Work Program was received from FDOT in April of 2016. The Final Tentative Work Program is the primary component of the TIP. The TPO LOPP is reproduced in Section D of the TIP.

B.4 Consistency with Other Plans

The projects in the TIP are based on the LRTP, the St. Lucie Transit Development Plan, the Transportation Disadvantaged Service Plan / Coordinated Public Transit – Human Services Transportation Plan, and other transportation plans of the St. Lucie TPO. These plans are cross-referenced in the LOPP, and the TIP projects are cross-referenced with the LRTP in the Project Index and TIP/LRTP Cross-Reference in Section A.2. The projects also are consistent with the St. Lucie County Airport Master Plan, the Port of Fort Pierce Master Plan, and the 2060 Florida Transportation Plan.

In addition, the TIP has been developed to be consistent with adopted local Comprehensive Plans including the St. Lucie County, City of Fort Pierce, City of Port St. Lucie, and St. Lucie Village Comprehensive Plans. The transportation network in the TPO MPA contains the traffic circulation elements included in the adopted St. Lucie County, City of Fort Pierce, City of Port St. Lucie, and St. Lucie Village Comprehensive Plans. Projections of future traffic volumes and levels of service were developed based on the Future Land Use Elements of the respective plans. The projections, as identified in the LRTP, served as a basis for determining the need for new or expanded transportation facilities and transportation management systems to support proposed development and to maintain or improve adopted level of service standards.

B.5 Project Priority Statement

The projects selected in the TIP are based upon the TPO LOPP and the corresponding prioritization methodology and the goals, objectives and performance measures identified in Table 2-5 of the LRTP. The project prioritization was based on qualitative and quantitative analyses of the transportation projects in the TPO MPA which included the scoring and ranking of multimodal project priorities as identified in Table 3-5 of the LRTP. The project priorities were further refined with the development of transportation alternatives and scenarios planning as summarized in Chapter 5 of the LRTP and the consideration of public comment as summarized in Chapter 6 of the LRTP.

B.6 Public Involvement

Public involvement in the development of the LOPP and the TIP is continuous, cooperative, and comprehensive and was conducted in accordance with the adopted Public Involvement Program (PIP) of the St. Lucie TPO and with Federal regulations [23 CFR 450.316 and 23 CFR 450.324(b)]. Reasonable opportunity to comment on the LOPP and the TIP was provided to all interested parties including, but not limited to, citizens, affected public agencies, public transit providers, freight shippers, private transportation providers, bicycle/pedestrian representatives, and the disabled. The process included those traditionally underserved and underrepresented consistent with the principles of Title VI. The process is followed for all projects funded in whole or part by the Federal Transit Administration (FTA) or the Federal Highway Administration (FHWA) pursuant to the Federal requirements.

Adequate and timely notice of public comment opportunities, the use of visualization techniques and electronic formats for the presentation of information, and convenient public meetings were incorporated into the public involvement process for the LOPP, Tentative Work Program, and the TIP. The notices and opportunities for public comment that were provided included the following:

- Display advertising of public meetings and comment opportunities in a daily local newspaper of general circulation.
- Posting of public meetings and comment opportunities on the TPO website.
- Providing notices of public meetings and comment opportunities to interested parties including citizens, affected public agencies, public transit providers, freight shippers, private transportation providers, bicycle/pedestrian representatives, and the disabled.
- Providing draft materials for review in person or by mail, fax or email.
- Conducting public meetings of the Advisory Committees and Board for the LOPP, Tentative Work Program and the TIP.
- Incorporating general public comment opportunities at the start of all public meetings.
- Providing comment cards at all public meetings.

All the comments that were received were considered in the preparation of the LOPP and TIP. An Example Public Comment Notice is reproduced in Appendix A.

B.7 TIP Amendments

TIP Amendments are completed in accordance with applicable requirements [23 CFR 324 and 326] when a project is added or deleted, when the fiscal constraint of the TIP is impacted by a project, and/or when there are significant changes in the scope of a project. The amendment of the TIP includes the preparation of a TIP Amendment Form that summarizes the nature of the changes.

Prior to the adoption of a TIP amendment by the TPO Board, notice and public comment opportunities are provided regarding the amendment consistent with Section B.6. Upon adoption of the amendment by the TPO Board, the TIP Amendment Form is incorporated into Appendix E of the TIP.

B.8 Annual Listing of Obligated Federal Funding/Implemented Projects FY 2015/16

The annual listing of implemented projects for which federal funds have been obligated in the preceding year has been made available for public review and is summarized in the following table:

FDOT NUMBER	DESCRIPTION PROJECT LIMITS	PROJECT WORK MIX	MILES LENGTH	2015 FUND TOTAL	FUND CODE	PRELIMINARY ENGINEERING	RIGHT-OF-WAY	CONSTRUCTION	GRANTS MISC.
230262 2	SR-70/OKEECHOBEE ROAD	ADD LANES		-	ACNH	-	-	-	-
	OKEECHOBEE/ST LUCIE C/L TO MP 5.871	RECONSTRUCT		-	ACNP	-	-	-	-
				-	ACSA	-	-	-	-
				(69,860)	EB	-	-	(69,860)	-
				(25,568)	NH	-	-	(25,568)	-
				275,105	NHPP	-	-	275,105	-
		TOTAL	5.87	179,677		-	-	179,677	-
230338 4	SR-614/INDRIO ROAD	ADD LANES		-	ACSA	-	-	-	-
	WEST OF I-95	RECONSTRUCT		64,742	SA	-	-	-	64,742
	TO EAST OF SR-670/EMERSON AV			735,928	SU	-	735,928	-	-
		TOTAL	2.709	800,640		-	735,928	-	64,742
231440 2	W. MIDWAY RD/CR-712	ADD LANES		919,771	EB	48,490	866,162	-	5,119
	S. 25TH ST/SR-615 TO SR-5/US-1	RECONSTRUCT		86,419	SA	21,231	68,864	-	(3,676)
				-	ACSU	-	-	-	-
				-	SA	-	-	-	-
				1,660,240	SU	-	1,660,240	-	-
		TOTAL	1.915	2,666,430		69,721	2,595,266	-	1,443
410844 1	CROSSTOWN PARKWAY	PD&E/EMO		-		-	-	-	-
	MANTH LANE TO SR-5/US-1			25,951	EB	25,951	-	-	-
				-	SA	-	-	-	-
		TOTAL	1.094	25,951		25,951	-	-	-
410844 4	CROSSTOWN PARKWAY	NEW BRIDGE		15,000	EB	-	15,000	-	-
	MANTH LANE TO SR-5/US-1	CONSTRUCTION		3,500,000	EBBP	-	3,500,000	-	-
				197,288	SA	-	197,288	-	-
				1,500,000	SABR	-	1,500,000	-	-
		TOTAL		5,212,288		-	5,212,288	-	-
410844 5	CROSSTOWN PARKWAY	NEW BRIDGE		-	HPP	-	-	-	-
	MANTH LANE TO SR-5/US-1	CONSTRUCTION		-	ACSA	-	-	-	-
				-	CM	-	-	-	-
				20,532	EB	-	-	20,532	-
				1,150	SA	-	-	1,150	-
				-	SA	-	-	-	-
				-	SABR	-	-	-	-
				-	SU	-	-	-	-
		TOTAL	2.651	21,682		-	-	21,682	-
413046 1	I-95/SR-9	ADD LANES		-	ACNH	-	-	-	-
	SR-70/OKEECHOBEE RD	REHABILITATE		-	ACSA	-	-	-	-
	TO SR-614/INDRIO RD	PAVEMENT		(28,975)	EB	-	-	(28,975)	-
				137,906	NH	-	-	137,906	-
				32,443	NHPP	-	-	32,443	-
				897,496	SA	-	-	897,496	-
		TOTAL	15.026	1,038,870		-	-	1,038,870	-
413047 1	I-95/SR-9	ADD LANES		2,646		-	-	2,646	-
	SR-614/INDRIO	REHABILITATE PVMNT		-	EB	-	-	-	-
	TO IRC/ST LUCIE CO/LINE			-	SA	-	-	-	-
		TOTAL	4.069	2,646		-	-	2,646	-
423022 1	CR-68/ORANGE AVENUE	PAVE SHOULDERS		138,935	EB		-	142,586	(3,651)
	E. OF GRAVES ROAD			4,149	SA	(4,253)	-	5,620	2,782
	TO W. OF SR-713/KINGS H								
		TOTAL	5.62	143,084		(4,253)	-	148,206	(869)

FDOT NUMBER	DESCRIPTION PROJECT LIMITS	PROJECT WORK MIX	MILES LENGTH	2015 FUND TOTAL	FUND CODE	PRELIMINARY ENGINEERING	RIGHT-OF- WAY	CONSTRUCTION	GRANTS MISC.
427656 1	MELALEUCA BLVD- PH 1 CAMDEN STREET TO BERKSHIRE	SAFETY PROJECT SIDEWALK		6,404	SA	6,404	-	-	-
		TOTAL	0.732	6,404		6,404	-	-	-
427656 2	MELALEUCA BLVD- PH 2 BERKSHIRE BLVD TO GREEN RIVER PARKWAY	SAFETY PROJECT SIDEWALK		5,845	EB	5,845	-	-	-
		TOTAL	0.535	12,342	TALU	5,845	-	6,497	-
429631 1	BAYSHORE BOULEVARD PRIMA VISTA BLVD. TO SELVITZ RD	SIDEWALK		56,848	TALU	-	-	56,848	-
				1,150	EB	-	-	1,150	-
				15,000	SA	-	-	15,000	-
		TOTAL	1.359	89,088	SU	-	-	16,090	-
429936 2	SR- A1A NORTH BRIDGE #940045 OVER ICWW	BRIDGE REPLACEMENT		863,406	EB	863,406	-	-	-
				78,953	SA	78,953	-	-	-
		TOTAL	1.00	1,960,305	SABR	1,017,946	-	-	-
	HAVANA AVENUE			133,842	TALT	-	-	133,842	-
				186,482	TALU	-	-	186,482	-
	KAUFMAN AVENUE TO SOUTH 13TH STREET			14,121	TALT	-	-	14,121	-
		TOTAL	1.246	337,298	TALU	-	-	2,853	-
431735 1	SAVONA BLVD SW BECKER ROAD TO SW GATLIN BLVD	SAFETY PROJECT SIDEWALK		697,925	TALT	(1,177)	-	699,102	-
				887,710	SR2S	-	-	887,710	-
		TOTAL	3.72	1,646,283	SR2S	(1,177)	-	60,648	-
431738 1	DARWIN BLVD SW BECKER RD. TO SW PAAR DR.	SIDEWALK		4,000	SA	4,000	-	-	-
				30,625	TALT	-	-	30,625	-
				912,059	TALT	1,417	-	910,642	-
		TOTAL	1.248	965,817	TALU	5,417	-	19,133	-
431752 1	PORT ST LUCIE BLVD BECKER ROAD TO DARWIN BLVD	ADD LANES RECONSTRUCT		-	SA	-	-	-	-
		TOTAL	2.866	10,968		10,968	-	-	-
431752 2	PORT ST LUCIE BLVD PAAR DRIVE ROAD TO DARWIN BLVD	ADD LANES RECONSTRUCT		4,000	EB	4,000	-	-	-
				185,508	SA	185,508	-	-	-
		TOTAL	1.946	374,191	SU	374,191	-	-	-
434009 1	SUNRISE BLVD FROM IBIS AVE TO EGRET AVE	EMERGENCY OPERATIONS		177	ER13	-	-	177	-
				3,645	ER13	-	-	-	3,645
		TOTAL	.192	(1,337)	ER13	-	-	-	(1,337)
				2,485		-	-	177	2,308
434360 1	CR- 712A/MCCARTY RD. BRDG #940031 OVER TEN MILE CREEK	BRIDGE REPLACEMENT		5,348	SA	5,348	-	-	-
				132,554	SABR	132,554	-	-	-
				(1,353)	SABR	-	-	-	(1,353)
		TOTAL	0.12	1,188	SU	-	-	-	1,188
				137,737		137,902	-	-	(165)

FDOT NUMBER	DESCRIPTION PROJECT LIMITS	PROJECT WORK MIX	MILES LENGTH	2015 FUND TOTAL	FUND CODE	PRELIMINARY ENGINEERING	RIGHT-OF- WAY	CONSTRUCTION	GRANTS MISC.
4347311	FLORESTA DRIVE BETWEEN NARANJA AVENUE & VERANDA AVE	EMERGENCY OPERATIONS		(221) 1,248	ER13 ER13	- -	- -	-221 1,248	
		TOTAL	0	8,186 9,213	ER13	-	-	8,186 1,027	8,186 8,186
434732 1	AIROSO BOULEVARD @ SAGAMORE AVE	EMERGENCY OPERATIONS WASHOUT REPAIR		7,673 1,309	ER13 ER13		1,309		7,673
		TOTAL		8,982		1,309			7,673
435263 1	SELVITZ ROAD BAYSHORE BLVD TO NORTH MACEDO BLVD.	SIDEWALK		5,000	TALT	5,000			
		TOTAL	.420	5,000		5,000			
TOTAL HIGHWAYS			38.574	15,398,124		2,672,602	8,543,482	4,098,752	83,288
423604 2	ST. LUCIE UPWP FY 2014/2015 & 2015/2016	TRANSPORTATION PLANNING				772,471	-	-	-
		TOTAL PLANNING		772,471	PL	772,471	-	-	-
428765 1	SR2N PROGRAM PURCHASE MATERIALS DISTRIBUTION TO SCHOOLS	MISCELLANEOUS		(11)	SRN2	-	-	-	(11)
432846 4	ST. LUCIE COUNTY EMERGENCY SIGNAL REPAIRS CITY OF PORT ST. LUCIE	MISCELLANEOUS		1,360	ER14	-	-	-	1,360
		TOTAL MISCELLANEOUS		1,349		-	-	-	1,349
GRAND TOTAL			34.505	\$16,171,944		\$3,445,073	\$8,543,482	\$4,098,752	\$84,637
			MILES	2015		PRELIMINARY	RIGHT-OF-	CONSTRUCTION	GRANTS
			LENGTH	FUND TOTAL		ENGINEERING	WAY		MISC.

FTA GRANT NUMBER	COUNTY	FTA GRANTEE	FEDERAL FUND CODE	FTA WORK TYPE	FTA PROJECT DESCRIPTION	TOTAL FTA FUNDS IN TIP	TOTAL FEDERAL FUNDS OBLIGATED	TOTAL LOCAL FUNDS
TBD	SLC	SLC	5307	Capital/Operating	Capital/Operating	\$13,470,000	\$2,319,582	\$1,739,693
TBD	SLC	SLC	5339	Bus and Bus Facilities	Capital	\$987,000	\$209,344	-
TBD	SLC	SLC	5311	Operating	Operating	\$354,117	\$55,188	\$55,188

B.9 Certifications

To ensure Federal requirements are being met, the FHWA and FTA conduct Federal certification reviews on a quadrennial basis of the urbanized areas of TPOs/MPOs which also are designated by census as Transportation Management Areas (TMAs) because the population exceeds 200,000 people. The urbanized area of the St. Lucie TPO is designated as the Port St. Lucie TMA. The last Federal review of the TMA was completed in September 2013 and resulted in six Noteworthy Practices being identified for the St. Lucie TPO. No Corrective Actions were identified for the St. Lucie TPO as a result of the review.

The TPO and FDOT also perform joint certification reviews annually to ensure that State and Federal requirements are being met. The last joint certification review was completed in May 2016 which resulted in the joint certification of the St. Lucie TPO. Support documentation concerning the Federal and joint certification reviews is on file at the St. Lucie TPO offices and available for review during normal business hours.

B.10 Congestion Management Process (CMP)

The development and implementation of a CMP is a requirement to be eligible for Federal funding. CMP Box Funds in the amount of \$300,000 - \$400,000 annually have been established by the St. Lucie TPO. Beyond the five fiscal years of the TIP, the LRTP continues to allocate approximately \$3.25 million in funding towards the CMP on a yearly basis through 2040.

The overall purpose of the St. Lucie TPO CMP is to create a better quality of life for St. Lucie residents and visitors through lowering travel delay, reducing harmful emissions, and improving safety. The CMP identifies areas with congestion or safety issues, develops strategies to address the issues, and prioritizes projects based a ranking criteria.

The St. Lucie TPO CMP was adopted in 2011, and a two-tiered approach (Tier I and Tier II) was utilized in the CMP to identify projects. The Tier I analysis provided a system-wide screening for areas of concern. The Tier II analysis included a detailed evaluation of the identified areas of concern. Based on the results of the Tier II evaluation, CMP projects were identified, and a project scoring criteria and the basis for the CMP Implementation Plan were developed.

Incorporating multimodal performance measures, the CMP Implementation Plan utilizes both traditional and non-traditional strategies to address the areas of concern, to reduce vehicle miles traveled, and to consider climate adaptation and proposes improvements which support multimodal elements and safety. The CMP projects from the CMP Implementation Plan that are not funded in the TIP may be added to CMP List of the TPO's LOPP for future funding with the CMP Box Funds.

B.11 Transportation Disadvantaged (TD) Program

TD services are facilitated by the St. Lucie TPO pursuant to Florida Statute 427.015. The projects and costs of the St. Lucie TPO TD Program are summarized in the following:

DRAFT
Commission for the Transportation Disadvantaged
Trip & Equipment Grant Allocations
FY 2016-2017

COUNTY	TRIP/EQUIP FUNDS FM/Job # 43202718401	LOCAL TRIP/EQUIP MATCH	TOTAL TRIP/EQUIP FUNDS	VOLUNTARY DOLLARS FM/Job # 43202818401	VOLUNTARY DOLLARS LOCAL MATCH	TOTAL VOLUNTARY DOLLARS	PLANNING GRANT ALLOCATION	TOTAL ESTIMATED PROJECT FUNDING
Saint Lucie	\$546,475	\$60,719	\$607,194	\$102	\$12	\$114	\$24,862	\$632,170

B.12 Transportation Regional Incentive Program (TRIP)

In 2005, the Florida Legislature enacted the Florida TRIP through Senate Bill 360. The stated purpose of the program is to encourage regional planning by providing state matching funds for improvements to regionally-significant transportation facilities identified and prioritized by regional partners.

According to FDOT, two primary program requirements are as follows:

- 1) Eligible recipients must be a partner, through an Interlocal Agreement, to a regional transportation planning entity; and,
- 2) The partners must represent a regional transportation planning area and develop a plan that identifies and prioritizes regionally significant facilities.

To satisfy the application requirements for TRIP funding, an Interlocal Agreement was executed by the St. Lucie TPO, Martin MPO, and Indian River MPO to create a regional transportation planning entity known as the Treasure Coast Transportation Council (TCTC). The TCTC subsequently adopted a plan to identify and prioritize regionally significant facilities for the selection of projects for TRIP funding. This plan subsequently was updated in 2016.

St. Lucie TPO projects currently programmed include \$417,174 of TRIP funding. The Port St. Lucie Boulevard project (#4317522) is receiving \$45,451 in TRIP funding, and the SR-9/I-95 @ St. Lucie West Boulevard project (#4353371) is receiving \$371,723 in TRIP funding.

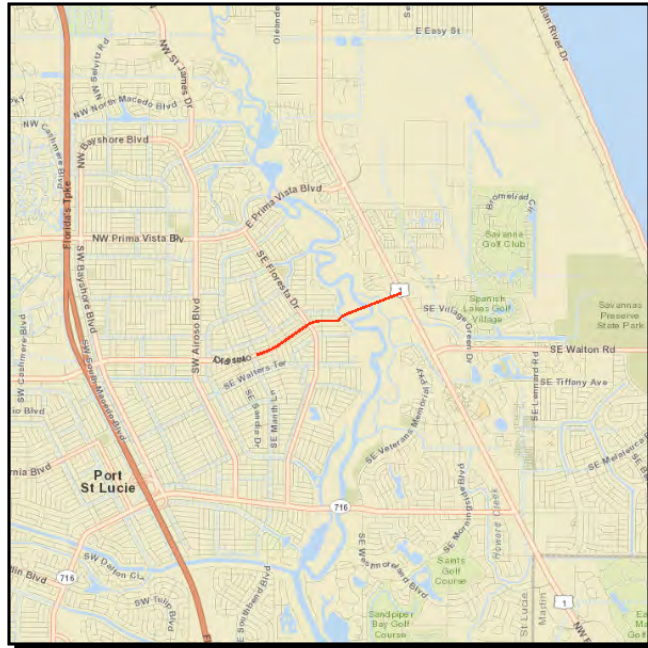
C. DETAILED PROJECT LISTINGS

Section C 1 - Highway/Roadway/Sidewalk Projects

CROSTOWN PARKWAY

4108444

Non-SIS



Project Description: Details: Right-of-way acquisition to construct bridge over St. Lucie River to connect Crosstown Parkway to US-1

Work Summary: RIGHT OF WAY ACTIVITIES **From:** MANTH LANE

To: SR-5/US-1

Lead Agency: CITY OF PORT ST LUCIE **Length:** 2.651 mi

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
ROW	ACBR	761,000	398,723	1,000,000	1,034,607	0	3,194,330
ROW	TRWR	369,031	0	0	0	0	369,031
ROW	LFP	35,000	30,000	20,000	251,028	0	336,028
ROW	SA	39,785	15,000	10,000	0	0	64,785
ROW	CIGP	513,407	30,000	20,000	251,028	0	814,435
Total		1,718,223	473,723	1,050,000	1,536,663	0	4,778,609

Prior Year Cost: 27,161,087

Future Year Cost: 0

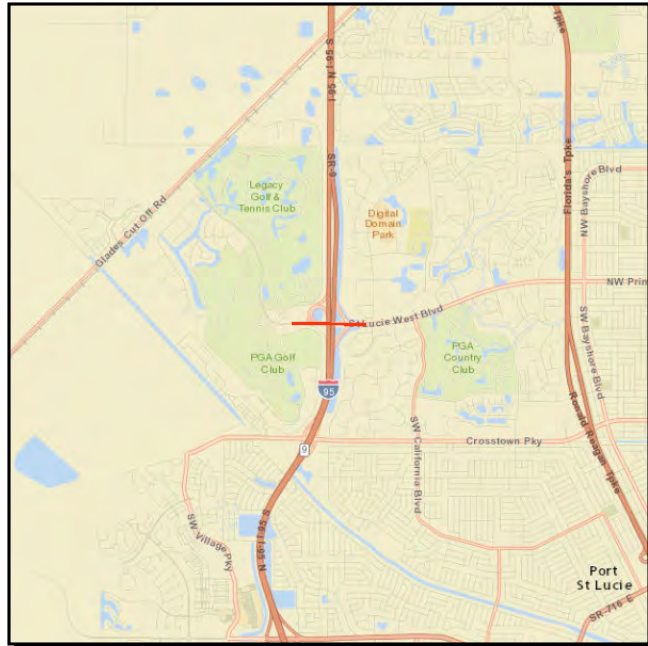
Total Project Cost: 31,939,696

LRTP: Page 7-1

I-95 AT ST. LUCIE WEST BLVD. INTERCHANGE

4353371

SIS



Project Description: CONSTRUCT 3 LANE EB BRIDGE, WITH SHOULDER TO ACCOMMODATE WIDENING TO 6 LANES, ADD BICYCLE LANES AND

Work Summary: **From:** Interchange
To: Interchange

Lead Agency: Managed by FDOT **Length:** 2.743 MI

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
CST	TRWR	0	0	2,816,010	0	0	2,816,010
CST	DIH	0	0	93,499	0	0	93,499
CST	DDR	0	0	1,165,278	0	0	1,165,278
CST	TRIP	0	0	371,723	0	0	371,723
CST	LF	0	0	3,111,822	0	0	3,111,822
Total		0	0	7,558,332	0	0	7,558,332

Prior Year Cost: 501,581
Future Year Cost: 0
Total Project Cost: 8,059,913
LRTP: Page 6-2

I-95 BRIDGE DECK REPLACEMENT

4366461

SIS



Project Description: BRIDGE DECK REPLACEMENT ON I-95 OVER GATLIN BLVD. AND OVER MIDWAY RD

Work Summary: BRIDGE REHABILITATION
From: GATLIN BLVD
To: MIDWAY RD

Lead Agency: Managed by FDOT
Length: 7.894

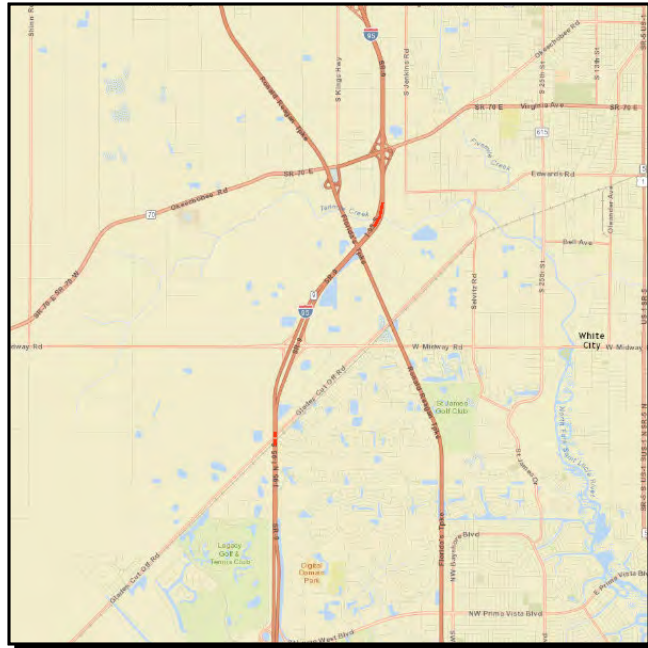
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
INC	BRRP	0	300,000	0	0	0	300,000
Total		0	300,000	0	0	0	300,000

Prior Year Cost: 12,696,069
Future Year Cost: 0
Total Project Cost: 12,996,069
LRTP: Page 6-2

I-95 BRIDGE DECK REPLACEMENT

4366171

SIS



Project Description: BRIDGE DECK REPLACEMENT ON I-95 OVER CR-709 & FEC R/R (BRDG# 940115 & 940116) AND OVER TEN MILE CREEK

Work Summary: BRIDGE REHABILITATION **From:** CR-709 & FEC R/R

To: TEN MILE CREEK

Lead Agency: Managed by FDOT **Length:** 3.821

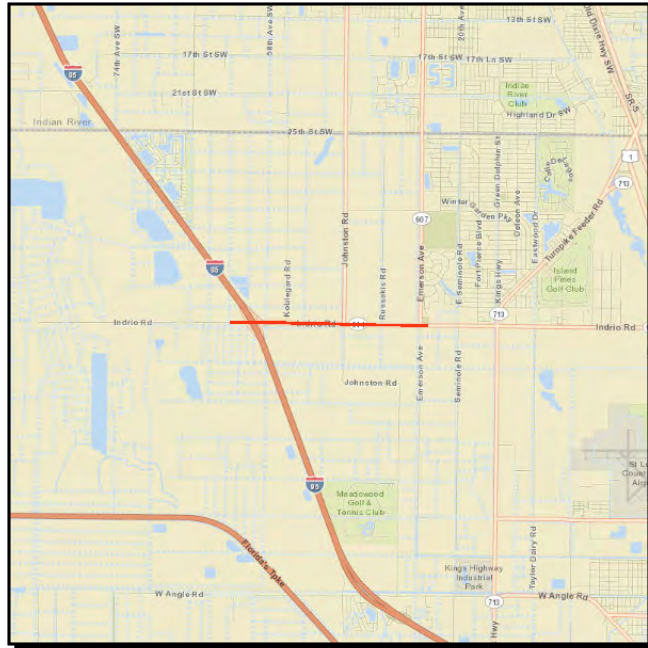
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
CST	BRRP	23,189,931	0	0	0	0	23,189,931
CST	DIH	128,125	0	0	0	0	128,125
INC	BRRP	0	0	300,000	0	0	300,000
Total		23,318,056	0	300,000	0	0	23,618,056

Prior Year Cost: 1,318,910
Future Year Cost: 0
Total Project Cost: 24,936,966
LRTP: Page 6-2

INDRIO ROAD / SR-614

2303384

Non-SIS



Project Description: Add 2 travel lanes, bicycle lanes and sidewalks

Work Summary: ADD LANES & RECONSTRUCT

From: WEST OF SR-9/I-95

To: EAST OF SR-670/EMERSON AVE

Lead Agency: FDOT

Length: 2.709 miles

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
ROW	DDR	10,000	0	0	0	0	10,000
ROW	DS	209,610	0	642,000	104,963	0	956,573
ROW	DIH	243,094	0	0	0	0	243,094
ROW	SU	466,690	523,520	0	0	0	990,210
Total		929,394	523,520	642,000	104,963	0	2,199,877

Prior Year Cost: 40,717,370

Future Year Cost: 0

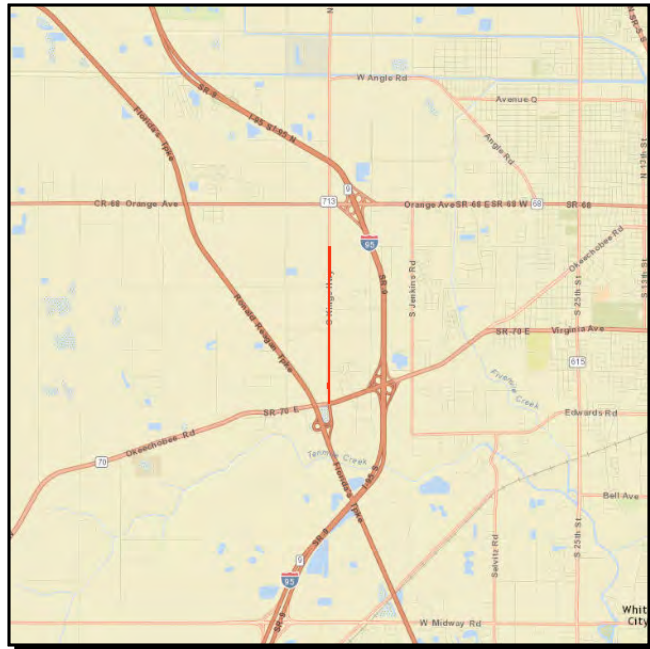
Total Project Cost: 42,917,247

LRTP: Page 6-2

KING'S HIGHWAY / SR-713

2302566

SIS



Project Description: Add 2 travel lanes, bicycle lanes, and sidewalks

Work Summary: ADD LANES & RECONSTRUCT
From: 800' S OF SR-70
To: NORTH OF PICOS ROAD

Lead Agency: FDOT
Length: 2.273 MI

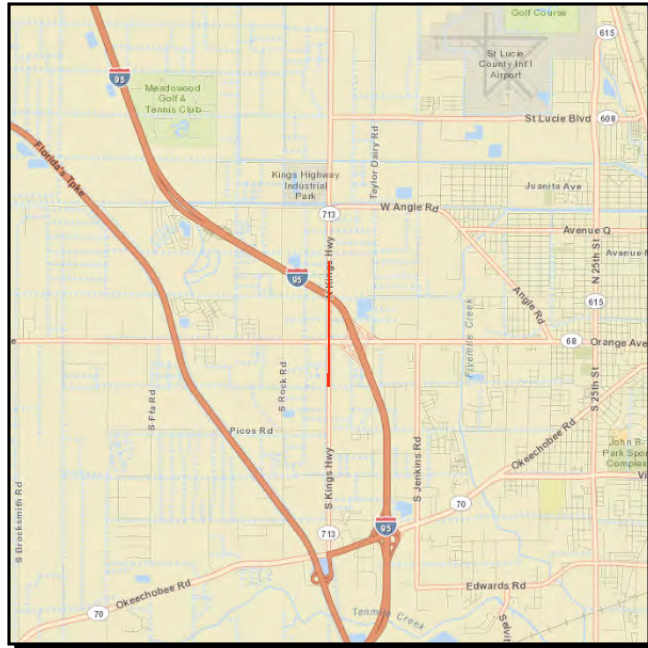
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
ROW	DDR	293,417	455,898	0	0	0	749,315
ROW	DS	3,804,884	0	397,887	4,288,696	0	8,491,467
ROW	DIH	46,031	36,962	25,725	0	0	108,718
CST	SU	0	1,082,180	0	0	0	1,082,180
CST	DS	0	22,495,882	0	0	0	22,495,882
CST	DIH	0	238,366	0	0	0	238,366
CST	DDR	0	17,159,534	0	0	0	17,159,534
INC	DDR	0	0	400,000	0	0	400,000
Total		4,144,332	41,468,822	823,612	4,288,696	0	50,725,462

Prior Year Cost: 4,994,502
Future Year Cost: 0
Total Project Cost: 55,719,964
LRTP: Page 6-2

KING'S HIGHWAY / SR-713

2302567

Non-SIS



Project Description: Add 2 travel lanes, bicycle lanes, and sidewalks

Work Summary: ADD LANES & RECONSTRUCT
From: NORTH OPF PICOS ROAD
To: NORTH OF I-95 OVERPASS

Lead Agency: FDOT
Length: 1.410 MI

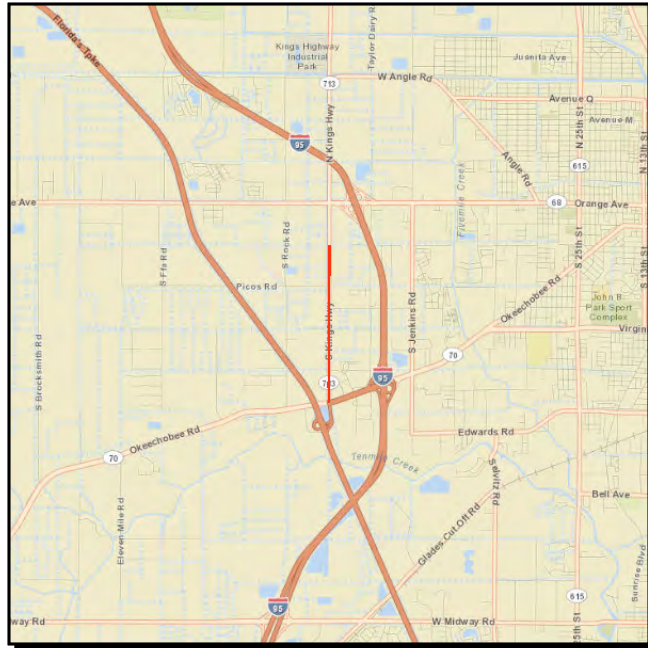
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
ROW	DDR	1,113,366	682,770	973,000	0	0	2,769,136
ROW	DS	1,047,365	0	0	747,308	0	1,794,673
ROW	DIH	89,858	0	0	0	0	89,858
ENV	DDR	0	5,000	0	0	0	5,000
CST	DIH	0	0	108,727	0	0	108,727
CST	DDR	0	0	2,145,816	0	0	2,145,816
CST	DS	0	0	16,364,277	0	0	16,364,277
Total		2,250,589	687,770	19,591,820	747,308	0	23,277,487

Prior Year Cost: 851,392
Future Year Cost: 0
Total Project Cost: 24,128,879
LRTP: Page 6-2

KING'S HIGHWAY / SR-713

2302568

Non-SIS



Project Description: LANDSCAPE PROJECT FOR PROJECT 2302566 KING'S HIGHWAY / SR-713

Work Summary: LANDSCAPING
From: 800' S OF SR-70
To: N OF PICOS RD

Lead Agency: Managed by FDOT
Length: 1.890 MI

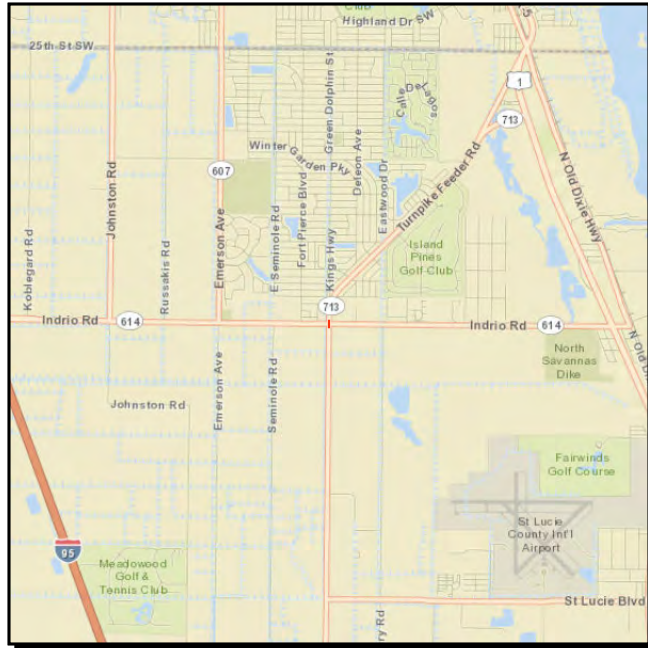
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
PE	DDR	0	0	126,500	0	0	126,500
PE	DIH	0	0	10,000	0	0	10,000
CST	DIH	0	0	0	0	30,521	30,521
CST	DDR	0	0	0	0	425,819	425,819
Total		0	0	136,500	0	456,340	592,840

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 592,840
LRTP: Page 6-2

KING'S HIGHWAY / SR-713

4241431

Non-SIS



Project Description: Right-of-way acquisition for add turn lanes at King's Hwy @ Indrio Rd intersection improvement

Work Summary: ADD TURN LANE(S) **From:** Intersection
To: Intersection

Lead Agency: FDOT **Length:** 1.084 mi

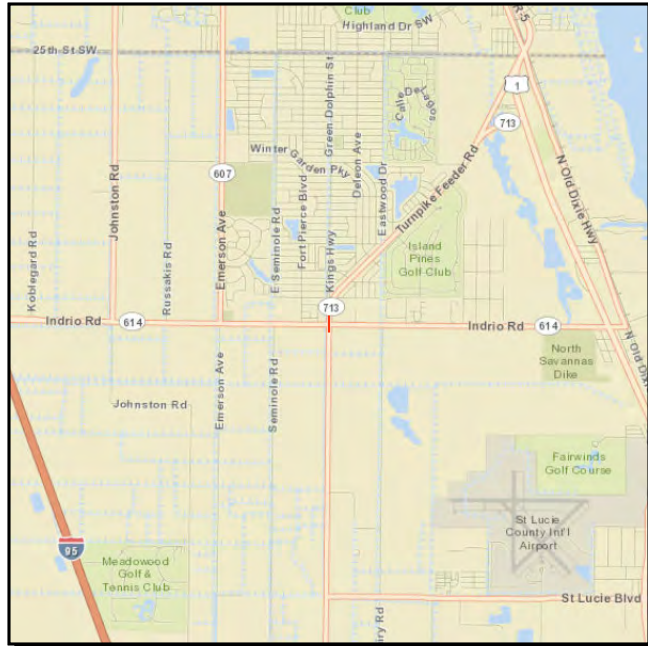
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
ROW	LFP	553,209	1,212,823	1,323,720	0	0	3,089,752
ROW	CIGP	452,300	1,212,823	1,323,720	0	0	2,988,843
Total		1,005,509	2,425,646	2,647,440	0	0	6,078,595

Prior Year Cost: 7,630,087
Future Year Cost: 0
Total Project Cost: 13,708,682
LRTP: Page 6-2

KING'S HIGHWAY / SR-713

4241432

Non-SIS



Project Description: Construction of add turn lanes at King's Hwy @ Indrio Rd intersection improvement.

Work Summary: **From:** INTERSECTION
To: INTERSECTION

Lead Agency: Managed by FDOT **Length:** .000

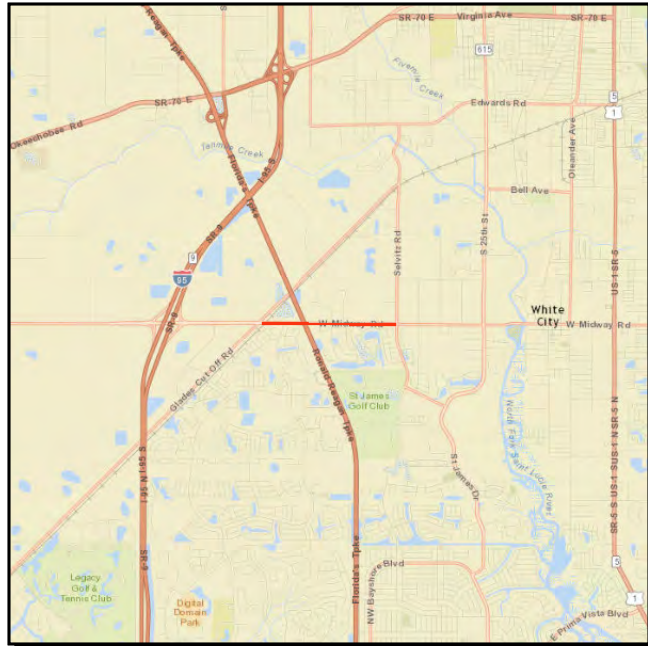
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
CST	LFP	1,987,554	0	0	0	0	1,987,554
CST	CIGP	1,987,554	0	0	0	0	1,987,554
Total		3,975,108	0	0	0	0	3,975,108

Prior Year Cost: 13,737,555
Future Year Cost: 0
Total Project Cost: 17,712,663
LRTP: Page 6-2

MIDWAY RD / CR-712

4385431

Non-SIS



Project Description: ROW acquisition for Midway Road project

Work Summary: FUNDING ACTION **From:** GLADES CUT OFF ROAD
To: SELVITZ ROAD

Lead Agency: Managed by FDOT **Length:** 1.537

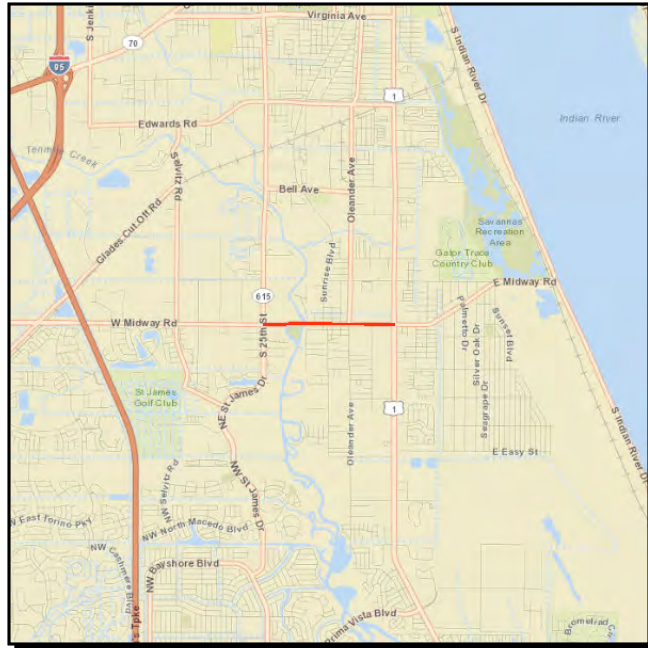
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
ROW	SA	0	0	0	0	1,071,130	1,071,130
Total		0	0	0	0	1,071,130	1,071,130

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 1,071,130
LRTP: Page 6-5

MIDWAY ROAD / CR-712

2314402

Non-SIS



Project Description: Construction to widen road from 2 to 4 lanes with bike lanes, sidewalks, landscaping

Work Summary: ADD LANES & RECONSTRUCT **From:** S. 25TH ST/SR-615

To: SR-5/US-1

Lead Agency: FDOT **Length:** 1.647 mi

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
ROW	SU	4,699,255	1,834,356	1,546,484	894,383	0	8,974,478
ROW	SA	92,680	0	1,158,203	263,821	0	1,514,704
INC	SU	0	420,000	0	0	0	420,000
Total		4,791,935	2,254,356	2,704,687	1,158,204	0	10,909,182

Prior Year Cost: 64,247,898

Future Year Cost: 0

Total Project Cost: 75,157,080

LRTP: Page 6-2

MIDWAY ROAD / CR-712

2314403

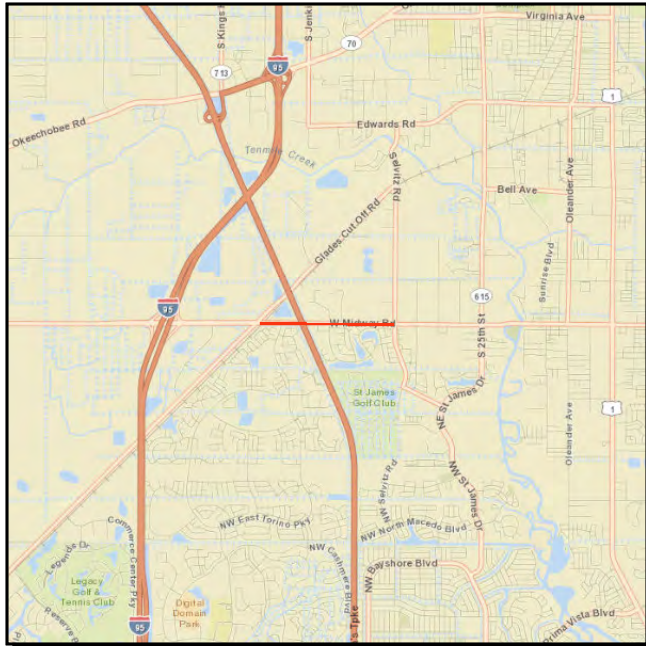
Non-SIS

Project Description: WIDEN 2-4 LANES AND ADD BICYCLE LANES AND SIDEWALKS

Work Summary: PD&E/EMO STUDY **From:** GLADES CUT OFF ROAD

To: SELVITZ ROAD

Lead Agency: Managed by FDOT **Length:** 1.592 MI



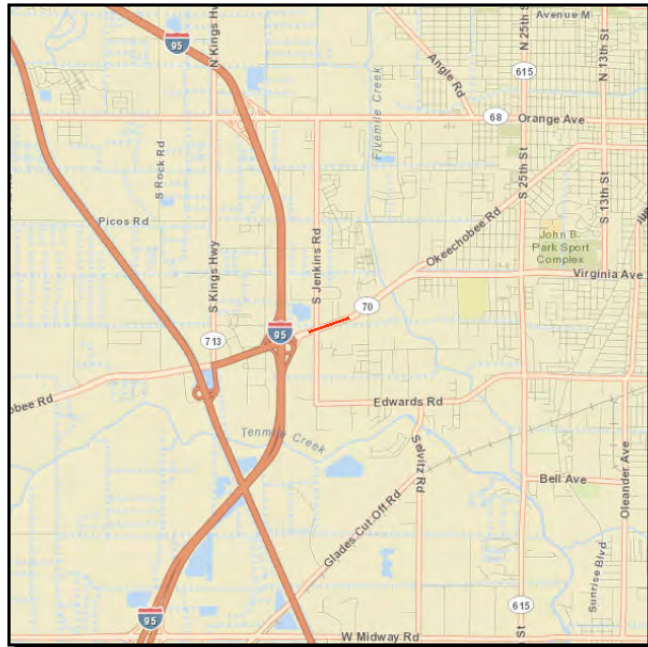
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
ROW	LFP	10,000	0	0	0	0	10,000
PE	LFP	2,150,000	0	0	0	0	2,150,000
Total		2,160,000	0	0	0	0	2,160,000

Prior Year Cost: 1,650,927
Future Year Cost: 0
Total Project Cost: 3,810,927
LRTP: Page 6-5

OKEECHOBEE ROAD / SR-70

4289841

SIS



Project Description: WIDEN FROM 6 TO 8 LANES, ADD BICYCLE LANES AND SIDEWALKS

Work Summary: ADD LANES & REHABILITATE PVMNT
From: 900' W OF JENKINS RD
To: 2700' E OF JENKINS RD

Lead Agency: FDOT **Length:** 1.486 mi

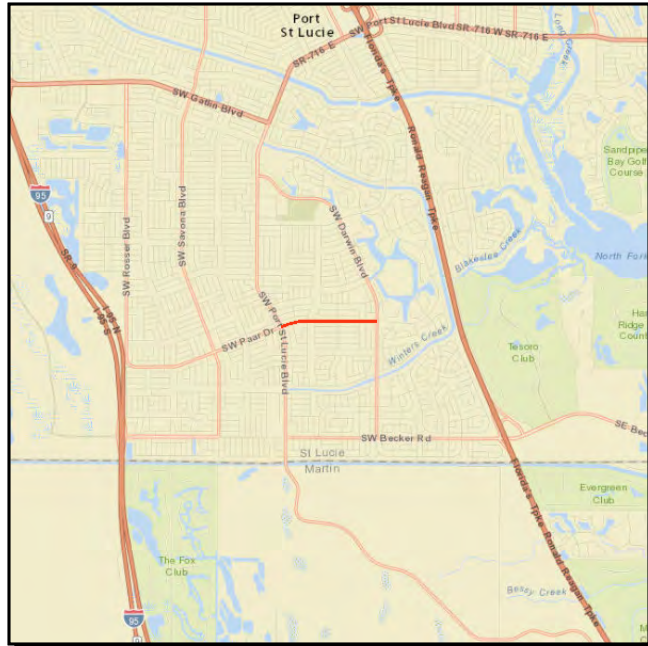
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
ROW	DDR	0	145,046	0	0	0	145,046
ROW	DS	0	759,060	0	0	0	759,060
Total		0	904,106	0	0	0	904,106

Prior Year Cost: 10,864,150
Future Year Cost: 0
Total Project Cost: 11,768,256
LRTP: Page 7-1

PAAR DRIVE

4381301

Non-SIS



Project Description: ADD SIDEWALK ON NORTH SIDE OF PAAR DRIVE FROM SW PORT ST.LUCIE BLVD TO SW DARWIN BLVD

Work Summary: SIDEWALK
From: SW PORT ST.LUCIE BLVD
To: SW DARWIN BLVD

Lead Agency: Managed by FDOT
Length: 1.034

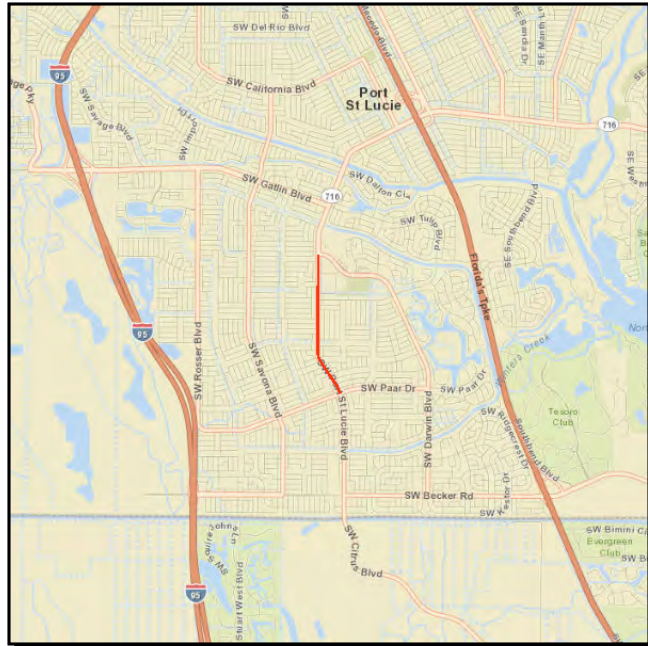
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
PE	TALU	5,000	0	0	0	0	5,000
CST	TALT	0	0	79,676	0	0	79,676
CST	LFP	0	0	130,840	0	0	130,840
CST	TALU	0	0	304,508	0	0	304,508
Total		5,000	0	515,024	0	0	520,024

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 520,024
LRTP: Page 7-1

PORT ST. LUCIE BOULEVARD

4317522

Non-SIS



Project Description: ADD 2 LANES, BIKE LANES AND SIDEWALKS ON PORT ST LUCIE BLVD FROM PAAR DRIVE TO DARWIN BLVD

Work Summary: ADD LANES & RECONSTRUCT **From:** FROM PAAR DRIVE

To: DARWIN BLVD

Lead Agency: Managed by FDOT **Length:** 1.680 MI

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
ENV	SU	37,104	0	0	0	0	37,104
ENV	SA	147,896	0	0	0	0	147,896
ROW	SU	36,375	177,000	45,451	0	0	258,826
ROW	SA	36,375	0	0	0	0	36,375
ROW	TRIP	0	0	45,451	0	0	45,451
Total		257,750	177,000	90,902	0	0	525,652

Prior Year Cost: 2,596,870

Future Year Cost: 0

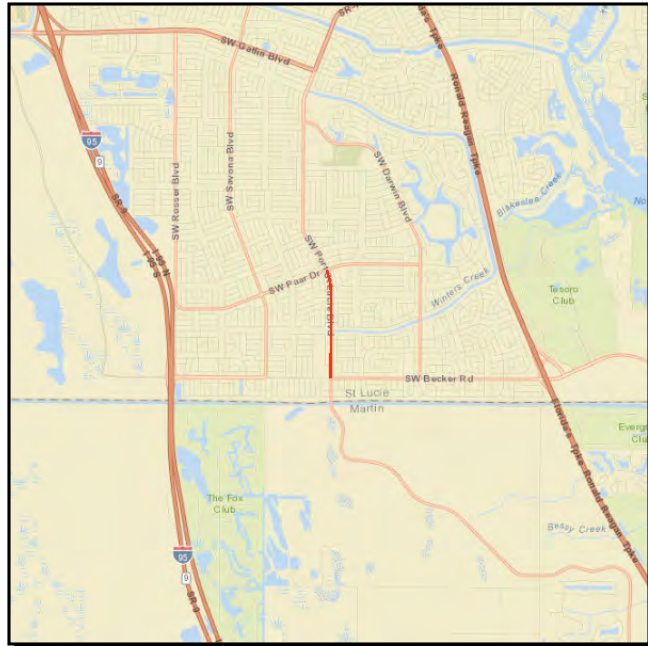
Total Project Cost: 3,122,522

LRTP: Page 6-5

PORT ST. LUCIE BOULEVARD

4317523

Non-SIS



Project Description: WIDEN 2-4 LANES AND ADD BICYCLE LANES AND SIDEWALKS

Work Summary: ADD LANES & RECONSTRUCT **From:** BECKER ROAD

To: PAAR DRIVE

Lead Agency: Managed by FDOT **Length:** 1.119

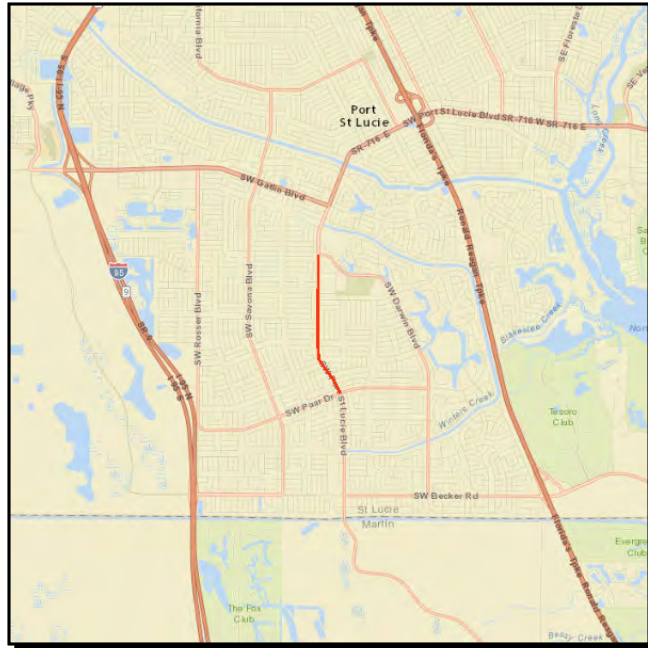
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
PE	SU	0	0	0	0	2,010,000	2,010,000
Total		0	0	0	0	2,010,000	2,010,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 2,010,000
LRTP: Page 7-1

PORT ST. LUCIE BOULEVARD

4385441

Non-SIS



Project Description: WIDEN 2-4 LANES AND ADD BICYCLE LANES AND SIDEWALKS

Work Summary: FUNDING ACTION **From:** PAAR DRIVE
To: DARWIN BLVD

Lead Agency: Managed by FDOT **Length:** 1.685 mi

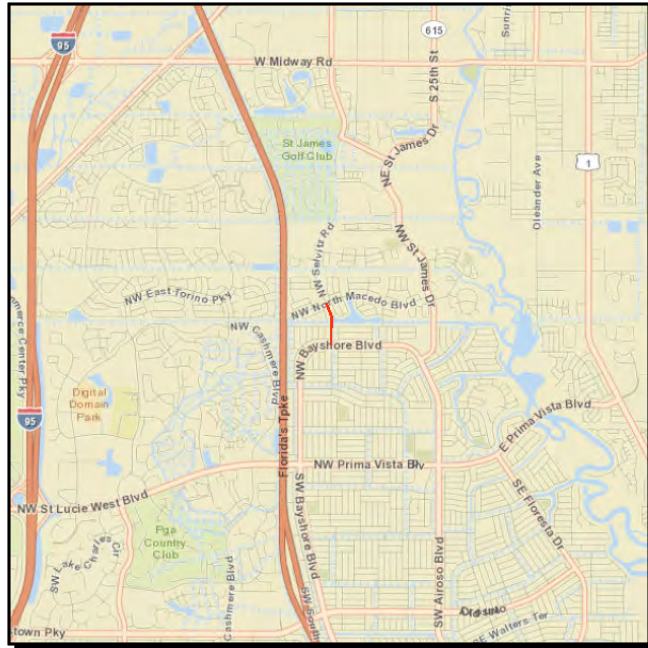
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
CST	SA	0	0	0	2,144,514	0	2,144,514
Total		0	0	0	2,144,514	0	2,144,514

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 2,144,514
LRTP: Page 7-1

SELVITZ ROAD

4352631

Non-SIS



Project Description: ADD SIDEWALKS ON SELVITZ ROAD FROM BAYSHORE BLVD TO NORTH MACEDO BLVD.

Work Summary: SIDEWALK
From: Bayshore Blvd.
To: North Macedo Blvd.

Lead Agency: CITY OF PORT ST LUCIE **Length:** .420 MI

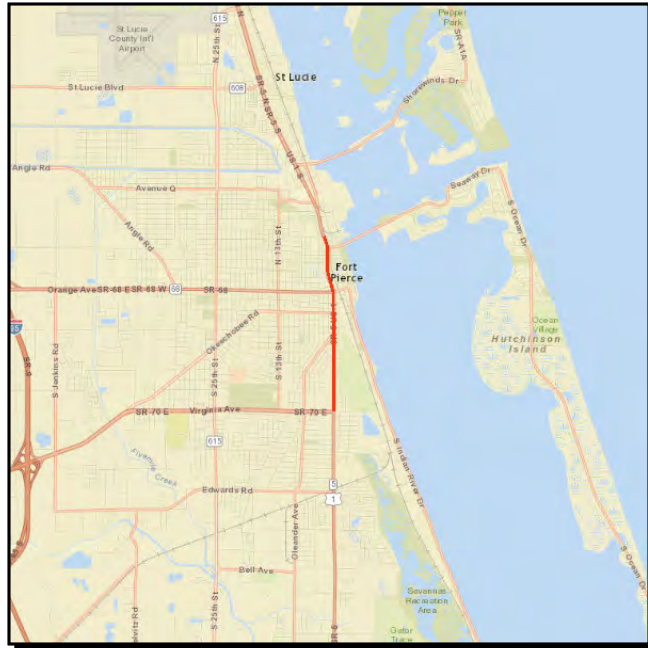
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
CST	SA	5,279	0	0	0	0	5,279
CST	LFP	58,265	0	0	0	0	58,265
CST	TALU	338,705	0	0	0	0	338,705
Total		402,249	0	0	0	0	402,249

Prior Year Cost: 5,000
Future Year Cost: 0
Total Project Cost: 407,249
LRTP: Page 6-2

SR-5/US-1

4385461

SIS



Project Description: OPERATE & MAINTAIN ADAPTIVE INTERSECTION CONTROL AT 12 INTERSECTIONS ALONG SR-5/US-1

Work Summary: ATMS - ARTERIAL TRAFFIC MGMT **From:** VIRGINIA AVENUE

To: AVENUE H

Lead Agency: Managed by FDOT **Length:** 2.195

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
CST	DIH	30,320	0	0	0	0	30,320
CST	DITS	1,309,535	0	0	0	0	1,309,535
RRU	DITS	7,000	0	0	0	0	7,000
Total		1,346,855	0	0	0	0	1,346,855

Prior Year Cost: 210,371
Future Year Cost: 0
Total Project Cost: 1,557,226
LRTP: Page 7-1

SR-713/KINGS HWY

4383791

Non-SIS



Project Description: WIDEN 2-4 LANES AND ADD BICYCLE LANES AND SIDEWALKS

Work Summary: ADD LANES & RECONSTRUCT **From:** SR-9/I-95 OVERPASS

To: ST. LUCIE BOULEVARD

Lead Agency: Managed by FDOT **Length:** 1.640

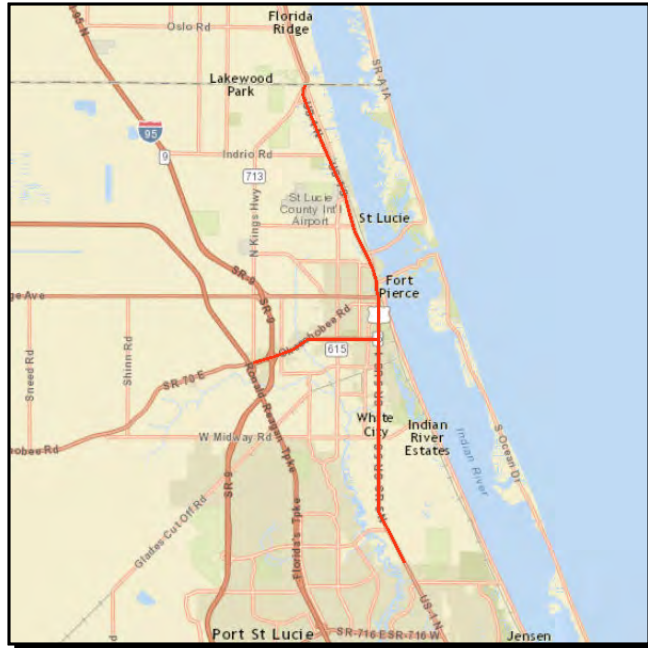
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
PE	DS	0	2,000,000	0	0	0	2,000,000
PE	DIH	0	10,000	0	0	0	10,000
Total		0	2,010,000	0	0	0	2,010,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 2,010,000
LRTP: Page 6-5

ST. LUCIE COUNTY ATMS

4352451

SIS



Project Description: ATMS - ARTERIAL TRAFFIC MANAGEMENT ON US-1 FROM SAVANA CLUB BLVD. TO KINGS HWY; SR-70 FROM KINGS HWY TO SR-5/US-1

Work Summary: ATMS - ARTERIAL TRAFFIC MGMT **From:** SAVANA CLUB BLVD, KINGS HWY

To: KINGS HWY, US-1

Lead Agency: Managed by FDOT **Length:** 21.767

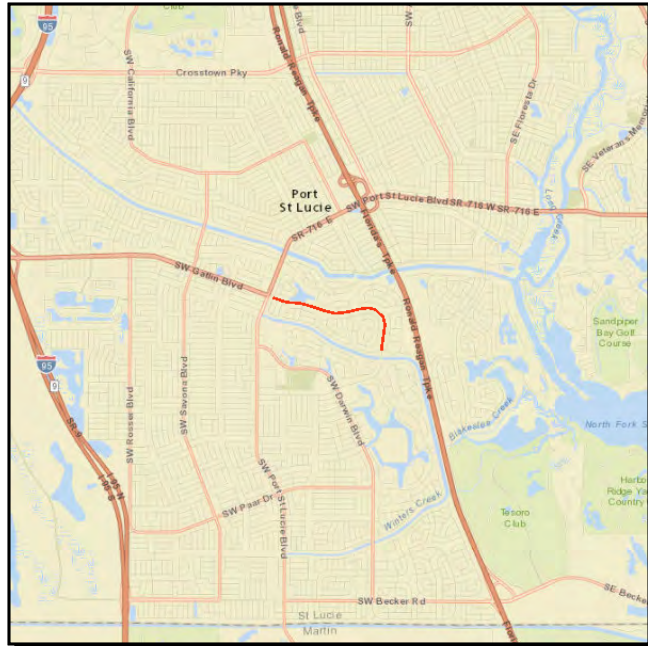
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
ENV	DDR	0	0	0	0	8,000	8,000
DSB	DDR	0	0	0	0	4,724,726	4,724,726
DSB	DS	0	0	0	0	5,550,000	5,550,000
DSB	DIH	0	0	0	0	56,900	56,900
Total		0	0	0	0	10,339,626	10,339,626

Prior Year Cost: 156,037
Future Year Cost: 0
Total Project Cost: 10,495,663
LRTP: Page 6-2

TULIP BOULEVARD

4368591

Non-SIS



Project Description: ADD SIDEWALKs ON TULIP BLVD. FROM COLLEGE PARK RD. TO CHERRY HILL RD.

Work Summary: SIDEWALK **From:** COLLEGE PARK ROAD
To: CHERRY HILL ROAD

Lead Agency: CITY OF PORT ST LUCIE **Length:** 1.664

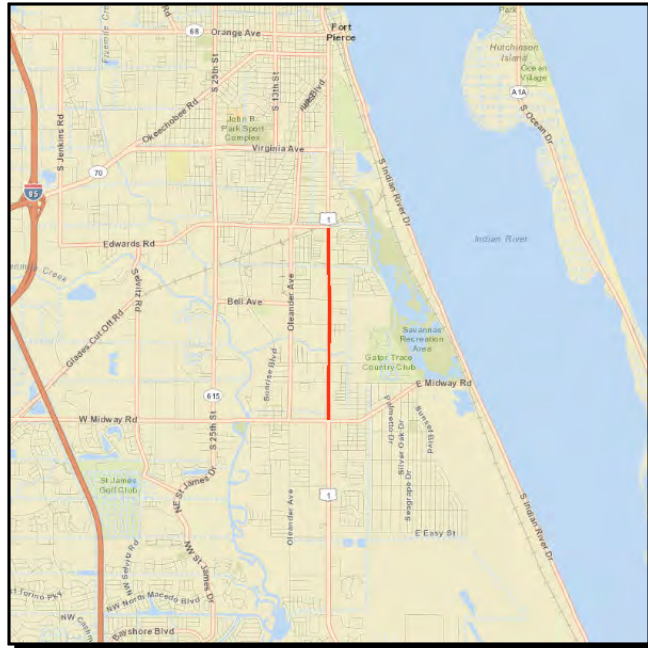
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
CST	TALT	0	165,263	0	0	0	165,263
CST	SA	0	5,285	0	0	0	5,285
CST	TALU	0	475,369	0	0	0	475,369
CST	LF	0	196,394	0	0	0	196,394
Total		0	842,311	0	0	0	842,311

Prior Year Cost: 5,000
Future Year Cost: 0
Total Project Cost: 847,311
LRTP: Page 6-2

US HIGHWAY 1

4287281

Non-SIS



Project Description: Resurfacing of road and construction of sidewalks to fill sidewalk gaps

Work Summary: SIDEWALK
From: MIDWAY ROAD
To: EDWARDS ROAD

Lead Agency: FDOT
Length: 2.310 mi

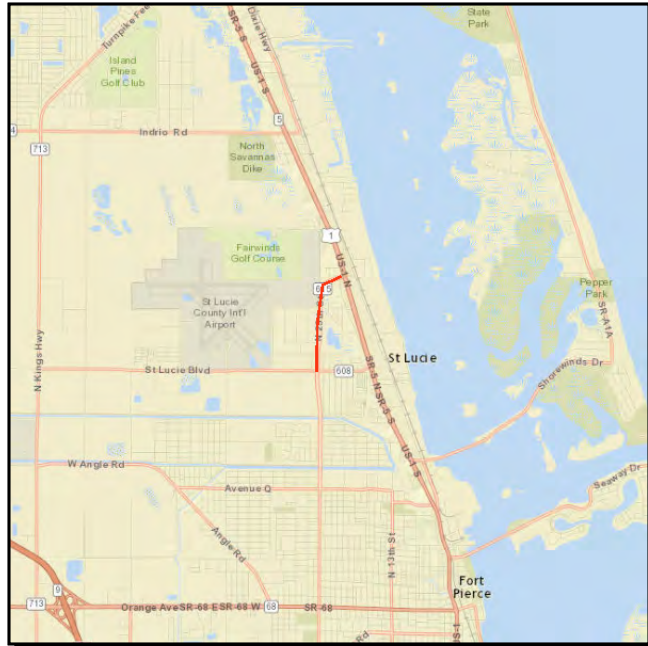
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
CST	SA	0	1,125,417	0	0	0	1,125,417
CST	DIH	0	31,488	0	0	0	31,488
CST	NHRE	0	2,490,930	0	0	0	2,490,930
CST	DDR	0	3,362,606	0	0	0	3,362,606
INC	DDR	0	0	75,000	0	0	75,000
Total		0	7,010,441	75,000	0	0	7,085,441

Prior Year Cost: 941,914
Future Year Cost: 0
Total Project Cost: 8,027,355
LRTP: Page 6-2

25 STREET / SR-615

4323261

Non-SIS



Project Description: Resurfacing North 25th Street from CR 608/St. Lucie Blvd. to SR 5/US-1 and addition of sidewalk from Industrial Ave. 3 to US-1

Work Summary: **From:** ST LUCIE BOULEVARD
To: US 1

Lead Agency: Managed by FDOT **Length:** 1.152 MI

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
CST	DIH	30,750	0	0	0	0	30,750
CST	DDR	2,394,169	0	0	0	0	2,394,169
Total		2,424,919	0	0	0	0	2,424,919

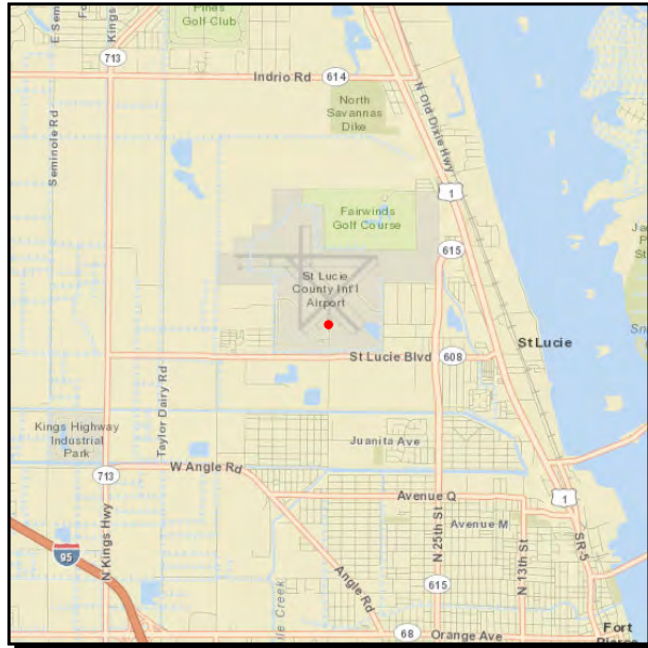
Prior Year Cost: 302,315
Future Year Cost: 0
Total Project Cost: 2,727,234
LRTP: Page 6-2

Section C 2 - Aviation Projects

TREASURE COAST INTERNATIONAL AIRPORT

4297131

Non-SIS



Project Description: PREPARATION OF ENVIRONMENTAL IMPACT STATEMENT (EIS) OF NORTH INDUSTRIAL PARK

Work Summary: AVIATION ENVIRONMENTAL **From:**

To:

Lead Agency: ST LUCIE COUNTY

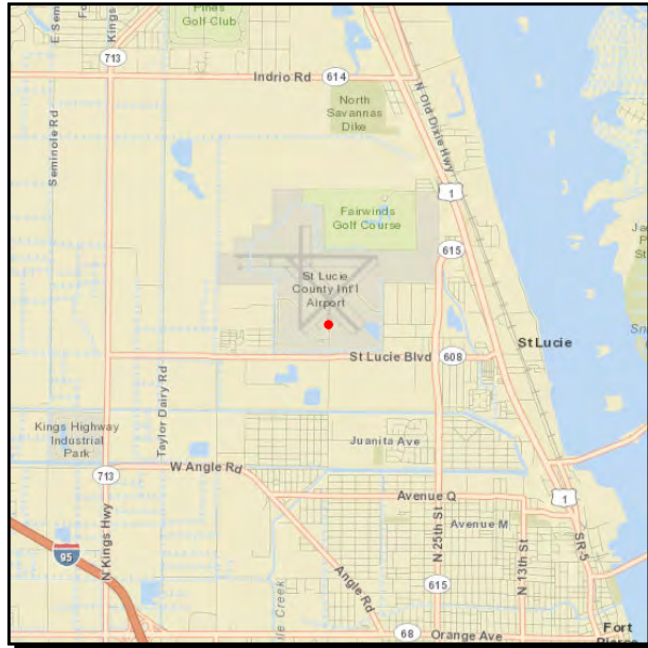
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
CAP	DPTO	200,000	0	0	0	0	200,000
CAP	LF	80,000	0	0	0	0	80,000
Total		280,000	0	0	0	0	280,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 280,000
LRTP: Page 7-1

TREASURE COAST INTERNATIONAL AIRPORT

4297141

Non-SIS



Project Description: STORM WATER POLLUTION PREVENTION PLAN UPDATES

Work Summary: AVIATION PRESERVATION **From:**

To:

Lead Agency: ST LUCIE COUNTY

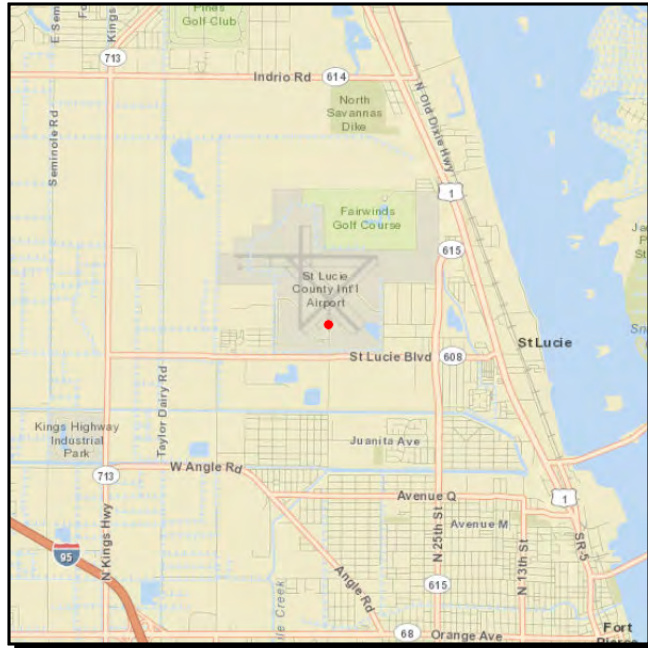
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
CAP	DPTO	120,000	0	0	0	0	120,000
CAP	LF	30,000	0	0	0	0	30,000
Total		150,000	0	0	0	0	150,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 150,000
LRTP: Page 7-1

TREASURE COAST INTERNATIONAL AIRPORT

4310001

Non-SIS



Project Description: INSTALLATION OF DRAINAGE & EROSION CONTROL IMPROVEMENTS

Work Summary: AVIATION PRESERVATION **From:**

To:

Lead Agency: ST LUCIE COUNTY

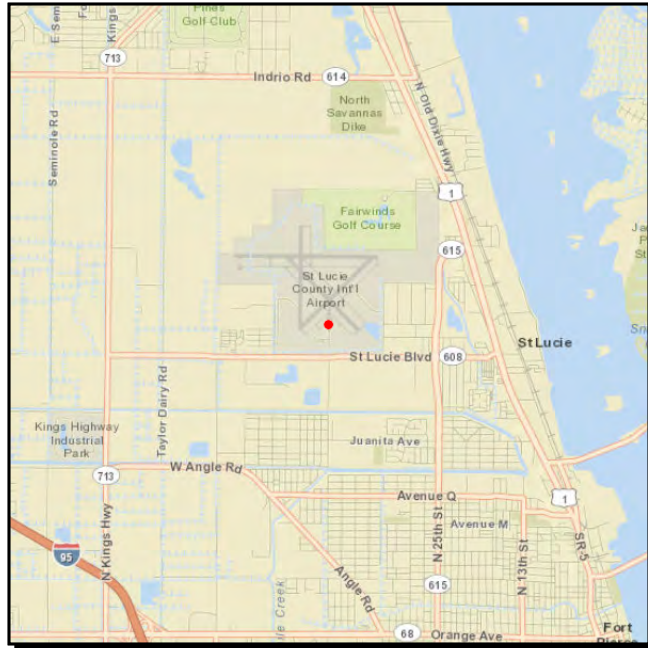
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
CAP	DPTO	320,000	0	0	0	0	320,000
CAP	LF	80,000	0	0	0	0	80,000
Total		400,000	0	0	0	0	400,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 400,000
LRTP: Page 7-1

TREASURE COAST INTERNATIONAL AIRPORT

4310281

Non-SIS



Project Description: CONSTRUCT SURFACE/TERMINAL PARKING

Work Summary: AVIATION **From:**
To:

Lead Agency: ST LUCIE COUNTY

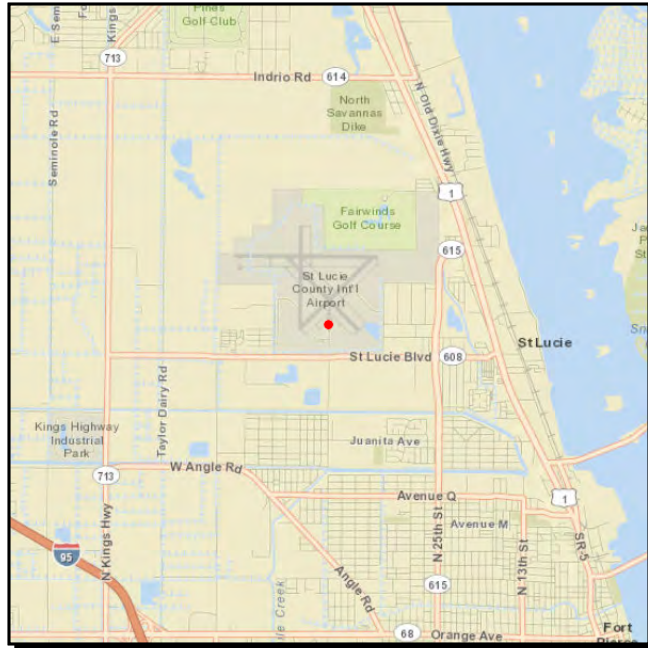
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
CAP	DDR	591,200	0	0	0	0	591,200
CAP	LF	147,800	0	0	0	0	147,800
Total		739,000	0	0	0	0	739,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 739,000
LRTP: Page 7-1

TREASURE COAST INTERNATIONAL AIRPORT

4310721

Non-SIS



Project Description: INSTALLATION OF AIRPORT NOISE OPS MONITORING SYS (NOMS)

Work Summary: AVIATION ENVIRONMENTAL **From:**

To:

Lead Agency: ST LUCIE COUNTY **Length:** .000

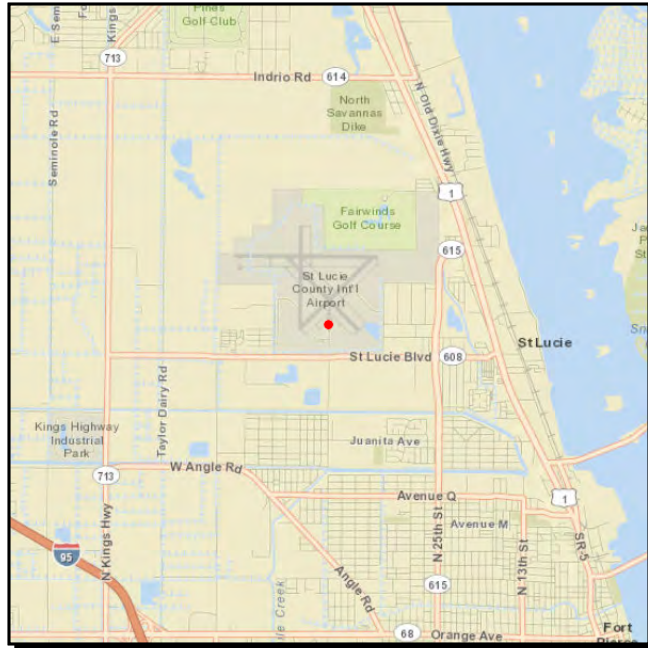
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
CAP	DPTO	312,301	0	0	0	0	312,301
CAP	DDR	327,699	0	0	0	0	327,699
CAP	LF	160,000	0	0	0	0	160,000
Total		800,000	0	0	0	0	800,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 800,000
LRTP: Page 7-1

TREASURE COAST INTERNATIONAL AIRPORT

4315181

Non-SIS



Project Description: DESIGN & CONSTRUCT SEGMENTED CIRCLE

Work Summary: AVIATION PRESERVATION **From:**

To:

Lead Agency: ST LUCIE COUNTY

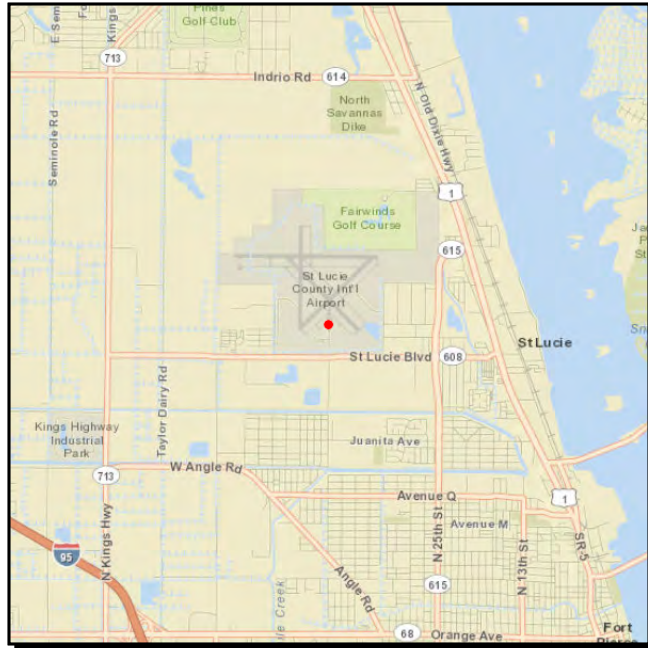
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
CAP	DPTO	36,000	0	0	0	0	36,000
CAP	LF	9,000	0	0	0	0	9,000
Total		45,000	0	0	0	0	45,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 45,000
LRTP: Page 7-1

TREASURE COAST INTERNATIONAL AIRPORT

4331451

Non-SIS



Project Description: STRENGTHEN RUNWAY 10R/28L

Work Summary: AVIATION PRESERVATION **From:**

To:

Lead Agency: ST LUCIE COUNTY

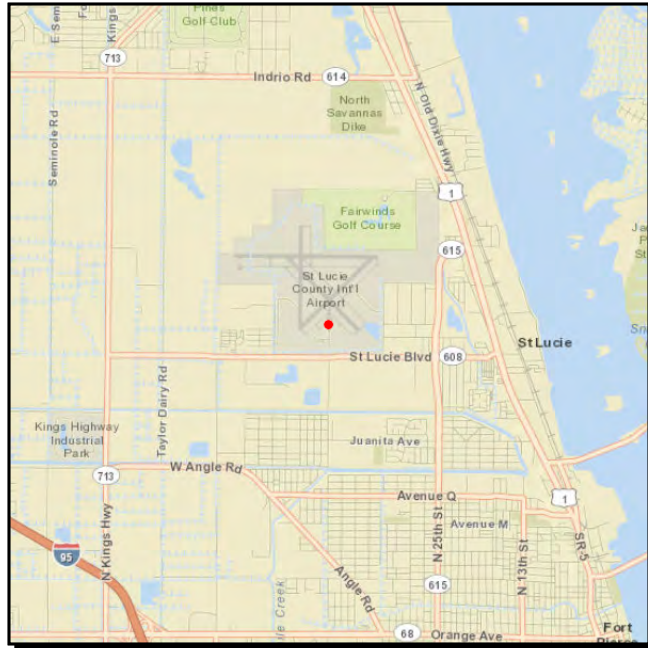
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
CAP	DPTO	0	0	0	183,986	0	183,986
CAP	FAA	0	0	0	3,311,754	0	3,311,754
CAP	LF	0	0	0	183,986	0	183,986
Total		0	0	0	3,679,726	0	3,679,726

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 3,679,726
LRTP: Page 7-1

TREASURE COAST INTERNATIONAL AIRPORT

4331471

Non-SIS



Project Description: INSTALL SEGMENTED CIRCLE RUNWAY 10L/28R

Work Summary: AVIATION PRESERVATION **From:**

To:

Lead Agency: ST LUCIE COUNTY

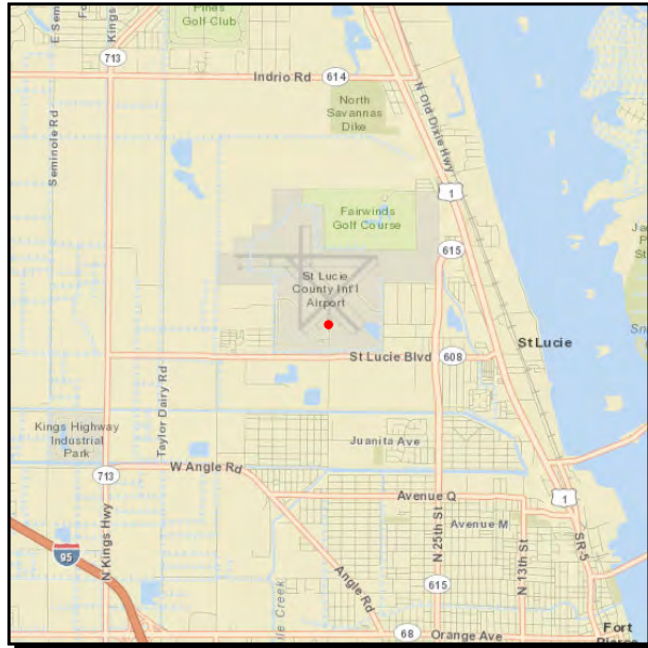
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
CAP	DPTO	0	60,000	0	0	0	60,000
CAP	LF	0	15,000	0	0	0	15,000
Total		0	75,000	0	0	0	75,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 75,000
LRTP: Page 7-1

TREASURE COAST INTERNATIONAL AIRPORT

4346341

Non-SIS



Project Description: INSTALL SECURITY PERIMETER FENCING & ACCESS CONTROL

Work Summary: AVIATION PRESERVATION **From:**

To:

Lead Agency: ST LUCIE COUNTY

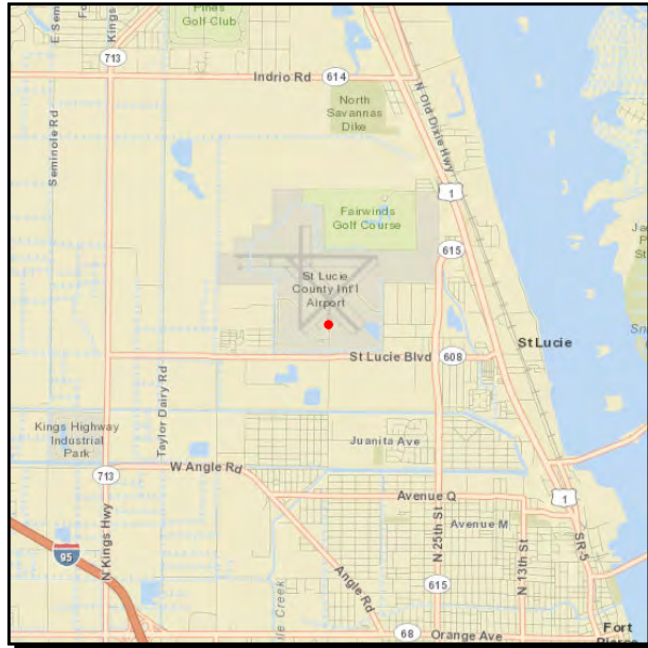
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
CAP	DPTO	0	0	237,462	0	0	237,462
CAP	DDR	0	0	278,538	0	0	278,538
CAP	LF	0	0	129,000	0	0	129,000
Total		0	0	645,000	0	0	645,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 645,000
LRTP: Page 7-1

TREASURE COAST INTERNATIONAL AIRPORT

4346351

Non-SIS



Project Description: INSTALL AIRFIELD SIGNAGE & LIGHTING

Work Summary: AVIATION PRESERVATION **From:**

To:

Lead Agency: ST LUCIE COUNTY

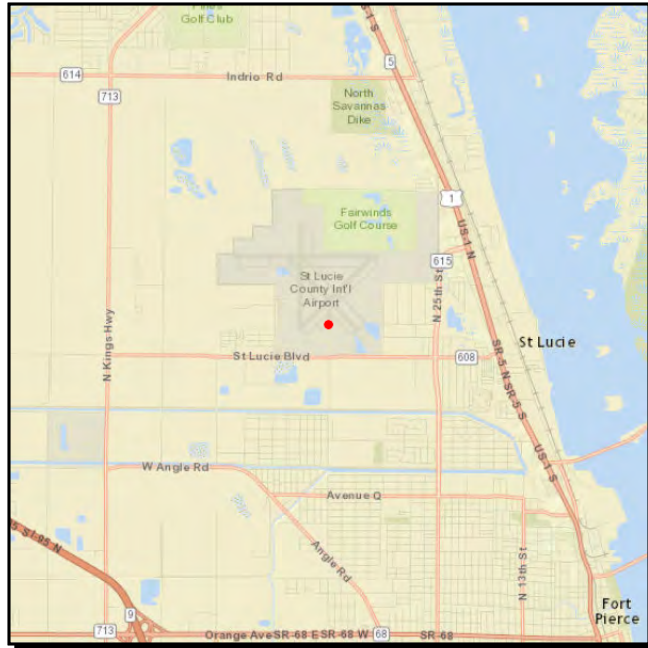
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
CAP	DPTO	0	0	90,000	0	0	90,000
CAP	FAA	0	0	1,620,000	0	0	1,620,000
CAP	LF	0	0	90,000	0	0	90,000
Total		0	0	1,800,000	0	0	1,800,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 1,800,000
LRTP: Page 7-1

TREASURE COAST INTERNATIONAL AIRPORT

4363921

Non-SIS



Project Description: PREPARATION OF ENVIRONMENTAL ASSESSMENT NOISE STUDY

Work Summary: AVIATION ENVIRONMENTAL **From:**

To:

Lead Agency: ST LUCIE COUNTY

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
CAP	DPTO	0	37,500	0	0	0	37,500
CAP	FAA	0	675,000	0	0	0	675,000
CAP	LF	0	37,500	0	0	0	37,500
Total		0	750,000	0	0	0	750,000

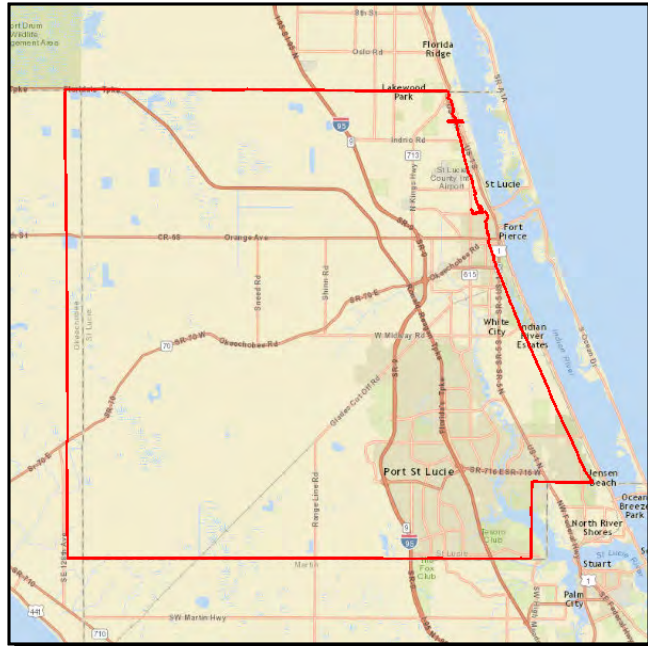
Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 750,000
LRTP: Page 7-1

Section C 3 - Transit Operations, Equipment, and Facilities

BLOCK GRANT

4071873

Non-SIS



Project Description: TRANSIT OPERATING ASSISTANCE AND ADMINISTRATIVE ASSISTANCE

Work Summary: OPERATING/ADMIN. ASSISTANCE **From:**

To:

Lead Agency: MANAGED BY ST. LUCIE COUNTY **Length:** .000

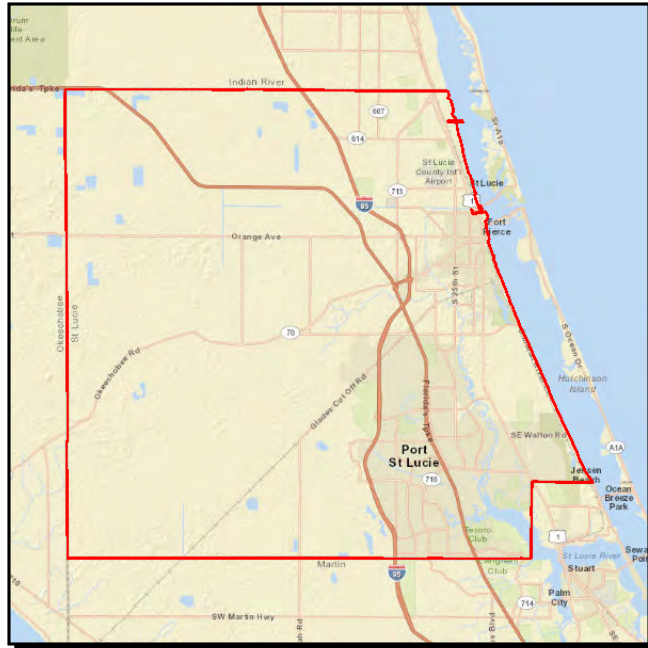
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
OPS	DPTO	0	0	0	598,714	616,675	1,215,389
OPS	LF	0	0	0	598,714	616,675	1,215,389
Total		0	0	0	1,197,428	1,233,350	2,430,778

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 2,430,778
LRTP: Page 7-1

BLOCK GRANT

4071872

Non-SIS



Project Description: TRANSIT OPERATING ASSISTANCE AND ADMINISTRATIVE ASSISTANCE

Work Summary: TRANSPORTATION PLANNING **From:**

To:

Lead Agency: FDOT

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
OPS	DPTO	538,071	551,981	0	0	0	1,090,052
OPS	LF	538,071	551,981	570,204	0	0	1,660,256
OPS	DDR	0	0	570,204	0	0	570,204
Total		1,076,142	1,103,962	1,140,408	0	0	3,320,512

Prior Year Cost: 2,131,108

Future Year Cost: 0

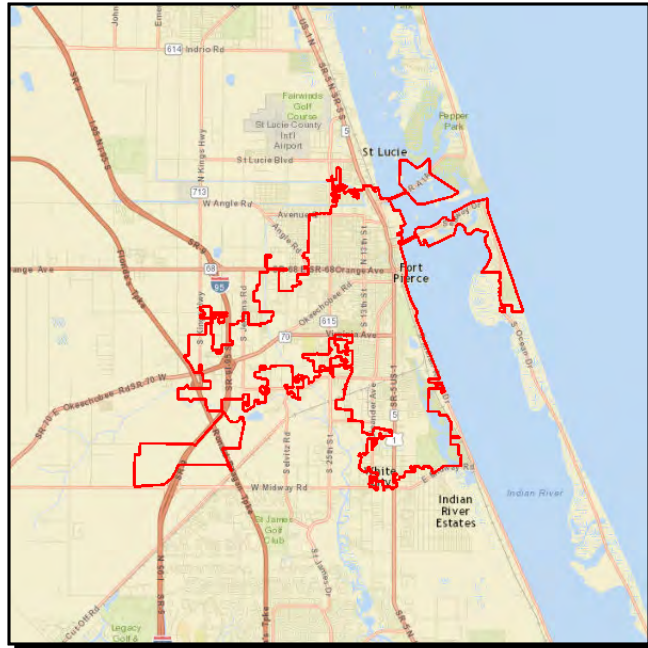
Total Project Cost: 5,451,620

LRTP: Page 7-1

CITY OF FT. PIERCE JPA SIGNAL MAINTENANCE & OPERATIONS

4278057

Non-SIS



Project Description: OPERATION AND MAINTENANCE OF THE TRAFFIC CONTROL SYSTEM

Work Summary: TRAFFIC SIGNALS **From:**
To:

Lead Agency: MANAGED BY CITY OF FORT PIERCE **Length:** .000

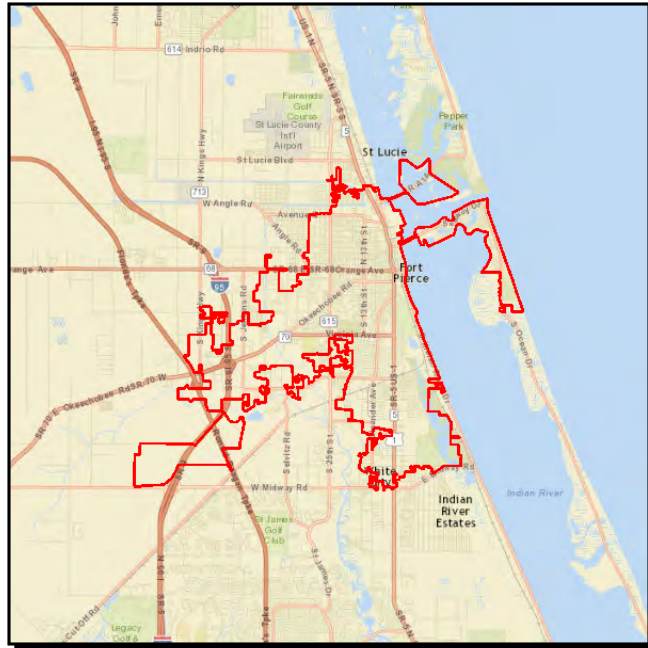
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
OPS	DITS	89,776	92,020	94,321	96,679	0	372,796
OPS	DDR	161,698	166,999	172,468	178,114	0	679,279
Total		251,474	259,019	266,789	274,793	0	1,052,075

Prior Year Cost: 139,361
Future Year Cost: 0
Total Project Cost: 1,191,436
LRTP: Page 7-1

CITY OF FT. PIERCE JPA SIGNAL MAINTENANCE & OPERATIONS

4379751

Non-SIS



Project Description: OPERATION AND MAINTENANCE OF THE TRAFFIC CONTROL SYSTEM AND INTERSECTIONS ON THE STATE HIGHWAY SYSTEM

Work Summary: TRAFFIC SIGNALS **From:**
To:

Lead Agency: MANAGED BY CITY OF FORT PIERCE **Length:** .000

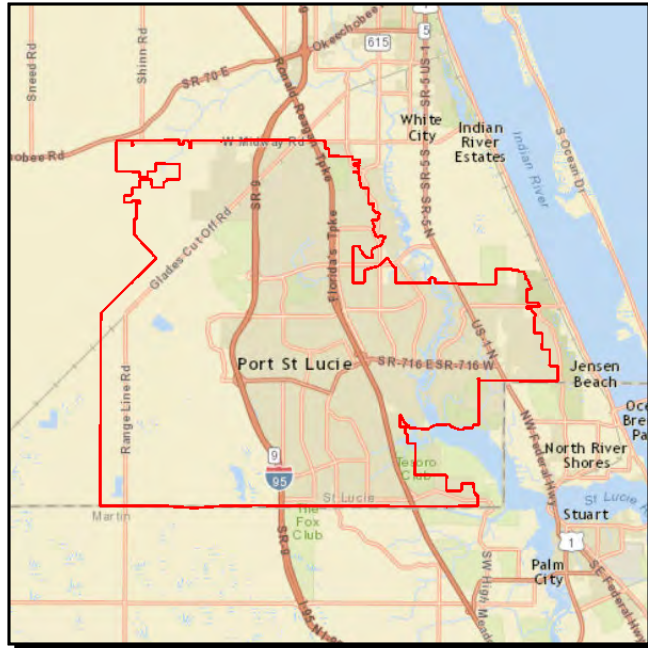
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
OPS	DITS	0	0	0	0	99,096	99,096
OPS	DDR	0	0	0	0	183,941	183,941
Total		0	0	0	0	283,037	283,037

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 283,037
LRTP: Page 7-1

CITY OF PORT ST. LUCIE JPA SIGNAL MAINTENANCE &

4278059

Non-SIS



Project Description: OPERATION AND MAINTENANCE OF THE TRAFFIC CONTROL SYSTEM AND INTERSECTIONS ON THE STATE HIGHWAY SYSTEM

Work Summary: TRAFFIC SIGNALS **From:**

To:

Lead Agency: MANAGED BY CITY OF PORT ST. LUCIE **Length:** .000

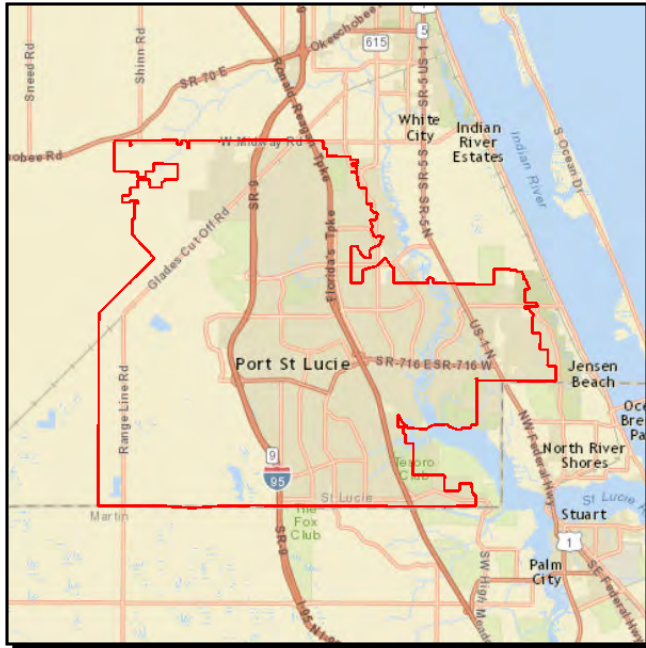
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
OPS	DITS	71,400	73,185	75,015	76,890	0	296,490
OPS	DDR	89,963	93,301	96,465	99,735	0	379,464
Total		161,363	166,486	171,480	176,625	0	675,954

Prior Year Cost: 64,904
Future Year Cost: 0
Total Project Cost: 740,858
LRTP: Page 7-1

CITY OF PORT ST. LUCIE JPA SIGNAL MAINTENANCE &

4379771

Non-SIS



Project Description: OPERATION AND MAINTENANCE OF THE TRAFFIC CONTROL SYSTEM AND INTERSECTIONS ON THE STATE HIGHWAY SYSTEM

Work Summary: TRAFFIC SIGNALS **From:**

To:

Lead Agency: MANAGED BY CITY OF PORT ST. LUCIE **Length:** .000

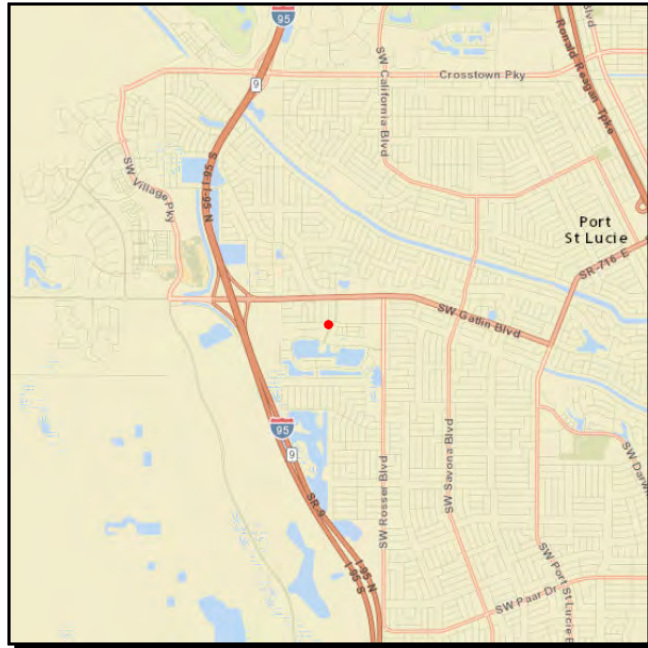
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
OPS	DITS	0	0	0	0	78,812	78,812
OPS	DDR	0	0	0	0	103,111	103,111
Total		0	0	0	0	181,923	181,923

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 181,923
LRTP: Page 7-1

PARK AND RIDE LOT (Jobs Express Terminal)

4226814

Non-SIS



Project Description: Construction of Park & Ride Lot located on FPL and PSL owned land next to Home Depot on Gatlin Blvd.

Work Summary: PARK AND RIDE LOTS **From:**
To:

Lead Agency: Managed by FDOT

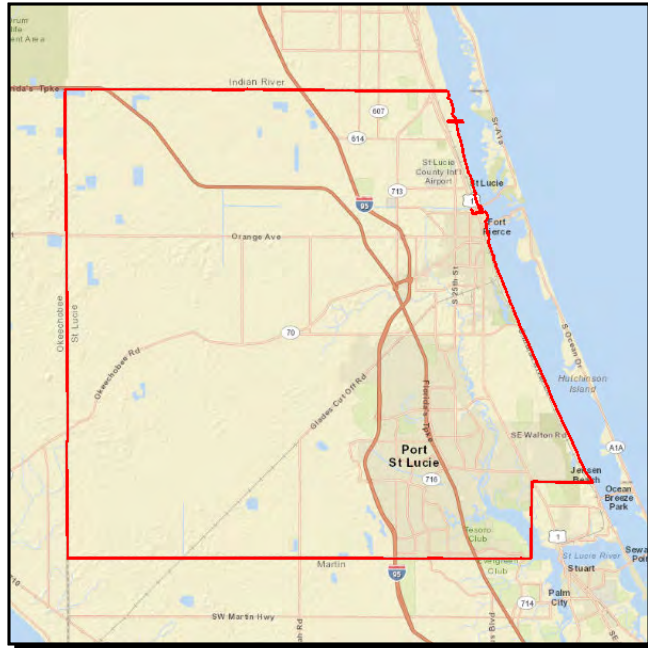
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
ROW	DDR	0	0	0	133,000	0	133,000
ROW	DS	0	0	0	4,089,956	0	4,089,956
ROW	DIH	0	0	0	40,000	0	40,000
CST	DIH	0	0	0	0	141,055	141,055
CST	DDR	0	0	0	0	3,671,894	3,671,894
Total		0	0	0	4,262,956	3,812,949	8,075,905

Prior Year Cost: 578,333
Future Year Cost: 0
Total Project Cost: 8,654,238
LRTP: Page 7-1

SECTION 5307

4134941

Non-SIS



Project Description: CAPITAL AND OPERATION ASSISTANCE FOR FIXED ROUTE

Work Summary: CAPITAL FOR FIXED ROUTE **From:**

To:

Lead Agency: FDOT

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
OPS	FTA	2,200,000	2,200,000	2,200,000	2,200,000	2,200,000	11,000,000
CAP	FTA	494,000	494,000	494,000	494,000	494,000	2,470,000
Total		2,694,000	2,694,000	2,694,000	2,694,000	2,694,000	13,470,000

Prior Year Cost: 17,884,273

Future Year Cost: 0

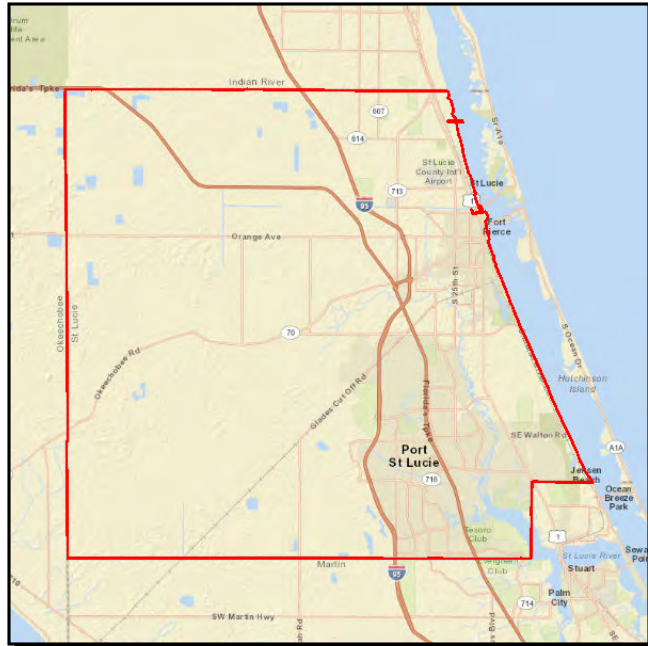
Total Project Cost: 31,354,273

LRTP: Page 7-1

SECTION 5311

4071852

Non-SIS



Project Description: SECTION 5311 SMALL URBAN/RURAL OPERATING/ADMIN ASSISTANCE

Work Summary: OPERATING/ADMIN. ASSISTANCE **From:**

To:

Lead Agency: FDOT

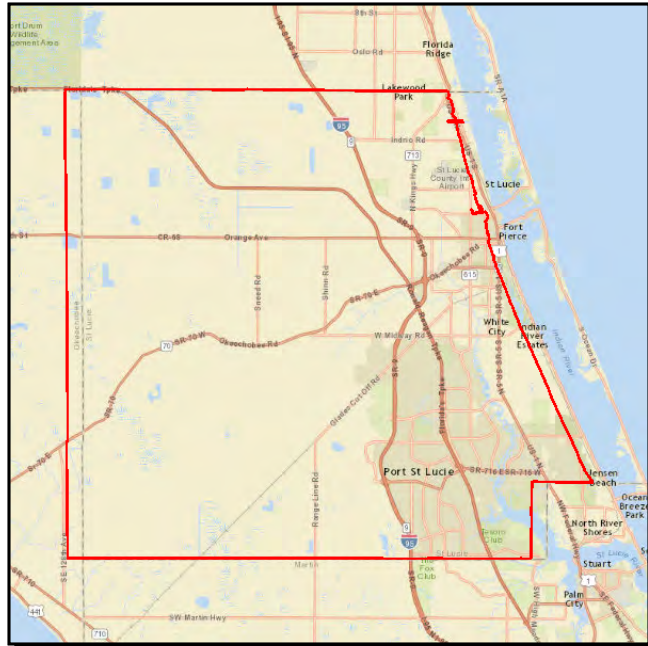
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
OPS	DU	50,980	60,547	63,465	0	0	174,992
OPS	LF	55,113	60,547	63,465	0	0	179,125
Total		106,093	121,094	126,930	0	0	354,117

Prior Year Cost: 210,714
Future Year Cost: 0
Total Project Cost: 564,831
LRTP: Page 7-1

SECTION 5311

4071853

Non-SIS



Project Description: SECTION 5311 SMALL URBAN/RURAL OPERATING/ADMIN

Work Summary: OPERATING/ADMIN. ASSISTANCE **From:**

To:

Lead Agency: MANAGED BY ST. LUCIE COUNTY **Length:** .000

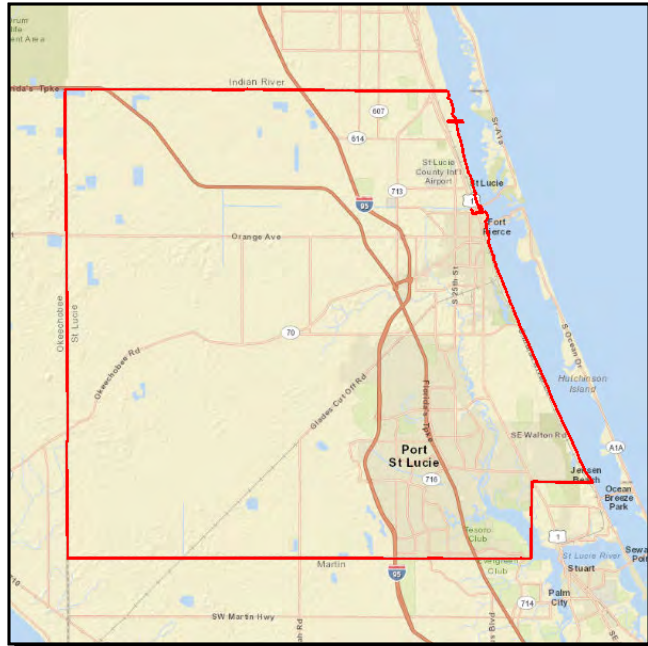
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
OPS	DU	0	0	0	56,000	56,000	112,000
OPS	LF	0	0	0	56,000	56,000	112,000
Total		0	0	0	112,000	112,000	224,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 224,000
LRTP: Page 7-1

SECTION 5339

4345481

Non-SIS



Project Description: ST. LUCIE CO. SECTION 5339 CAPITAL FOR BUS & BUS FACILITIES PROGRAM 16. CAPITAL FOR FIXED ROUTE

Work Summary: CAPITAL FOR FIXED ROUTE **From:**

To:

Lead Agency: ST LUCIE COUNTY **Length:** .000

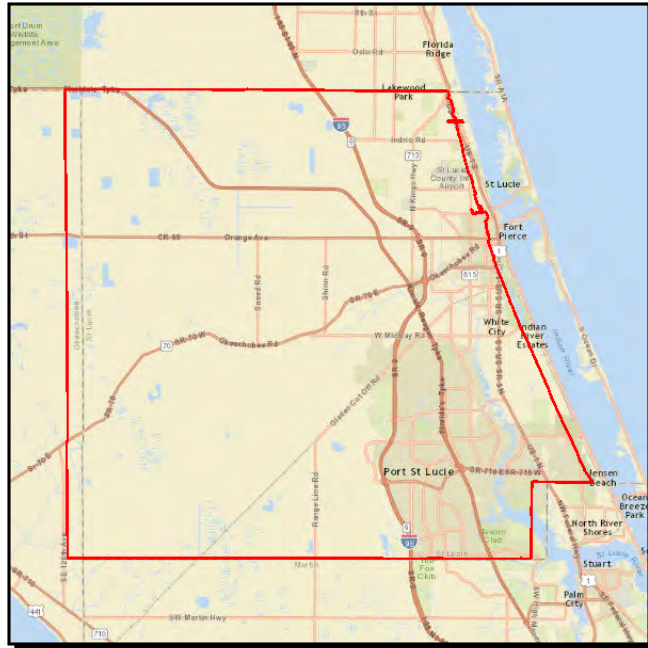
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
CAP	FTA	197,400	197,400	197,400	197,400	197,400	987,000
Total		197,400	197,400	197,400	197,400	197,400	987,000

Prior Year Cost: 592,114
Future Year Cost: 0
Total Project Cost: 1,579,114
LRTP: Page 7-1

ST LUCIE COUNTY JPA SIGNAL MAINTENANCE & OPERATIONS ON

4278058

Non-SIS



Project Description: OPERATION AND MAINTENANCE OF THE TRAFFIC CONTROL SYSTEM AND INTERSECTIONS ON THE STATE HIGHWAY SYSTEM

Work Summary: TRAFFIC SIGNALS **From:**
To:

Lead Agency: MANAGED BY ST LUCIE COUNTY **Length:** .000

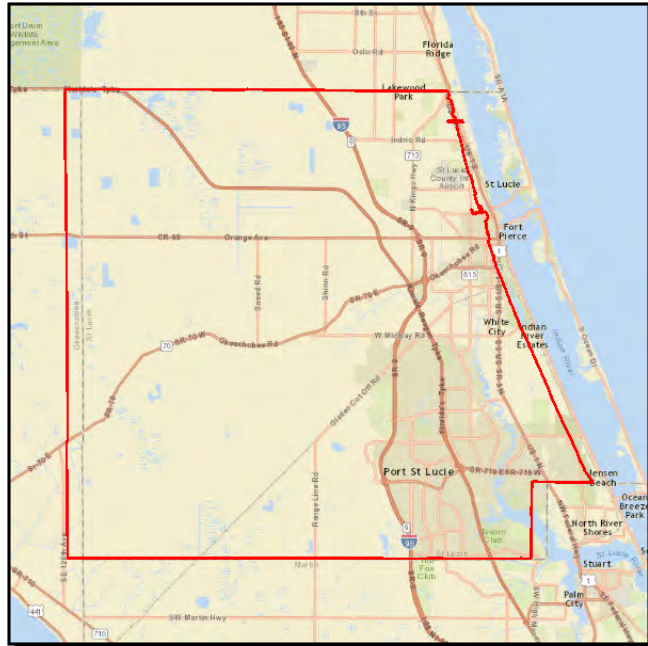
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
OPS	DITS	77,788	79,733	81,726	83,769	0	323,016
OPS	DDR	90,507	93,611	96,819	100,132	0	381,069
Total		168,295	173,344	178,545	183,901	0	704,085

Prior Year Cost: 120,384
Future Year Cost: 0
Total Project Cost: 824,469
LRTP: Page 7-1

ST LUCIE COUNTY JPA SIGNAL MAINTENANCE & OPERATIONS ON

4379761

Non-SIS



Project Description: OPERATION AND MAINTENANCE OF THE TRAFFIC CONTROL SYSTEM AND INTERSECTIONS ON THE STATE HIGHWAY SYSTEM

Work Summary: TRAFFIC SIGNALS **From:**
To:

Lead Agency: MANAGED BY ST LUCIE COUNTY **Length:** .000

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
OPS	DITS	0	0	0	0	85,863	85,863
OPS	DDR	0	0	0	0	103,555	103,555
Total		0	0	0	0	189,418	189,418

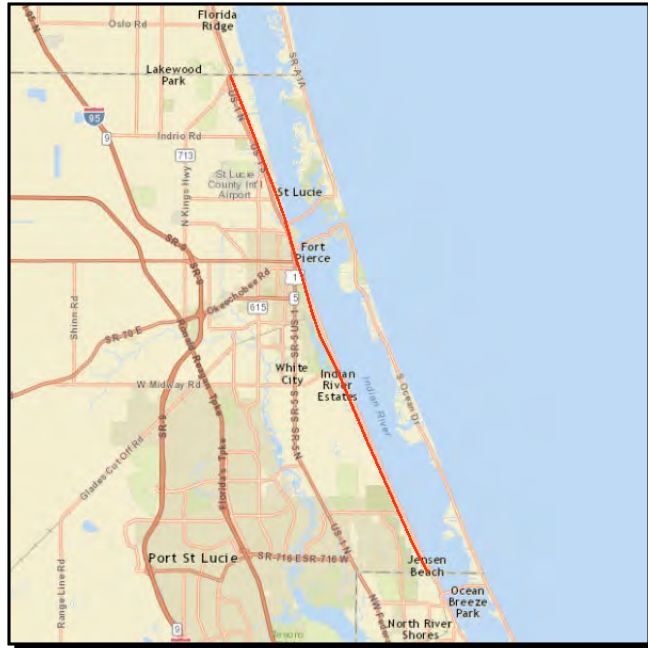
Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 189,418
LRTP: Page 7-1

Section C 4 - Miscellaneous Projects

FEC/AMTRAK PASSENGER SERVICE

4301261

Non-SIS



Project Description: FUNDING FOR OPERATIONAL IMPROVEMENTS

Work Summary: RAIL CAPACITY PROJECT **From:**

To:

Lead Agency: FDOT

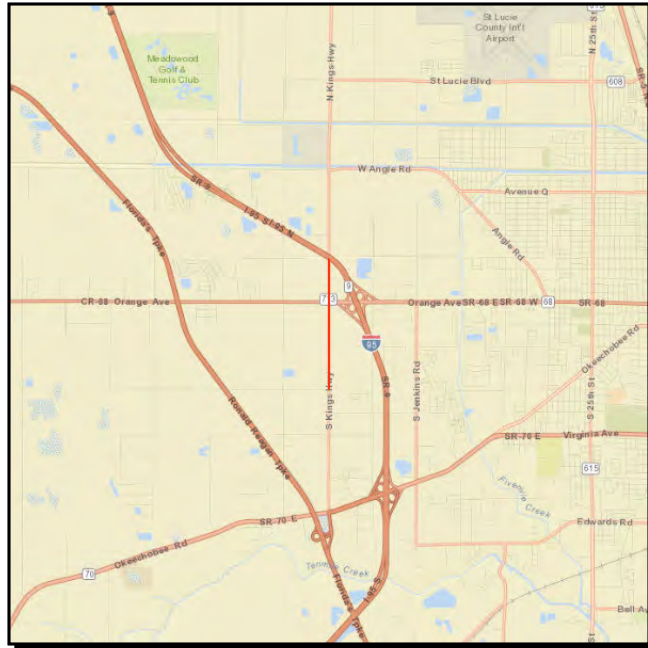
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
OPS	GMR	25,000,000	0	0	0	0	25,000,000
Total		25,000,000	0	0	0	0	25,000,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 25,000,000
LRTP: Page 7-1

KINGS HWY / SR-713

4380411

Non-SIS



Project Description: DESIGN OF STAND ALONE LANDSCAPE PROJECT LANDSCAPE FOR 230256-7

Work Summary: LANDSCAPING
From: NORTH OF PICOS RD
To: NORTH OF SR-9/I-95 OVERPASS

Lead Agency: Managed by FDOT
Length: 1.552

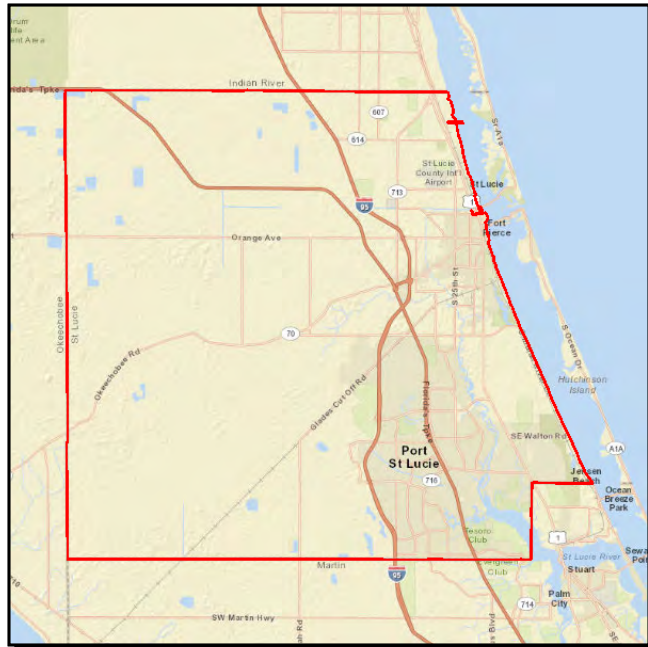
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
PE	DDR	0	0	0	0	15,000	15,000
PE	DIH	0	0	0	0	5,000	5,000
Total		0	0	0	0	20,000	20,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 20,000
LRTP: Page 7-1

MOWING AND LITTER

2340035

Non-SIS



Project Description: MOWING AND LITTER

Work Summary: ROUTINE MAINTENANCE **From:**

To:

Lead Agency: FDOT

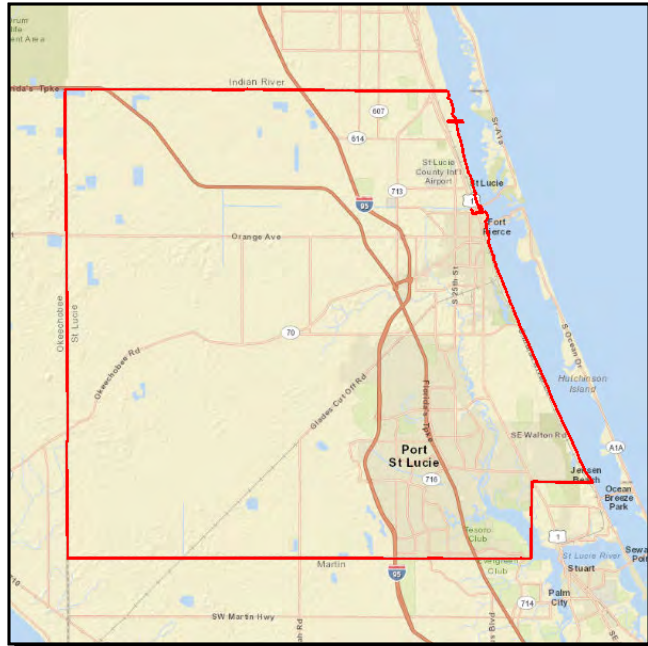
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
MNT	D	144,000	0	0	0	0	144,000
Total		144,000	0	0	0	0	144,000

Prior Year Cost: 288,000
Future Year Cost: 0
Total Project Cost: 432,000
LRTP: Page 7-1

MOWING AND LITTER

2340036

Non-SIS



Project Description: ST. LUCIE - PRIMARY MOWING AND LITTER CONTRACT

Work Summary: ROUTINE MAINTENANCE **From:**

To:

Lead Agency: FDOT

Length: .000

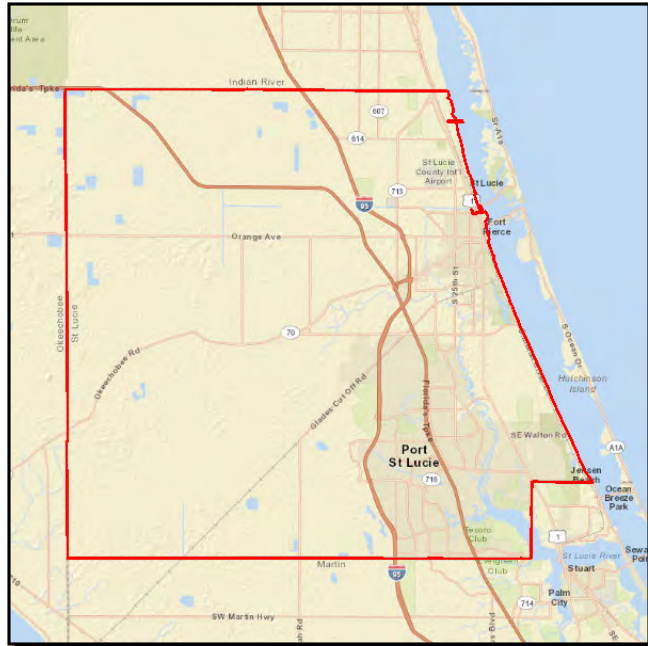
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
MNT	D	0	210,000	210,000	210,000	0	630,000
Total		0	210,000	210,000	210,000	0	630,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 630,000
LRTP: Page 7-1

ROUTINE MAINTAINANCE

2343761

SIS



Project Description: ROUTINE MAINTENANCE OF INTERSTATE AND ROADWAY

Work Summary: ROUTINE MAINTENANCE **From:**

To:

Lead Agency: FDOT

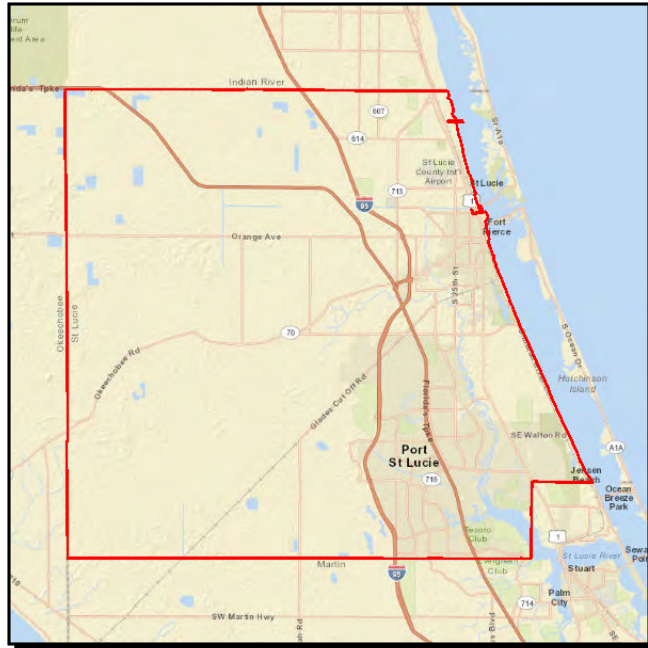
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
MNT	D	400,000	100,000	100,000	100,000	0	700,000
Total		400,000	100,000	100,000	100,000	0	700,000

Prior Year Cost: 5,952,004
Future Year Cost: 0
Total Project Cost: 6,652,004
LRTP: Page 7-1

SIGN REPAIR/REPLACEMENT

2338591

Non-SIS



Project Description: ST LUCIE COUNTY SIGN REPAIR/REPLACEMENT ON STATE HWY SYSTEM

Work Summary: ROUTINE MAINTENANCE
From: STATE HWY SYS
To: ROADWAY

Lead Agency: FDOT

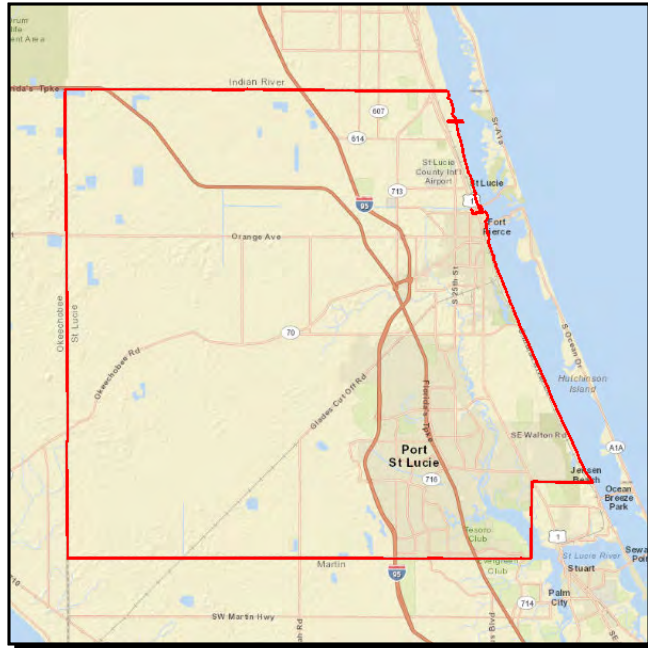
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
MNT	D	2,200,000	2,200,000	2,200,000	2,200,000	0	8,800,000
Total		2,200,000	2,200,000	2,200,000	2,200,000	0	8,800,000

Prior Year Cost: 48,840,985
Future Year Cost: 0
Total Project Cost: 57,640,985
LRTP: Page 7-1

SIGN REPAIR/REPLACEMENT

2338592

Non-SIS



Project Description: SIGN REPAIR/REPLACEMENT ON STATE HWY SYSTEM ST. LUCIE CO STATE HWY SYS BRIDGES

Work Summary: ROUTINE MAINTENANCE **From:**

To:

Lead Agency: FDOT

Length: .000 M

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
MNT	D	70,000	70,000	70,000	70,000	0	280,000
Total		70,000	70,000	70,000	70,000	0	280,000

Prior Year Cost: 1,196,705

Future Year Cost: 0

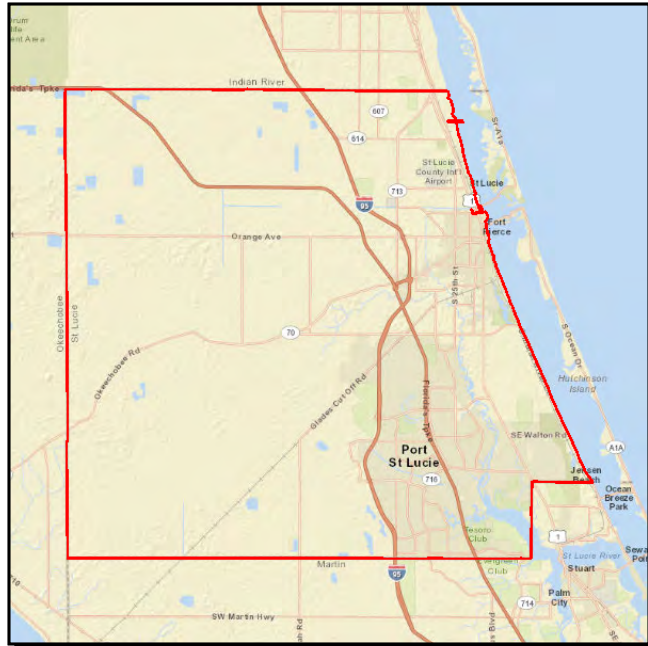
Total Project Cost: 1,476,705

LRTP: Page 7-1

ST. LUCIE ROUTINE MAINTAINANCE

2343762

SIS



Project Description: ST. LUCIE CO INTERSTATE BRIDGES

Work Summary: ROUTINE MAINTAINANCE **From:**

To:

Lead Agency: Managed by FDOT **Length:** .000

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
MNT	D	5,000	2,000	2,000	2,000	0	11,000
Total		5,000	2,000	2,000	2,000	0	11,000

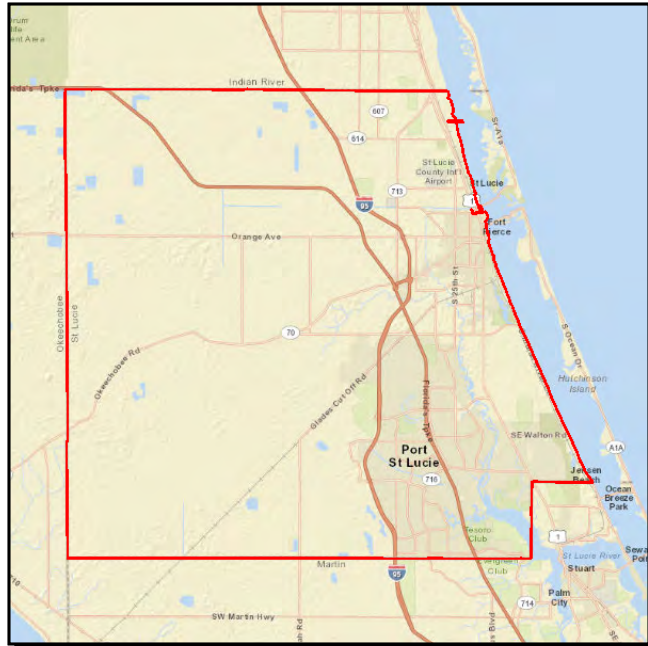
Prior Year Cost: 208,217
Future Year Cost: 0
Total Project Cost: 219,217
LRTP: Page 7-1

Section C 5 - Planning

SECTION 5305D

4137372

Non-SIS



Project Description: Transit Planning funded by FTA and conducted by St. Lucie TPO

Work Summary: PTO STUDIES **From:**
To:

Lead Agency: FDOT

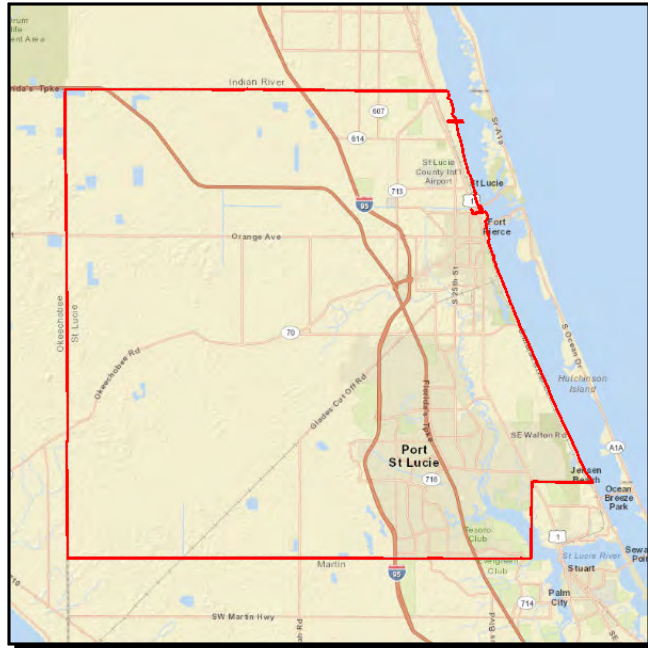
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
PLN	DPTO	11,710	11,529	11,529	11,529	0	46,297
PLN	DU	93,679	92,229	61,465	71,465	92,229	411,067
PLN	LF	11,710	11,529	11,529	11,529	0	46,297
Total		117,099	115,287	84,523	94,523	92,229	503,661

Prior Year Cost: 147,855
Future Year Cost: 0
Total Project Cost: 651,516
LRTP: Page 7-1

UPWP FY 2016/17 - FY 2017/18

4236043

Non-SIS



Project Description: Unified Planning Work Program (UPWP) FY 2016/17 & 2017/18

Work Summary: TRANSPORTATION PLANNING
From: FY 2016/2017
To: FY 2017/2018

Lead Agency: FDOT

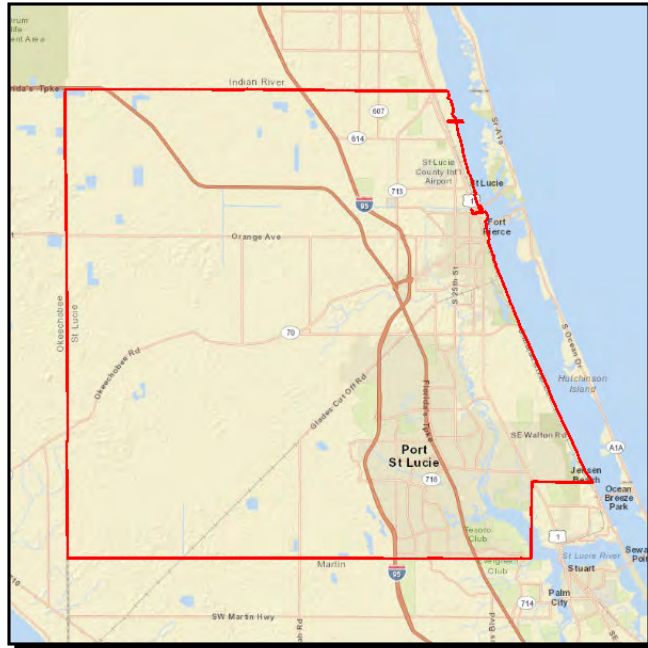
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
PLN	PL	0	501,289	0	0	0	501,289
Total		0	501,289	0	0	0	501,289

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 501,289
LRTP: Page 7-1

UPWP FY 2018/19 - FY 2019/20

4236044

Non-SIS



Project Description: Unified Planning Work Program (UPWP) FY 2018/2019 & 2019/2020

Work Summary: TRANSPORTATION PLANNING **From:** FY 2018/2019

To: FY 2019/2020

Lead Agency: ST LUCIE COUNTY **Length:** .000

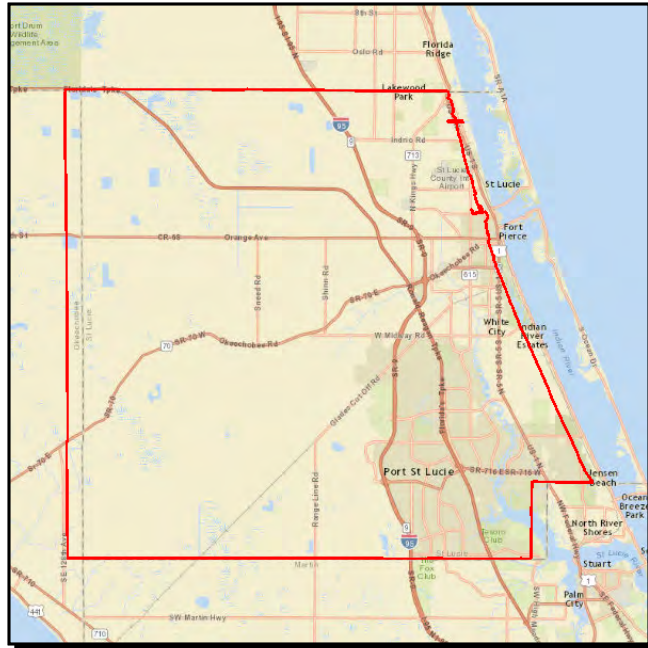
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
PLN	PL	0	0	501,289	501,289	0	1,002,578
Total		0	0	501,289	501,289	0	1,002,578

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 1,002,578
LRTP: Page 7-1

UPWP FY 2020/21 - 2021/22

4236045

Non-SIS



Project Description: ST. LUCIE UPWP FY 2020/2021 - 2021/2022

Work Summary: TRANSPORTATION PLANNING **From:** FY 2020/2021

To: FY 2021/2022

Lead Agency: Responsible Agency Not Available **Length:** .000

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
PLN	PL	0	0	0	0	501,289	501,289
Total		0	0	0	0	501,289	501,289

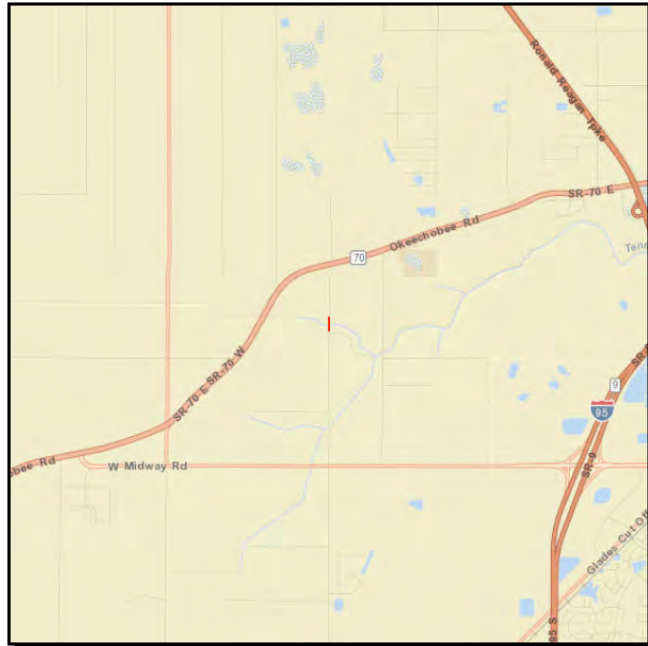
Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 501,289
LRTP: Page 7-1

Section C 6 - Bridge Projects

BRIDGE 940031 McCARTY ROAD

4343601

Non-SIS



Project Description: REPLACE CR-712A/MCCARTY ROAD BRIDGE #940031 OVER NORTH CROSSING OF TEN MILE CREEK

Work Summary: BRIDGE REPLACEMENT **From:** South end of Bridge
To: North End of Bridge

Lead Agency: Managed by FDOT **Length:** .023 MI

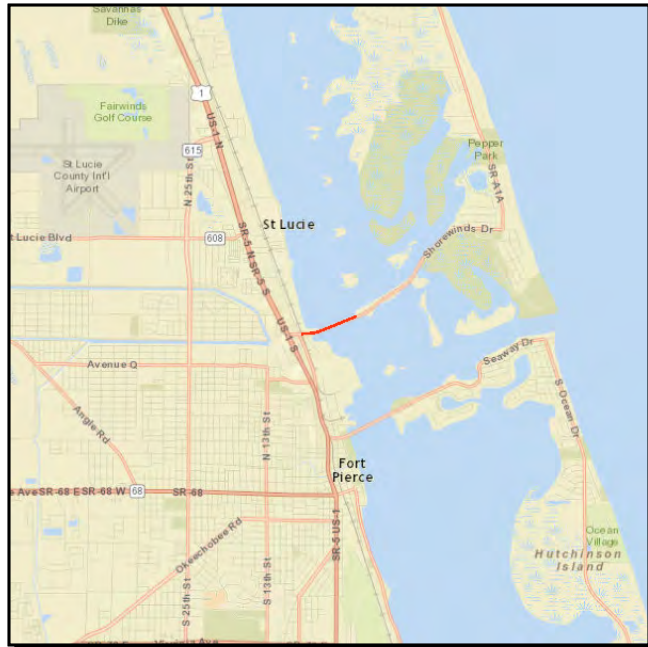
Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
CST	SA	329,071	0	0	0	0	329,071
CST	ACBR	1,851,387	0	0	0	0	1,851,387
INC	SA	0	150,000	0	0	0	150,000
Total		2,180,458	150,000	0	0	0	2,330,458

Prior Year Cost: 512,484
Future Year Cost: 0
Total Project Cost: 2,842,942
LRTP: Page 6-2

BRIDGE 940045 N. CAUSEWAY

4299362

Non-SIS



Project Description: REPLACE SR-A1A NORTH BRIDGE OVER ICWW BRIDGE #940045

Work Summary:

From: US 1

To: 2,000' East of East Bridge Terminus

Lead Agency:

Managed by FDOT

Length: .389 MI

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
ROW	ACBR	414,000	1,244,305	2,765,000	19,000	901,348	5,343,653
ENV	ACBR	525,000	0	0	0	0	525,000
ROW	BRP	0	2,000,000	0	925,000	0	2,925,000
RRU	ACBR	0	100,000	0	0	0	100,000
CST	SA	0	0	188,240	0	0	188,240
CST	DIH	0	0	167,442	0	0	167,442
CST	ACBR	0	0	41,852,552	0	0	41,852,552
CST	DDR	0	0	1,056,676	0	0	1,056,676
CST	DS	0	0	17,381,332	0	0	17,381,332
Total		939,000	3,344,305	63,411,242	944,000	901,348	69,539,895

Prior Year Cost: 7,375,405

Future Year Cost: 0

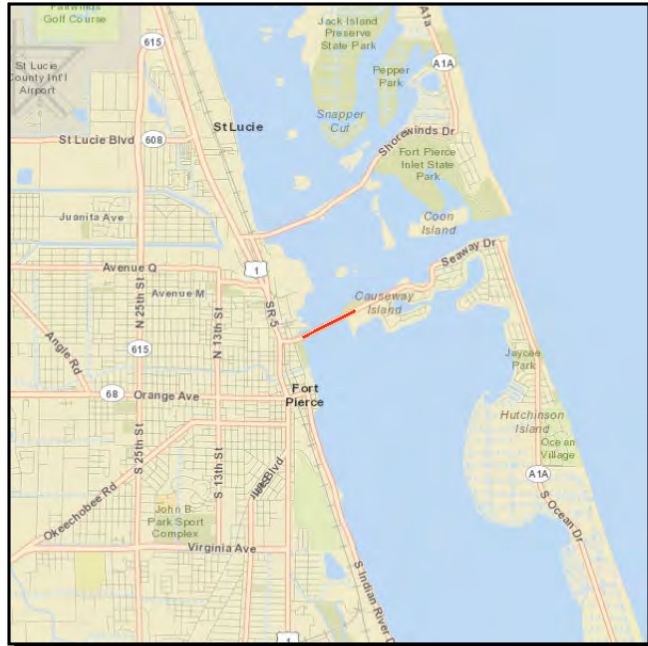
Total Project Cost: 76,915,300

LRTP: Page 6-2

BRIDGE 940094 SEAWAY DRIVE

4268401

Non-SIS



Project Description: South Causway Bridge Repair / Rehabilitation 940094
SR-A1A PETER J. COBB

Work Summary: **From:** East end of Bridge
To: West End of Bridge

Lead Agency: Managed by FDOT **Length:** .023 miles

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
CST	BRRP	5,833,146	0	0	0	0	5,833,146
CST	DIH	148,133	0	0	0	0	148,133
Total		5,981,279	0	0	0	0	5,981,279

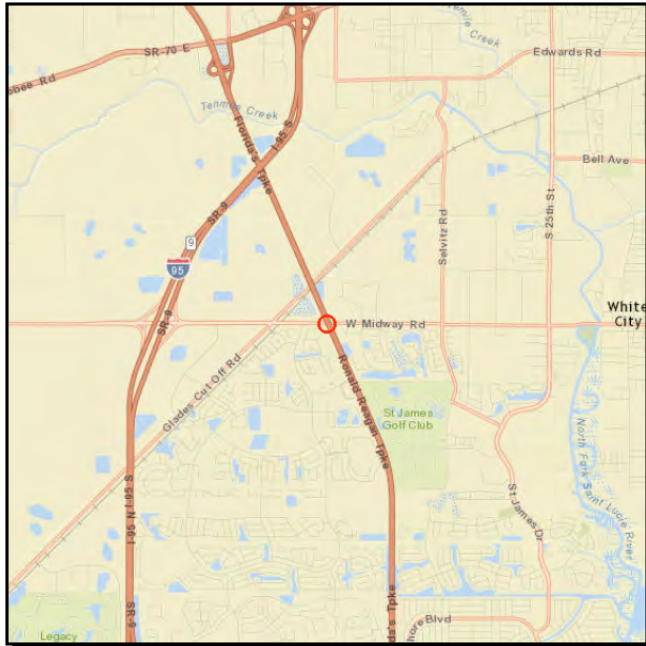
Prior Year Cost: 574,885
Future Year Cost: 0
Total Project Cost: 6,556,164
LRTP: Page 6-2

Section C 7 - Turnpike Enterprise Projects

BRIDGE 940050 MIDWAY ROAD

4354101

SIS



Project Description: PAINT BRIDGE 940050, (CR 712 / MIDWAY RD, OVER TPK) (TPK MP 150.5)

Work Summary:

From:

To:

Lead Agency:

Managed by FDOT

Length: .032 MI

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
PE	PKYR	44,920	0	0	0	0	44,920
CST	PKYR	0	328,351	0	0	0	328,351
Total		44,920	328,351	0	0	0	373,271

Prior Year Cost: 231
Future Year Cost: 0
Total Project Cost: 373,502
LRTP: Page 7-1

Section C 8 - Seaport Projects

PORT OF FT. PIERCE FISHERMAN'S WHARF PROPERTY

4387911

Non-SIS



Project Description: JPA WITH PORT OF FT. PIERCE FOR PROPERTY ACQUISITION

Work Summary: SEAPORT CAPACITY PROJECT **From:**

To:

Lead Agency: Responsible Agency Not Available **Length:** .000

Phase	Fund Source	2016/17	2017/18	2018/19	2019/20	2020/21	Total
CAP	PORT	255,000	0	0	0	0	255,000
ADM	DDR	255,000	0	0	0	0	255,000
Total		510,000	0	0	0	0	510,000

Prior Year Cost: 255,000
Future Year Cost: 0
Total Project Cost: 765,000
LRTP: Page 7-1

D. LIST OF PRIORITY PROJECTS



2015/16 List of Priority Projects (LOPP)

(Adopted August 5, 2015)

Master List

2015/16 Priority Ranking	Major Gateway Corridor? ¹	Facility	Project Limits		Project Description	Project Status/Notes	In RL RTP ² Cost Feasible Plan?	Estimated Cost	2014/15 Priority Ranking
			From	To					
1	Yes	Port St. Lucie Boulevard	Paar Drive	Darwin Boulevard	Add 2 lanes, sidewalks, bicycle lanes	PE ³ in process	Yes	\$11,700,000 ⁴	2
2	Yes	Midway Road	Glades Cut Off Road	Selvitz Road	Add 2 lanes, sidewalks, bicycle lanes	PD&E ⁵ in process	Yes	\$19,000,000 ⁶	3
3	N/A ⁷	U.S. Highway 1 Intersection	At Virginia Avenue		Construct SB right-turn lane	PE to start in FY 2016/17	Yes	\$1,537,000 ⁸	4
4	N/A	St. Lucie TPO Advanced Transportation Management System (ATMS) Phase I	U.S. Highway 1		Fiber optic infrastructure, cameras, poles, and data collection devices to connect 56 intersections	PE in process	Yes	\$3,300,000 ⁹	5
			Turnpike Feeder Road	Savanna Club Boulevard					
			Okeechobee Road (SR-70)						
			Kings Highway	U.S. Highway 1					
5	Yes	Port St. Lucie Boulevard	Becker Road	Paar Drive	Add 2 lanes, sidewalks, bicycle lanes		Yes	\$9,600,000 ⁴	6
6	Yes	Kings Highway	I-95 Overpass	St. Lucie Boulevard	Add 2 lanes, sidewalks, bicycle lanes		Yes	\$29,520,000 ¹⁰	N/R ¹¹

¹Landscape funding eligibility for capacity projects based on 2012 FDOT Landscape Policy

²RLRTP: *2035 St. Lucie/Martin Regional Long Range Transportation Plan, February 2011*

³PE: Preliminary Engineering

⁴Source: *Port St. Lucie Boulevard, Becker Road to Darwin Boulevard Project Development & Environment Study, September 2014*

⁵PD&E: Project Development & Environment Study

⁶Source: *2035 St. Lucie/Martin Regional Long Range Transportation Plan, February 2011*

⁷N/A: Not Applicable

⁸Source: *St. Lucie TPO Transportation Improvement Program FY 2015/16 – FY 2019/20*

⁹Source: *Advanced Transportation Management System (ATMS) Master Plan for St. Lucie County, February 2013*

¹⁰Source: *Kings Highway Project Development & Environment Study, July 2012*

¹¹N/R: Not Ranked

Congestion Management Process (CMP) List

(The St. Lucie TPO's allocation of urban-attributable Federal funds to CMP projects is \$300,000 - \$400,000 annually)

2015/16 Priority Ranking	Facility/Intersection	Project Description	Project Status/Notes	Estimated Cost¹	CMP Plan² Ranking	2014/15 Priority Ranking
1	California Boulevard at University Boulevard	Construct a roundabout		\$350,000	1	1
2	California Boulevard at Del Rio Boulevard	Construct a roundabout		\$350,000	2	2
3	St. Lucie West Boulevard at Peacock Boulevard	Extend the southbound innermost left-turn lane and incorporate signal timing adjustments		\$100,000	3	3
4	Port St. Lucie Boulevard at Floresta Boulevard	Extend westbound right-turn lane		\$350,000	4	4

¹Source of Estimated Cost: CMP Plan, unless otherwise noted

²CMP Plan: *St. Lucie Transportation Planning Organization Congestion Management Process Revised Implementation Plan, 2015*

Transit

2015/16 Priority Ranking	Facility/Equipment/Service	Project Location/Description	Is funding for Capital or Operating?	In RLRTP ¹ or TDP ² ?	Estimated Cost ³	2014/15 Priority Ranking
1	Vehicle Purchases	New/replacement buses for new and expanded services as specified in TDP	Capital	Yes	\$2,000,000	1
2	Bus Stop and Park and Ride Infrastructure	Miscellaneous locations along the fixed routes with priority at transfer locations	Capital	Yes	\$75,000 (for bus shelters)	7
3	Expanded Local Services	Routes 1, 2 & 3 - Improve frequency to 30 minutes	Operating	Yes	\$1,000,000	4
4	New Bus Services	New bus service via intermodal facility along 25th Street	Operating	Yes	\$500,000	N/R ⁴
5	I-95 Express Regional Bus Service	To Palm Beach County	Operating	Yes	\$500,000	6
6	St. Lucie Transit Administration and Operations Facility	Centralized facility for transit operations and bus maintenance	Capital	Yes	\$9,800,000	8

¹RLRTP: 2035 St. Lucie/Martin Regional Long Range Transportation Plan, February 2011

²TDP: St. Lucie County FY 2015-FY 2024 Transit Development Plan Major Update, June 2014

³Source of Estimated Cost: Tables 9-1, 9-3, 9-9, and 9-10 of TDP, unless otherwise noted

⁴N/R: Not Ranked

Transportation Alternatives (TA) Projects

2015/16 Priority Ranking	Score ¹	Facility	Project Limits		Project Description	Project Source	Estimated Cost ²	2014/15 Priority Ranking
			From	To				
1	40.0	Parr Drive	Port St. Lucie Boulevard	Darwin Boulevard	Sidewalk-1.0 miles	2015 TA Grant Application ³	\$569,984	8
2	34.0	Oleander Avenue	Midway Road	Market Avenue	Sidewalk-1.3 miles	2015 TA Grant Application ⁴	\$917,653	16
3	46.5	Walton Road	Lennard Road	Green River Parkway	Sidewalk-1.1 miles	St. Lucie County School District	\$483,000	2
4	43.5	17th Street Sidewalk Gaps	Georgia Avenue	Avenue Q	Sidewalk-1.7 miles	2010/11 LOPP	\$170,000 ⁵	3
5	43.0	East Torino Parkway	Volucia Drive	Conus Street	Sidewalk-0.4 miles	St. Lucie County School District	\$168,000	4
6	42.0	East Torino Parkway	Peacock Apartments	C-106 Canal	Sidewalk-0.3 miles	2013 TA Grant Application	\$207,730	5
7	41.5	North Macedo Boulevard	Selvitz Road	St. James Drive	Sidewalk-1.0 miles	Port St. Lucie Sidewalk List	\$525,220	6
7	41.5	Selvitz Road	Milner Drive	Peachtree Boulevard	Sidewalk-0.8 miles	2010/11 LOPP	\$337,920 ⁶	6
9	38.5	Thornhill Drive	Bayshore Boulevard	Airosa Boulevard	Sidewalk-1.0 miles	Port St. Lucie Sidewalk List	\$594,820	9
10	36.5	Parr Drive	Savona Boulevard	Port St. Lucie Boulevard	Sidewalk-0.8 miles	Port St. Lucie Sidewalk List	\$344,050	10
10	36.5	29th Street Sidewalk Gaps	Avenue I	Avenue Q	Sidewalk-0.5 miles	2010/11 LOPP	\$50,000 ⁵	10
10	36.5	Boston Avenue	25th Street	13th Street	Sidewalk-0.8 miles	2010/11 LOPP	\$80,000 ⁵	10
13	36	Floresta Drive	Port St. Lucie Boulevard	Streamlet Avenue	Sidewalk-1.0 mile	Port St. Lucie Sidewalk List #7	\$759,730	13
14	35.5	Curtis Street	Prima Vista Boulevard	Floresta Drive	Sidewalk-0.5 miles	Port St. Lucie Sidewalk List	\$461,620	14
15	34.5	Weatherbee Road	U.S. Highway 1	Oleander Avenue	Sidewalk-0.5 miles	St. Lucie County School District	\$226,000	15
16	34.0	Oleander Avenue	Midway Road	Saeger Avenue	Sidewalk-1.5 miles	St. Lucie County School District	\$672,000	16
16	34.0	Volucia Drive	Blanton Boulevard	Torino Parkway	Sidewalk-1.0 miles	St. Lucie County School District	\$441,840	16
18	32.5	29th Street	Avenue Q	Avenue T	Sidewalk-0.1 miles	2010/11 LOPP	\$10,000 ⁵	19
19	31.5	Alcantarra Boulevard	Port St. Lucie Boulevard	Savona Boulevard	Sidewalk-0.8 miles	St. Lucie County School District	\$357,000	20
20	29.5	Floresta Drive	Port St. Lucie Boulevard	Southbend Boulevard	Sidewalk-0.6 miles	Port St. Lucie Sidewalk List #8	\$489,821	21
21	28.5	Rosser Boulevard	Newport Isle	Bamberg Street	Sidewalk-2.1 miles	Port St. Lucie Sidewalk List #1	\$1,014,813	22
22	25.5	Import Drive	Gatlin Boulevard	Savage Boulevard	Sidewalk-2.0 miles	Port St. Lucie Sidewalk List #3	\$1,255,161	23

2015/16 Priority Ranking	Score ¹	Facility	Project Limits		Project Description	Project Source	Estimated Cost ²	2014/15 Priority Ranking
			From	To				
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23	21.5	Southbend Boulevard	Oakridge Drive	Eagle Drive	Bridge and Sidewalk- 0.2 miles	Port St. Lucie Sidewalk List #13	\$1,526,084	24
25	20.5	Savage Boulevard	Import Drive	Gatlin Boulevard	Sidewalk-1.7 miles	Port St. Lucie Sidewalk List #4	\$1,293,199	26
25	20.5	Bayshore Boulevard	Mountwell Street	Port St. Lucie Boulevard	Sidewalk-0.8 miles	Port St. Lucie Sidewalk List #6	\$695,496	26
25	20.5	Emil Avenue	Oleander Avenue	U.S. Highway 1	Sidewalk-0.4 miles	2014 TA Grant Application	\$347,487	26
28	20.0	Traffic Signal Preemption Technology	Various	Various	50 Intersections 55 Fire/EMS vehicles	St. Lucie County Fire District	\$750,000	29
29	19.5	Oakridge Drive	Southbend Drive	Mountwell Street	Sidewalk-0.8 miles	Port St. Lucie Sidewalk List #5	\$736,575	30
29	19.5	Tiffany Avenue	Lennard Road	Grand Drive	Sidewalk-0.9 miles	Port St. Lucie Sidewalk List #9	\$365,843	30
29	19.5	Selvitz Road	Floresta Drive	Bayshore Boulevard	Sidewalk-0.5 miles	Port St. Lucie Sidewalk List #10	\$962,435	30
29	19.5	Cashmere Boulevard	Charter School	Westgate K-8 School	Sidewalk-1.0 miles	Port St. Lucie Sidewalk List #11	\$590,464	30
29	19.5	Idol Drive	Charter School	Savona Boulevard	Sidewalk-0.7 miles	Port St. Lucie Sidewalk List #12	\$483,037	30
34	17.0	Bicycle Facilities Improvement Program	Various	Various	Install various bicycle facilities	2011 TE Grant Application	\$401,353	35
35	5.0	West Cedar Pedestrian Mall	2nd Street	FEC Railroad	Streetscape improvements	2011 TE Grant Application	\$440,756	36

¹Scoring is based on the St. Lucie TPO TA Project Prioritization Methodology

²Source of Estimated Cost: Project Source, unless otherwise noted

³Construction funding is anticipated to be fully programmed in the upcoming FDOT Tentative Work Program as a result of the 2015 TA Grant Cycle

⁴Construction funding was partially awarded as a result of the 2015 TA Grant Cycle

⁵Estimated cost is based on an assumed cost of \$100,000 per mile

⁶Source: City of Port St. Lucie Engineering Department

E. PERFORMANCE MANAGEMENT

Table E-1 presents the performance measures for the Go2040 LRTP and demonstrates their consistency with proposed State and Federal performance measures.

Table E-1: Goals, Objectives and Performance Measures

Goals		Objectives	Performance Measures	MAP-21 PM	FDOT PM
1	Economic Prosperity and Growth	Enable people and goods to move around efficiently.	Lane miles of additional capacity along existing congested (V/C>0.85) corridors	Yes	Yes
			% truck miles severely congested	Yes	Yes
		Increase transportation options and improve access to destinations that support prosperity and growth.	% population within ¼ mile of Activity Centers		
			Transit routes providing access to Activity Centers		
2	Choices	Improve bike/pedestrian and public transportation networks.	% of roadways with sidewalks and bike lanes	Yes	Yes
			% of transit stops with sidewalk access	Yes	Yes
		Provide for transportation needs of transportation disadvantaged that may include use of automated vehicles.	Miles of fixed route transit service	Yes	Yes
			% of low-income, older adults, persons with disabilities within ¼ mile of transit route	Yes	Yes
3	Existing Assets and Services	Maintain condition of existing transportation assets.	Pavement condition, 70 or less		
			Bridge condition, 50 or less		
			Percent transit fleet beyond useful life		
		Improve efficiency of existing transportation services.	VMT of roads operating at adopted LOS		
4	Cooperation	Facilitate unified transportation decision-making through intergovernmental cooperation.	Attendance at TPO meetings		
			Collaboration opportunities with local and resource agencies		
		Ensure community participation is representative.	Collaboration opportunities with community and public groups		
			Opportunities for engagement in traditionally underserved areas		
5	Health and Environment	Support healthy living strategies, programs, and improvements.	Community Walkscores		
			Number of bicycle riders		
		Make transportation investments that minimize impacts to natural environment and allocate resources toward mitigation.	Number of additional roadway lane miles of impacting environmentally-sensitive areas		
			Increase transit frequency and span of service		
6	Safety and Security	Improve safety of transportation system that may include incorporation of infrastructure in support of automated vehicles.	Number and rate of fatalities/serious injuries, motorized	Yes	Yes
			Number of fatalities/serious injuries, non-motorized	Yes	Yes
		Improve the transportation system's stability/resiliency in the event of climate change, emergencies or disasters	Number of projects permanently inundated by Mean Sea Level (MSL + 5 inches)		

Table E-2 presents initial performance targets. These performance targets are based on current available data. Performance targets may require additional data collection efforts by the TPO, and the performance measures will be updated going forward on an annual basis.

Table E-2: L RTP Performance Targets

Goal	Objectives	Performance Measures	E+C with 2040 SE Data	Adopted Needs Plan	Adopted Cost Feasible Plan
1	Enable people and goods to move around efficiently.	Lane miles of additional capacity along existing congested (V/C>0.85) corridors	Base	53	15
		% truck miles severely congested	16.07	1.575	2.87
	Increase transportation options and improve access to destinations that support prosperity and growth.	% population within ¼ mile of Activity Centers	21%	16%	16%
		Transit routes providing access to Activity Centers	7	17	7
2	Improve bike/pedestrian and public transportation networks.	% of roadways with sidewalks and bike lanes	46%	59%	43%
		% of transit stops with sidewalk access	86%	85%	86%
	Provide for transportation needs of transportation disadvantaged that may include use of automated vehicles.	Miles of fixed route transit service	74	104	74
		% of low-income, older adults, persons with disabilities within ¼ mile of transit route	25%	33%	19%
3	Maintain condition of existing transportation assets.	Pavement condition, 70 or less	n/a	n/a	n/a
		Bridge condition, 50 or less	n/a	n/a	n/a
		Percent transit fleet beyond useful life	n/a	n/a	n/a
	Improve efficiency of existing transportation services.	VMT of roads operating at adopted LOS	440,060	474,940	456,076
		Passenger trips per vehicle mile of service ⁽¹⁾	0.57	n/a	n/a
4	Facilitate unified transportation decision-making through intergovernmental cooperation.	Attendance at TPO meetings	n/a	n/a	n/a
		Collaboration opportunities with local and resource agencies	n/a	n/a	n/a
	Ensure community participation is representative.	Collaboration opportunities with community and public groups	13	12	8
		Opportunities for engagement in traditionally underserved areas	6	6	4
5	Support healthy living strategies, programs, and improvements.	Community Walkscores	n/a	n/a	n/a
		Number of bicycle riders	n/a	n/a	n/a
	Make transportation investments that minimize impacts to natural environment and allocate resources toward mitigation.	Number of additional roadway lane miles impacting environmentally-sensitive areas	5.51	32.96	0.01
		Increase transit frequency and span of service	60 min	Routes 1-3: 30 min. headway, add Saturday Service; 10 new routes	Routes 1-3: 30 min. headway, add Saturday Service
6	Improve safety of transportation system that may include incorporation of infrastructure in support of automated vehicles.	Number and rate of fatalities/serious Injuries, motorized ⁽²⁾	17 / 348	n/a	n/a
		Number of fatalities/serious Injuries, non-motorized ⁽³⁾	21 / 602	n/a	n/a
	Improve the transportation system’s stability/resiliency in the event of climate change, emergencies or disasters	Number of projects permanently inundated by Mean Sea Level (MSL + 5 inches) ⁽⁴⁾	0	0	0

1 – National Transit Database, 2014 Reporting Year; 2 – Motorcycle crashes from 2010 to 2014 reported in St. Lucie County.;

3 – Pedestrian and bicycle crashes from 2010 to 2014 reported in St. Lucie County.; 4 – Results from Florida Sea Level Scenario Sketch Planning Tool, based on USACE High projections in 2040.

Appendix

A

Example Public Comment Notice



TRANSPORTATION IMPROVEMENT PROGRAM PUBLIC COMMENT OPPORTUNITIES

Public comment opportunities are provided for the draft FY 2016/17–FY 2020/21 Transportation Improvement Program (TIP) of the St. Lucie Transportation Planning Organization (TPO). The TIP identifies the phases of the transportation projects that are expected to occur within the TPO area over the next 5 years.

To Obtain the TIP for Review

- 1) Appear in person or write to the St. Lucie TPO at 466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida, 34953
- 2) Call 772-462-1593
- 3) Access the TPO website at www.stlucietpo.org

To Provide Comments on the TIP

- 1) Write to the St. Lucie TPO at 466 SW Port St. Lucie Blvd, Suite 111, Port St. Lucie, Florida, 34953
- 2) Call 772-462-1593
- 3) Email TPOAdmin@stlucieco.org
- 4) Appear in person at the following upcoming, public St. Lucie TPO Board Meeting:
June 1, 2016, 2:00pm
Coco Vista Centre
466 SW Port St. Lucie Boulevard, Suite 111
Port St. Lucie, Florida

For Special Assistance

Disabled: Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact Marceia Lathou at 772-462-1593 at least five days prior to the meeting. Persons who are hearing or speech impaired may use the Florida Relay System by dialing 711.

Kreyol Aysiyen: Si ou ta renmen resevwa enfòmasyon sa a nan lang Kreyòl Aysiyen, tanpri rele nimewo 772-462-1593.

Español: Si usted desea recibir esta información en español, por favor llame al 772-462-1593.

Title VI Statement: The St. Lucie TPO satisfies the requirements of various nondiscrimination laws and regulations including Title VI of the Civil Rights Act of 1964. Public participation is welcome without regard to race, color, national origin, age, sex, religion, disability, income, or family status. Persons wishing to express their concerns about nondiscrimination should contact Marceia Lathou, the Title VI/ADA Coordinator of the St. Lucie TPO, at 772-462-1593 or via email at lathoum@stlucieco.org.

AGENDA ITEM SUMMARY

- Board/Committee:** Citizens Advisory Committee (CAC)
- Meeting Date:** May 17, 2016
- Item Number:** 6b
- Item Title:** Transportation Alternatives Program (TAP) 2016 Grant Application
- Item Origination:** Fixing America’s Surface Transportation (FAST) Act
- UPWP Reference:** Task 3.3: Transportation Improvement Program
 Task 3.5: Bicycle/Pedestrian/Greenway Planning
- Requested Action:** Review and recommend endorsement of the TAP grant application for the 2016 grant cycle, recommend endorsement with conditions, or do not recommend endorsement.
- Staff Recommendation:** Based on the inclusion of the project in the 2015/16 TA Priority Project List, it is recommended that the TPO advisory committees recommend to the TPO Board the endorsement of the North Macedo Boulevard Sidewalk Project for the allocation of the TAP funding from the 2016 grant cycle.

Attachments

- Staff Report
- 2015/16 TA Priority Project List
- North Macedo Boulevard Sidewalk Project Application Excerpts

MEMORANDUM

TO: Citizens Advisory Committee (CAC)

FROM: Peter Buchwald
Executive Director

DATE: May 6, 2016

SUBJECT: **Transportation Alternatives Program (TAP)
2016 Grant Application**

BACKGROUND

The TAP was reauthorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and was continued as a "set-aside" in the Fixing America's Surface Transportation (FAST) Act that was enacted last year. The program provides funding for the following:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized modes.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities, to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized modes.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including:
 - inventory, control, or removal of outdoor advertising;
 - preservation and rehabilitation of historic transportation facilities;
 - vegetation management practices in transportation rights-of-way to improve safety, prevent against invasive species, and provide erosion control; and
 - archaeological activities relating to impacts from the implementation of a transportation project.

- Environmental mitigation activities, including pollution prevention and abatement activities, to:
 - address stormwater management and pollution prevention and abatement activities related to highway construction or runoff; or
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

- The Recreational Trails Program.

- The Safe Routes to School Program.

- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

The funding available for the 2016 TAP grant cycle for the St. Lucie TPO is \$646,747 that will be programmed by the Florida Department of Transportation (FDOT) in Fiscal Year 2019/20. The TPO advisory committees recommend to the TPO Board the endorsement/prioritization of the TAP grant applications received during the grant cycle for submittal to FDOT. Candidate TAP Projects originate from the 2015/16 TA Priority Project List which is attached.

ANALYSIS

A TAP grant application (attached) was received for the 2016 TAP grant cycle from the City of Port St. Lucie for the construction of a 5-foot wide concrete sidewalk, approximately one mile in length, on the south side of North Macedo Boulevard between St. James Drive and Selvitz Road. The project is estimated to cost \$872,243, and a total of \$719,776 of TAP grant funding is being requested. The North Macedo Boulevard Sidewalk Project is the 7th-ranked TA project on the 2015/16 TA Priority Project List.

RECOMMENDATION

Based on the inclusion of the project in the 2015/16 TA Priority Project List, it is recommended that the TPO advisory committees recommend to the TPO Board the endorsement of the North Macedo Boulevard Sidewalk Project for the allocation of the TAP funding from the 2016 grant cycle.

Transportation Alternatives (TA) Projects

2015/16 Priority Ranking	Score ¹	Facility	Project Limits		Project Description	Project Source	Estimated Cost ²	2014/15 Priority Ranking
			From	To				
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²Source of Estimated Cost: Project Source, unless otherwise noted

³Construction funding is anticipated to be fully programmed in the upcoming FDOT Tentative Work Program as a result of the 2015 TA Grant Cycle

⁴Construction funding was partially awarded as a result of the 2015 TA Grant Cycle

⁵Estimated cost is based on an assumed cost of \$100,000 per mile

⁶Source: City of Port St. Lucie Engineering Department



General Information:

Project Title: North Macedo Boulevard Sidewalk

Project Sponsor (municipal, county, state, or federal agency, or tribal council): City of Port St. Lucie

Contact Person: Edith Majewski Title: Project Coordinator

Email: emajewski@cityofpsl.com

Sponsor Address: 121 SW Port St. Lucie Boulevard

City: Port St. Lucie Zip: 34984

Priority (relative to other applications submitted by the Project Sponsor):

Name of Applicant (If other than Project Sponsor):

The applicant

seeks project-specific LAP Certification

is currently LAP Certified

has never been LAP Certified

has been LAP certified in the last 5 years

1 Qualifying Activities:

Check the transportation alternatives activity that the proposed project will address. Please check **one** activity that represents the majority of the work proposed. (Note: Checking more activities does not ensure or increase eligibility.) Eligible activities must be consistent with details described under 23 U.S.C. 213(b).

- Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990
- Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users
- Construction of turnouts, overlooks, and viewing areas
- Inventory, control, or removal of outdoor advertising
- Historic preservation and rehabilitation of historic transportation facilities
- Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control

- Archaeological activities relating to impacts from implementation of a transportation project eligible under title 23
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- The safe routes to school program under section 1404 of the SAFETEA-LU **note, Florida's Safe Routs to School Infrastructure application must accompany this application to be considered for funding.**
 - infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.
 - Application is attached
 - Noninfrastructure-related activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.
- Constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

2 Project Description: (all of the following items are **required** - applications without this information will not be reviewed)

Road Name: NW North Macedo Boulevard

Road Number: Local Road State Road

Project Limits: Begin: St. James Drive End: Selvitz Road

Begin Project Mile Post (MP): End Project MP:

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

(a) What is the scope of work for the project and where is the project located (what are the termini)?

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

Construct a 5-foot wide concrete sidewalk on the south side of North Macedo Boulevard between St. James Drive and Selvitz Road.

- (b) Summarize any special characteristics of project. Include a Typical Section depicting existing and proposed features and dimensions and right of way lines
- Typical section is attached (Typical_Section.pdf)

The attached typical section depicts a 5-foot sidewalk being constructed 10-feet off the edge of pavement with open swale drainage behind the sidewalk.

- (c) **Right-of-Way acquisition is NOT permitted for Transportation Alternatives projects.** 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).
- No Right-of-Way acquisition is proposed

The existing right-of-way is owned and maintained by the City of Port St. Lucie

- (d) Display the existing ownership with Right-of-Way maps to verify that all proposed work is within existing Right-of-Way currently owned by the Project Sponsor. Provide required right-of-way documentation (Right-of-Way.pdf):
- Right-of-Way maps are attached
- Plats, deeds, prescriptions, certified surveys, and/or easements are attached

- (e) Describe any related project work phases that are already complete or currently underway.
- This is not a phased project
- Previous phases of this project were constructed as LAP projects or JPA using FM numbers

- (f) Provide detailed project cost estimate. Estimate 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.**

Use the following links to access the basis of estimates manual as well as historical cost information for your area:

[Basis of Estimates Manual](#)

[Historical Cost Information](#)

- A detailed cost estimate is attached (Use attached Estimate.xlsx)

- (g) Other specific project information that should be considered.

This project will benefit Parkway Elementary School and the businesses located at the west end of this project. This project would connect to an existing sidewalk on St. James Boulevard and Selvitz Road which will greatly contribute to the connectivity that the City is trying to achieve.

3 Project Implementation Information:

Attach documentation as exhibits to this application.

- (a) Describe the proposed method of performing (i.e. contract or in-house) and administering (i.e. local or state) each work phase of the project. If it is proposed that the project be administered by a governmental entity other than the Department of Transportation, the Agency must be certified to administer Federal Aid projects in accordance with the Department's **Local Agency Program Manual (topic no. 525-010-300)**. Web site: www.dot.state.fl.us/projectmanagementoffice/lap/default.htm

- Design to be conducted by in-house staff
- Design to be conducted by FDOT pre-qualified consultant ^{(1) (2)}
- Design to be conducted by non-FDOT pre-qualified consultant ⁽²⁾
- CEI to be conducted by in-house staff
- CEI to be conducted by FDOT pre-qualified consultant ^{(1) (2)}
- CEI to be conducted by non-FDOT pre-qualified consultant ⁽²⁾

⁽¹⁾ FDOT pre-qualified consultants must be used on all design and CEI work for critical projects (a project is considered critical when it features a structure, has a budget greater than \$10 million and/or is on the State Highway System (SHS))

⁽²⁾ Design consultant and CEI consultant shall not be the same.

- (b) Describe any public (and private, if applicable) support of the proposed project. (Examples include: written endorsement, formal declaration, resolution, financial donations or other appropriate means).

- (c) Describe the proposed ownership and maintenance responsibilities for the project when it is completed.

The ownership and maintenance of this sidewalk will be the sole responsibility of the City of Port St. Lucie.

- (d) Describe source of matching funds and any restrictions on availability.

The City of Port St. Lucie will incur all costs not covered by this grant.

- (e) Other specific implementation information that should be considered.

4 Cost Estimate:

The total amount of Transportation Alternative Program (TAP**) funds requested per projects (infrastructure) must be in excess of \$250,000 with a maximum of \$1,000,000 (though some T/MPO's may choose to use a lesser upper limit). Transportation Alternative Program funds will be used to fund Construction, Construction Engineering and Inspection Activities (CEI), and FDOT In-House Support Activities. Local Funds (LF) will be used for all non-participating items, contingency activities, and any costs in excess of the awarded alternatives (TAP) allocation.

Total Construction Cost Estimate: This is the total project construction cost estimate including all alternatives related items and any additional scope of work being identified.

Item Description	Cost \$
*(A) Total Construction Cost Estimate ⁽¹⁾	\$872,243.21
*(B) Cost Estimate of Eligible (participating) items ⁽²⁾	\$616,620.21

Funding Breakdown	Fund Source	Cost \$
*(C) FDOT In-House Design Support (phase 31) ⁽³⁾ or *(D) (Critical projects only) FDOT In-House Design Support (phase 31) ⁽³⁾	TAP	\$5,000.00
*(E) FDOT In-House Construction Support (phase 61) ⁽³⁾ or *(F) (Critical projects only) FDOT In-House Construction Support (phase 61) ⁽³⁾	TAP	\$5,000.00
*(G) TAP funds requested for Construction (phase 58)	TAP	\$616,620.21
*(H) Local Funds for Construction (phase 58)	LF	\$22,078.46
*(I) Local Funds for Contingency (required)	LF	\$127,739.73
*(J) TAP funds requested for Construction Engineering & Inspection (CEI) (phase 68 - optional) ⁽⁴⁾	TAP	\$73,994.43
*(K) Local Funds for Construction Engineering & Inspection (CEI) ⁽⁴⁾	LF	\$2,649.42
*(L) Transit Related projects FTA 10% administrative fees ⁽⁵⁾	LF	\$0
*(M) FDOT Oversight CEI (3% of TOTAL Construction Cost) (phase 62) ⁽⁶⁾	TAP	\$19,160.96

Funding Summary	
*(N) Total TAP funds	\$719,775.60
*(O) Total LF funds	\$152,467.61
*(P) Total Funds	\$872,243.21

*Letters before the descriptions in the cost estimate above relate to the detailed cost estimate spreadsheet (Cost_Estimate.xlsx) and should match the corresponding figures exactly.

** Use of the term TAP represents the actual funding codes of TALT, TALU and TALL.

Notes:

- (1) The Total Construction Cost Estimate in this field must be equal to the Total Construction Cost Estimate from the attached detailed project cost estimate.
- (2) Cost Estimate of Eligible (participating) items must be equal to the Subtotal FHWA Participating from the attached detailed project cost estimate.
- (3) FDOT In-House Design and Construction Support must be included in TAP funds for an amount no less than \$5,000, an additional \$2,000 is required for critical projects. This is a required item.
- (4) It is strongly recommended that the applicant allocates a nominal amount for CEI. In the event that the project is programmed without any request for Phase 68 funding, there is no opportunity to allocate CEI funds based on bid savings.
- (5) Any required Federal Transit Authority (FTA) administrative fees must be included in Local Funds.
- (6) FDOT Oversight CEI must be included in TAP funds and be equal to 3% of the Total Construction Cost Estimate.

5 Certification of Project Sponsor:

I hereby certify that the proposed project herein described is supported by the City of Port St. Lucie (municipal, county, state or federal agency, or tribal council) and that said entity will: (1) provide any required funding match; (2) enter into a LAP and maintenance agreement with the Florida Department of Transportation; (3) comply with the Federal Uniform Relocation Assistance and Acquisition Policies Act for any Right of Way actions required for the project, (4) comply with NEPA process prior to construction, this may involve coordination with the State Historic and Preservation Office (SHPO) prior to construction. (Not at time of application) and (5) support other actions necessary to fully implement the proposed project. I further certify that the estimated costs and/or failure to follow through on the project once programmed in the Florida Department of Transportation's Work program included herein are reasonable. I understand that significant increases in these costs could cause the project to be removed from the Work Program and/or significantly increase the local agency match required.

James E. Angstadt
Signature

JAMES E. ANGSTADT
Name (please type or print)

PUBLIC WORK DIRECTOR
Title

3/9/16
Date

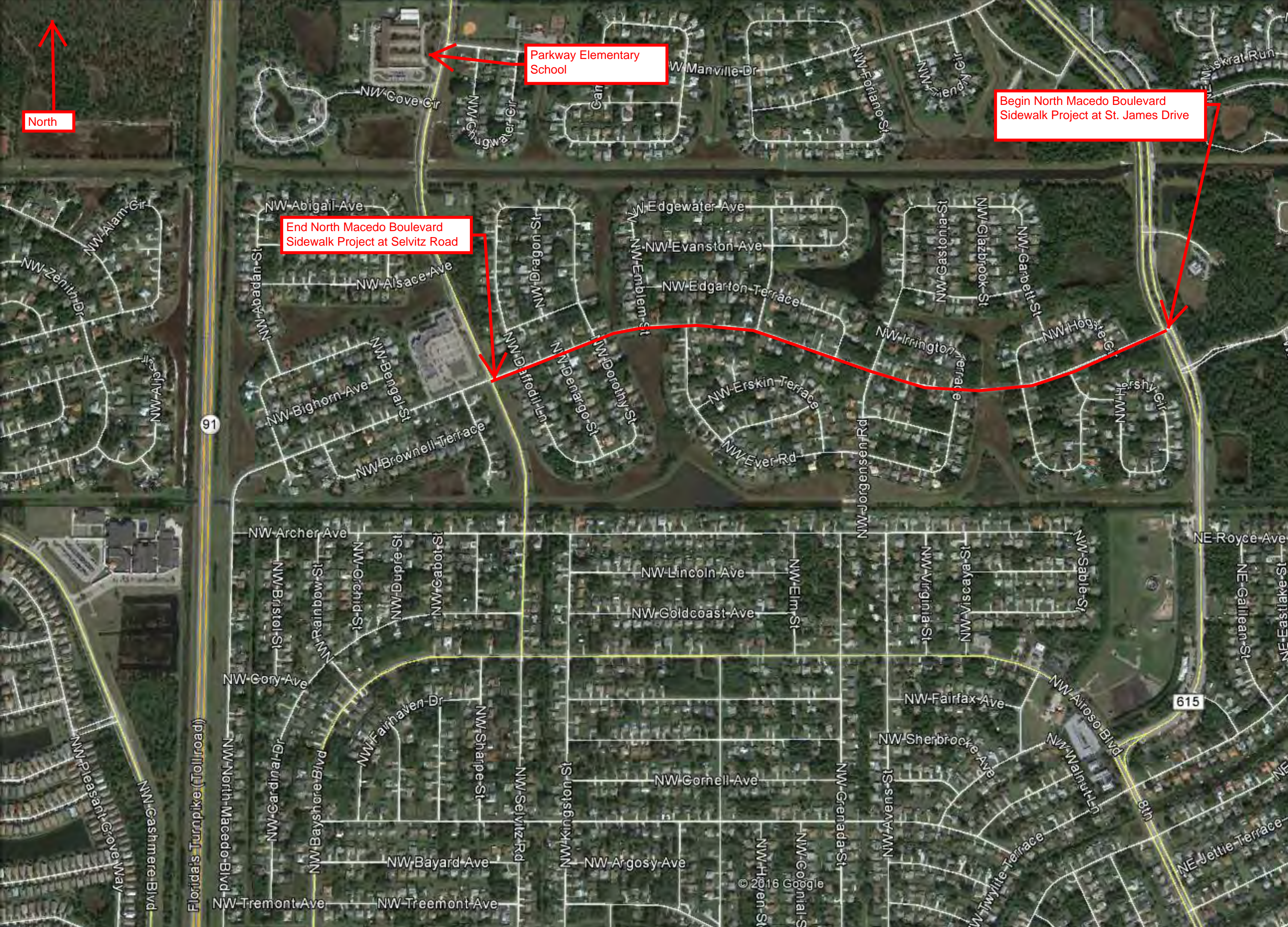
FOR FDOT USE ONLY		
Application Complete	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Project Eligible	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Implementation Feasible	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Include in Work Program	<input type="checkbox"/> Yes	<input type="checkbox"/> No

North

Parkway Elementary School

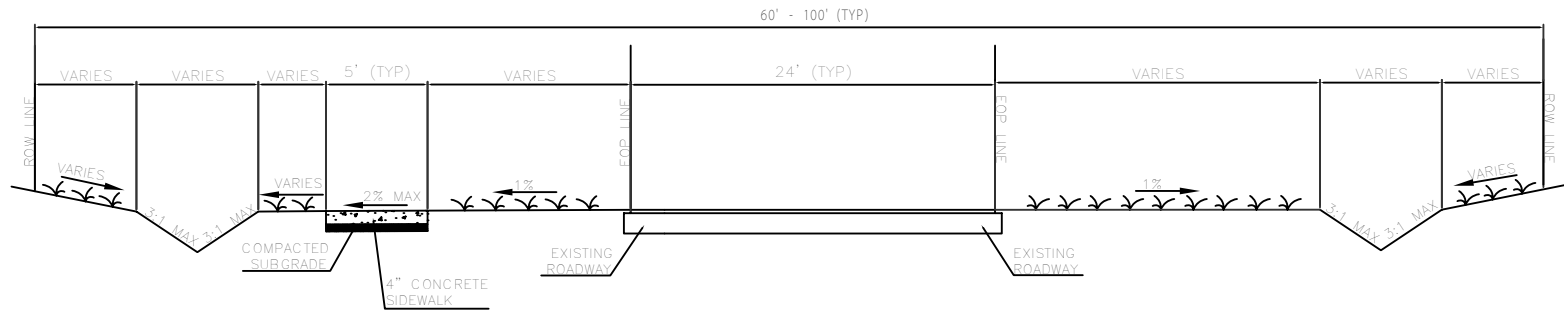
Begin North Macedo Boulevard Sidewalk Project at St. James Drive

End North Macedo Boulevard Sidewalk Project at Selvitz Road





PUBLIC WORKS DEPARTMENT



TYPICAL CROSS-SECTION DETAIL
N.T.S.

TAP Grant Application FY 19/20
North Macedo Boulevard Sidewalk
St. James Drive to Selvitz Road

AGENDA ITEM SUMMARY

Board/Committee:	Citizens Advisory Committee (CAC)
Meeting Date:	May 17, 2016
Item Number:	6c
Item Title:	Walton Road Multimodal Improvements Feasibility Study
Item Origination:	Unified Planning Work Program (UPWP)
UPWP Reference:	Task 4.1 – Walton Road Multimodal Improvements
Requested Action:	Review and recommend acceptance of the draft study, recommend acceptance with conditions, or do not recommend acceptance.
Staff Recommendation:	Based on the study evaluating the feasibility of multimodal improvements to Walton Road, it is recommended that the draft Walton Road Multimodal Improvements Feasibility Study be recommended for acceptance.

Attachments

- Staff Report
- Draft Walton Road Multimodal Improvements Feasibility Study



Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

MEMORANDUM

TO: Citizens Advisory Committee (CAC)

THROUGH: Peter Buchwald
Executive Director

FROM: Ed DeFini

DATE: May 9, 2016

SUBJECT: **Walton Road Multimodal Improvements Feasibility Study**

BACKGROUND

Walton Road from Lennard Road to Indian River Drive is a substandard roadway facility because it does not include shoulders or any pedestrian or bicycle facilities. The FY 2014/15 – FY 2015/16 Unified Planning Work Program (UPWP) for the St. Lucie TPO includes Task 4.1, *Walton Road Multimodal Improvements*. The objective of Task 4.1 is to conduct a feasibility study of potential multimodal improvements to this segment of Walton Road.

ANALYSIS

The draft Walton Road Multimodal Improvements Feasibility Study includes a detailed analysis and evaluates potential widening and multimodal improvements with respect to environmental, socio-cultural, and engineering factors. In order to consider improvements along Walton Road including bicycle and pedestrian infrastructure, the feasibility study evaluated “fatal flaws” associated with existing right-of-way ownership for potential corridor improvements. Stakeholder’s input and planning agency consensus was obtained through continuous and cooperative efforts, and the planning activities were coordinated with St. Lucie County and the City of Port St. Lucie.

The feasibility study was prepared by Stanley Consultants Inc. (SCI). SCI is one of the General Planning Consultants for the St. Lucie TPO. The Study contains an analyses of the existing conditions, bicycle and pedestrian mobility, and potential impacts and other environmental concerns.

The results of the study present an opportunity to extend the existing sidewalk on the north side of Walton Road from SE Scenic Park Street to Green River Parkway, extend a shared-use path from east of SE Rainer Road to Green River Parkway, and add on-street bike lanes in both directions.

In addition, the results of the study present an opportunity to extend the sidewalk on the north side of Walton Road from Green River Parkway to Indian River Drive and add on-street bike lanes in both directions.

Finally, kayak crossing options were evaluated in order to improve connectivity from the kayak launch located south of Walton Road to the Savannas Preserve State Park to the north. One option is for a kayak crossing under Walton Road through an arched culvert. A less costly option is to cross over Walton Road with a kayak portage which would require a mid-block pedestrian crossing signal and adequate ingress and egress from the waterway.

RECOMMENDATION

Based on the study evaluating the feasibility of multimodal improvements to Walton Road, it is recommended that the draft Walton Road Multimodal Improvements Feasibility Study be recommended for acceptance.

Walton Road Multimodal Improvements Feasibility Study

St. Lucie Transportation Planning Organization

Prepared for:



Prepared by:



May 2016





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Executive Summary

The St. Lucie Transportation Planning Organization (TPO) retained Stanley Consultants, Inc. to complete this feasibility study to evaluate multimodal improvements to the Walton Road corridor from Lennard Road to Indian River Drive. Walton Road is located within the limits of the City of Port St. Lucie and is owned and maintained by St. Lucie County. A demand for multimodal facilities exist in the surrounding study area due to residential and commercial land use, St. Lucie Civic Center, St. Lucie Medical Center, Savannas Preserve State Park, Woodstork Trail, existing off road shared use paths, and the National East Coast Greenway trail.

The recommended improvements are consistent with local transportation plans. The FY 2014/15 – FY 2015/16 Unified Planning Work Program (UPWP) for the St. Lucie TPO includes Task 4.1, Walton Road Multimodal Improvements. Sidewalk improvements to the Walton Road corridor from Lennard Road to SE Green River Parkway were second in the 2014/15 priority ranking, third on the 2015/16 list of priority projects (LOPP), identified as part of the Walk-Bike needs and network improvements, and included in the cost feasible plan for the recently adopted Go2040 St. Lucie TPO Long Range Transportation Plan (LRTP). Completing the missing link of off road shared use path from Lennard Road to SE Green River Parkway was included with the recommended preferred alternative in the Bicycle/Pedestrian Corridor Study Area of Interest Analysis completed by the St. Lucie TPO in 2011.

The entire study corridor spans approximately 1.9 miles with the roadway right of way (ROW) width varying from 50 feet to 150 feet. The study begins at Lennard Road as a four-lane section with bike lanes, sidewalk and off road shared use path for approximately 800 feet and then transitions into a two-lane section with no paved shoulders or bicycle facilities all the way to Indian River Drive at the end of the study. Sidewalks, bike lanes or shared use paths are not present between SE Scenic Park Street and Indian River Drive.

The study corridor was divided into three segments based on existing multimodal facilities, ROW width and recommended alternatives. Segment A is a four-lane divided roadway starting at Lennard Road and terminating 800 feet east of the intersection. This segment currently contains multimodal facilities on both sides of Walton Road and is the only segment with a four-lane typical section with divided median. Segment B is from the end of Segment A to SE Green River Parkway, with varying ROW width. The existing land use is residential, vacant parcel, private hospital to the south, and the Savannas Preserve State Park to the north. Segment C is a two-lane rural roadway from SE Green River Parkway to Indian River Drive. The extents of Segment C were based on the ROW width, guardrail through the Savannas Preserve State Park, and the FEC Railroad crossing.

An evaluation of existing traffic counts and future volumes for Walton Road was completed to determine if roadway widening would be required in the future. Based on the planning tables found in the 2013 Florida Department of Transportation Quality and Level of Service Handbook. Walton Road is expected to have a level of service C thru the year 2040.

The following alternative recommendations were found in this feasibility study:

- **Segment A** – No recommended alternative due to existing acceptable multimodal features.



- **Segment B** – extend sidewalk on north side of Walton Road from SE Scenic Park Street to Green River Parkway, extend shared use path from east of SE Rainer Road to Green River Parkway, add on-street bike lanes in both directions. Minimum ROW width required for this typical section is 65 feet.
- **Segment C** – extend sidewalk on north side of Walton Road from Green River Parkway to Indian River Drive, add on-street bike lanes in both directions. Minimum ROW width required for this typical section is 50 feet. Kayak crossing options were evaluated for this segment in order to improve connectivity from the kayak launch south of Walton Road to the Savannas Preserve State Park to the north.
 - Kayak Crossing Under Walton Road – the option of adding an under road crossing for kayaks and other non-motorized watercrafts through an arch culvert. Raising of Walton Road would be needed to meet vertical clearance.
 - Kayak Crossing Over Walton Road – the option of allowing multimodal water users to cross over Walton Road with a kayak portage was evaluated. The alternative would require a mid-block pedestrian crossing signal and adequate ingress and egress from the waterway.

Currently in Segment B one portion of the ROW is restricted to 50 feet due to Savannas Preserve State Park to the north and a vacant parcel owned by the St. Lucie County School Board. Based on coordination with the St. Lucie County School Board, the Board may be open to donating ROW adjacent to Walton Road to add off road paths or sidewalks. Furthermore, an elevated boardwalk style structure, with a minimum width of 10 feet, with pedestrian railing is recommended between SE Arenson Lane and SE Belcrest Street.

The recommended alternative for Segment C includes on-street bike lanes and sidewalk only on the north side of Walton Road. This recommended alternative could fit in the restricted 50-foot ROW by elevating the north sidewalk on a gravity wall with a pedestrian railing and guardrail on both sides of the roadway. In addition to the roadway improvements, two kayak crossing options were also evaluated.

Estimated costs for the recommended alternatives can be seen in the table. The cost estimation for Segment C does not include FEC railroad crossing improvements. The kayak options are not included in the total cost.

Segment	Total Cost
Segment A (Lennard to 800' E of Lennard)	Maintain existing conditions
Segment B (800' E of Lennard to Green River Parkway)	\$950,000 - \$1,000,000
Segment C (Green River Parkway to Indian River Drive)	\$950,000 - \$1,050,000
Kayak Option Under	\$900,000
Kayak Option Over	\$115,000
Total Cost (Segment A+B+C)	\$1,900,000 - \$2,050,000

These recommended improvements would enhance pedestrian mobility, provide safety benefits to both bicyclists and pedestrians as well as provide potential connections to future trails.



1.0 Introduction

The St. Lucie Transportation Planning Organization (TPO) retained Stanley Consultants, Inc. to complete this feasibility study to evaluate multimodal improvements to improve connectivity along the Walton Road corridor from Lennard Road to Indian River Drive. The study corridor spans approximately 1.9 miles, of which 1.5 miles lack any existing pedestrian or bicycle facilities.

This feasibility study is consistent with several TPO transportation plans. It is identified in the adopted Go2040 St. Lucie TPO Long Range Transportation Plan (LRTP) as part of the TPO's Walk-Bike Needs and Network Improvements and Cost Feasible Plan. The FY 2014/15 – FY 2015/16 St. Lucie TPO Unified Planning Work Program (UPWP) includes Walton Road Multimodal Improvements. It is listed as second in the 2014/15 priority ranking and third on the 2015/16 list of priority projects (LOPP) as a Transportation Alternatives (TA) project for adding sidewalks, with project source listed as St. Lucie County School District. Furthermore, completing the missing link of off road shared use path from Lennard Road to SE Green River Parkway was included with the recommended preferred alternative in the Bicycle/Pedestrian Corridor Study Area of Interest Analysis completed by the St. Lucie TPO in 2011.

1.1 Study Area

Walton Road from Lennard Road to Indian River Drive is located within the City of Port St. Lucie and is owned and maintained by St. Lucie County. Walton Road is classified as a Minor Arterial Urban. Walton Road provides the only roadway, pedestrian or bicycle link between US 1 and Indian River Drive between Midway Road (6 miles north) and Jensen Beach Blvd (4 miles south).

The study begins at Lennard Road as a four-lane section for approximately 600 feet and transitions into a two-lane section with no paved shoulders or bicycle facilities all the way to Indian River Drive, (the end of the study) with a roadway right of way (ROW) width varying from 50 feet to 150 feet.

The surrounding land use is predominantly residential and includes the Savannas Preserve State Park, a convenience store, churches, a private hospital, vacant school board property, and the Florida East Coast Railway (FECR) crossing at the east end of the project. The St. Lucie County School District owns a vacant property on the southeast corner of Walton Road and SE Belcrest Street. The Port St. Lucie Hospital (private hospital) is located on the southeast corner of Walton Road and SE Grand Drive.

Savannas Preserve State Park entrance is located on Walton Road within the study segment between SE Belcrest Street and SE Grand Drive. This park entrance provides access for hikers and bicyclists. The park contains over eight miles of multi-use trails for hiking, bicycling and horseback riding. The Greater Savanna Preserve Natural Area stretches for more than 10 miles from Ft. Pierce to Jensen Beach and it is the most intact remnant of Florida's east coast savannas.

The overall study area map is shown in **Figure 1.1**. The study corridor has several multimodal trip generators nearby. There is the large residential community, St. Lucie Civic Center, St. Lucie Medical Center, Port St. Lucie High School, Sandhill Crane Park, Wood Stork Trail, Savannas Preserve State Park hiking and kayak trails, Green River Parkway Trail, connections to the beach via Indian River Drive, and the National East Coast Greenway Trail.

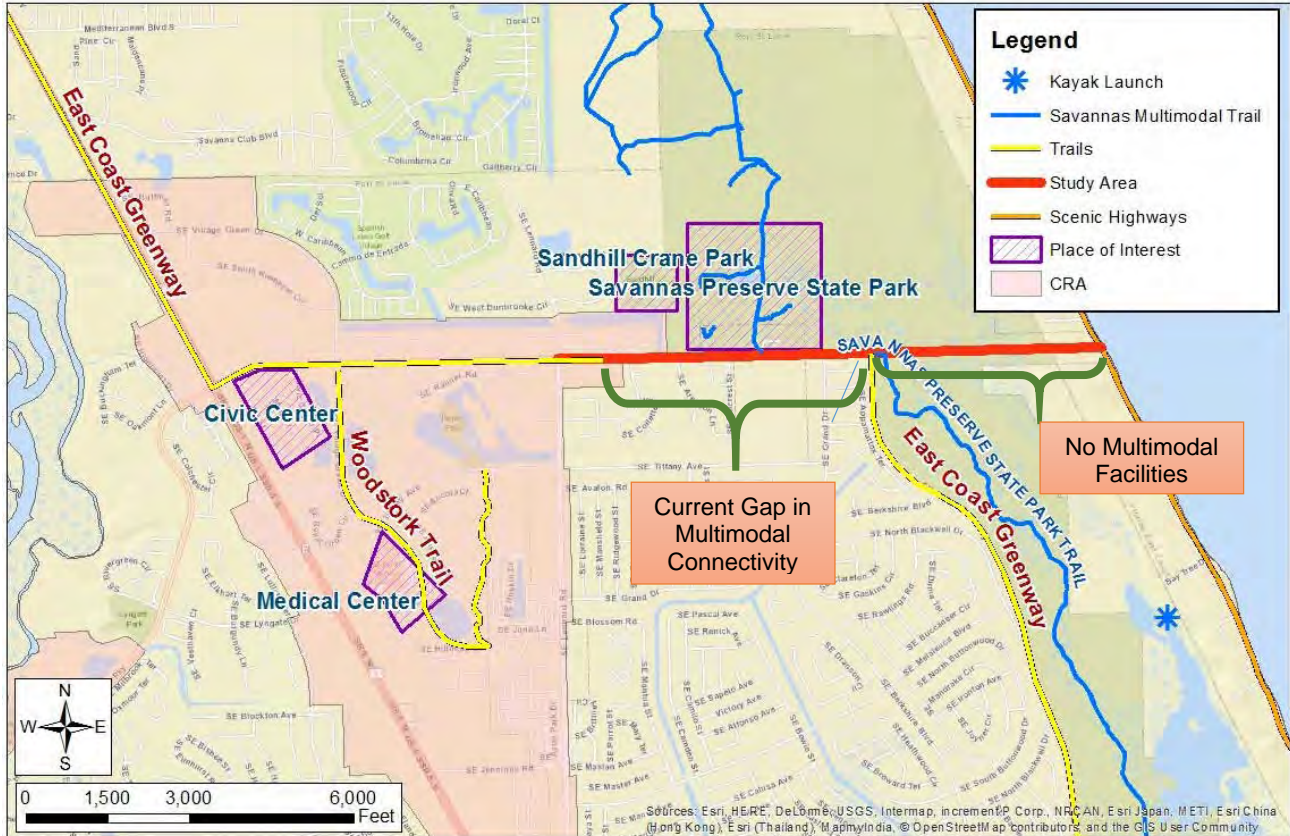


Figure 1.1 Overall Study Area

The National East Coast Greenway Trail is a 3,000-mile trail linking major cities along the Atlantic coastline from Maine to Florida. Within the Walton Road study segment, the East Coast Greenway Trail follows a variety of sidewalks and shared use paths. However, a multimodal gap exists and the national trail must utilize the two-lane rural roadside grass shoulder as the pathway until reaching the south connection that follows the Green River Parkway Trail. This study identifies improvements to complete that gap in the trail and complete other local trail and multimodal network connectivity.

The study corridor was divided into three segments based on the existing conditions and potential alternative solutions. These segments are described below and illustrated in **Figure 1.2**.

- **Segment A:** Begins at the intersection of Lennard Road and extends 800 feet east. This is where the four-lane divided roadway transitions to the two-lane rural section. The existing roadway segment contains multimodal facilities on both sides of Walton Road and is the only segment with a four-lane typical section with divided median.
- **Segment B:** Begins 800 feet east of Lennard Road and ends at SE Green River Parkway. This two-lane rural roadway has a ROW width from 50 ft to 150 ft. The existing roadway segment contains one sidewalk multimodal facility on the north side of Walton Road from the segment beginning to SE Scenic Park Street.



- **Segment C:** Begins at SE Green River Parkway and ends at Indian River Drive. This is a two-lane rural roadway has a ROW width from 50 ft to 100 ft. The existing roadway segment contains no multimodal facilities.



Figure 1.2 Project Segment Map

1.2 Study Purpose and Need

The purpose of this study is to evaluate the feasibility of adding multimodal improvements along the Walton Road corridor between Lennard Road and Indian River Drive to improve multimodal connectivity, pedestrian and bicyclist safety.

There are no existing bike lanes or paved shoulders on the two-lane portion of Walton Road east of Lennard Road to Indian River Drive. Several multimodal trails and pathways end at Walton Road due to the lack of multimodal facilities. Regional vehicles and multimodal users must share the roadway travel lanes or roadside within the two-lane rural section. The roadside through the Savanna Preserve State Park is elevated low, often wet and bounded by guardrail.

An existing twelve foot wide off-road shared use path begins west of the study corridor at US-1 and meanders along the south side of Walton Road stopping at the driveway access to Highpoint Community Church between Lennard Road and SE Rainer Road. **Figure 1.3** shows the end of the path within the study corridor on the east side of the Highpoint Community Church driveway. A need exists to connect this shared use path with the paved trail at the southeast corner of Walton Road and SE Green River Parkway. This connection would provide a cohesive, safe facility for the East Coast Greenway.



Figure 1.3 End of Shared Use Path



According to the East Coast Greenway website, the section of the trail on Walton Road from Lennard Road to SE Green River Parkway is showing as “on-road routing” until it joins the Green River Parkway Trail. **Figure 1.4** shows the Green River Parkway Trail termini at Walton Road. A screenshot from the website showing the East Coast Greenway trail through the study corridor can be seen in **Appendix D**.



Figure 1.4 End of Green River Parkway Trail

Within the study corridor an existing six-foot wide sidewalk, shown in **Figure 1.5**, is located on the north side of Walton Road from Lennard Road to SE Scenic Park Street leading north to Sandhill Crane Park which is owned by the City of Port St. Lucie. There is a need to continue the sidewalk east to the Savannas Preserve State Park entrance and also provide a safe pedestrian connection to the existing paved Green River Parkway Trail.



Figure 1.5 Sidewalk on North

Walton Road crosses the Savannas Preserve State Park Multimodal Trail, designated for non-motorized recreational water craft. There is a kayak launch located south of the study area off of Riverview Drive, west of the FEC railroad. The kayak trail has a gap at Walton Road due to the lack of an over-the-road kayak portage or an under-the-road kayak culvert crossing. This multimodal feasibility study evaluates kayak alternatives in **Section 3.7** in order to improve connectivity of the kayak launch across Walton Road.



2.0 Existing Conditions Analysis

2.1 Physical

Assessing existing conditions along the corridor included data collection and analysis, office and field reviews and documenting deficiencies. Plans were requested and received from St. Lucie County Engineering Division for the Walton Road Widening (County Project No. 05-51) showing the typical section, sidewalk details and improvements east of Lennard Road. A field review was conducted on Thursday, March 24, 2016 to document existing conditions, identify deficiencies and verify information from the office review.

The existing ROW width varies along the Walton Road from 50 feet to 150 feet. Between Lennard Road and SE Scenic Park Street the existing ROW width is 150 feet and narrows to 100 feet just east of SE Belcrest Street. Adjacent to the parcel owned by St. Lucie County School District and the Savannahs Preserve State Park the existing ROW width is 50 feet and widens to 65 feet adjacent to Port St. Lucie Hospital, Inc. The existing ROW width is 80 feet west of SE Grand Drive to east of SE Green River Parkway and narrows to 50 feet through the Savannahs Preserve State Park. The existing ROW width is 100 feet from the FEC railroad crossing to Indian River Drive. The variation of ROW can be seen on next page in **Figure 2.1**.

An existing raised median on Walton Road was present only within the four-lane section east of Lennard Road. The existing off-road shared use path on the south side was in very good condition. Existing six foot wide concrete sidewalk along the north side spanned from the beginning of the project at Lennard Road to SE Scenic Park Street and was found to be in good condition.

In the two-lane section existing travel lanes were measured and found to be 11 feet wide with a total paved roadway width of 22 feet. The pavement condition for the two-lane section (Segment B & C) was found to be in excellent condition based on a full depth resurfacing of the existing asphalt completed as a maintenance project by St. Lucie County in 2015.

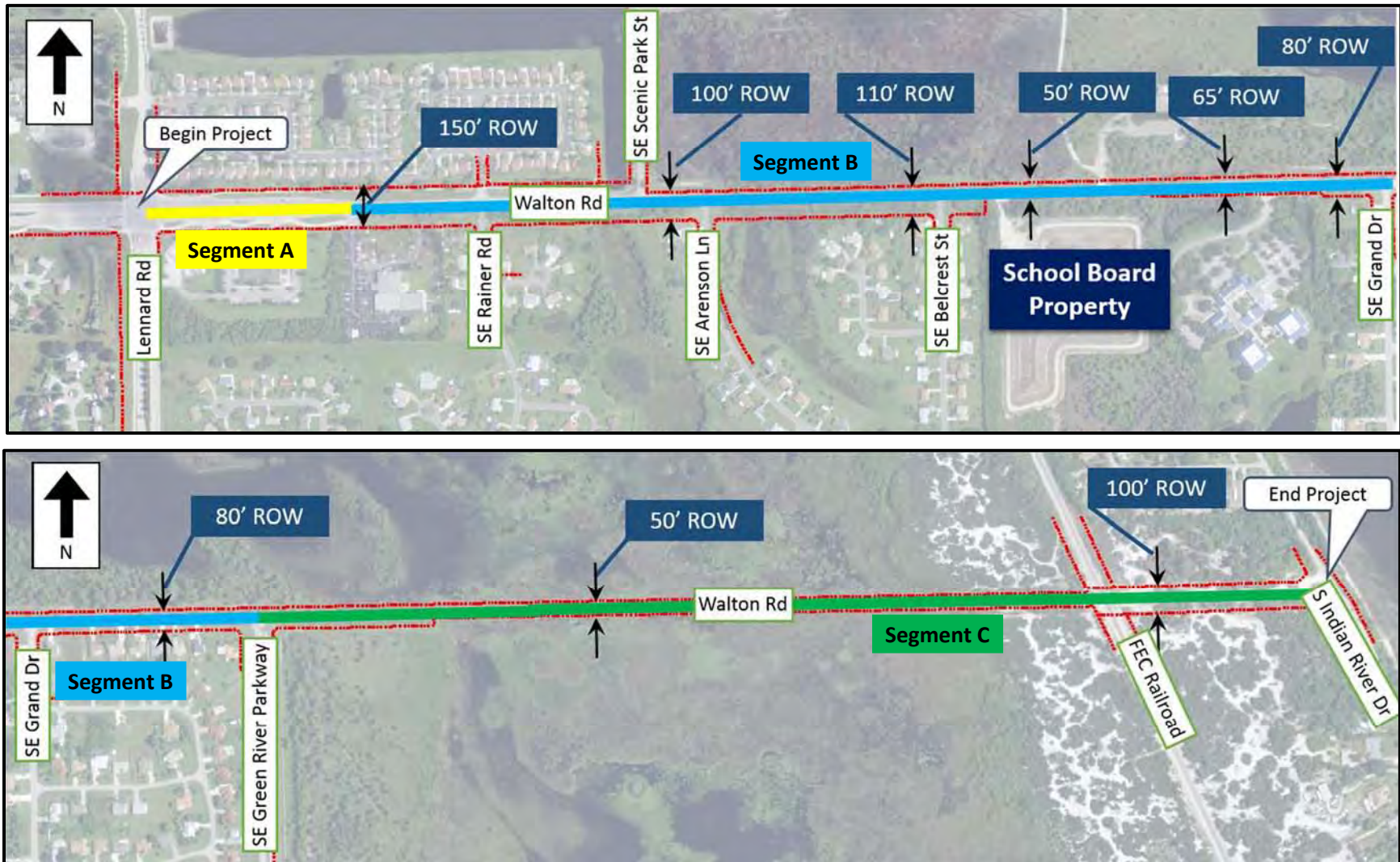


Figure 2.1 Existing Right Of Way



Information was provided by St. Lucie County Public Works Department (SLCPWD) showing the approximate location of two 48" x 60' RCP and two 72" x 60' CPM culverts east of Green River Parkway. The approximate culvert locations can be seen in the existing conditions map found in **Appendix D** based on a hand sketch provided from St. Lucie County. Additional information provided by SLCPWD verified that a permit was issued by the United States Army Corps of Engineers for the cleaning and restoration of the existing pipes and the work was completed in 1999. Existing cross culverts under Walton Road east of SE Green River Parkway for hydraulic connectivity of wetland areas were not visually located and could not be verified during the field review. Due to the lack of information and maintenance, it is recommended to evaluate the existing culverts.



Figure 2.3 Damaged Guardrail



Figure 2.4 Intersection Lighting

Street lighting in Segment A was located along the north and south side east of Lennard Road and terminated where the roadway transitions from four lanes to two lanes, approximately 800 feet east of the intersection. Intersection lighting was located at the following intersection locations along the study corridor: the northeast corner of SE Scenic Park Street, the southwest corner of SE Grand Drive, and the southwest corner of SE Green River Parkway. A photo of intersection lighting on a single pole can be seen in **Figure 2.4**. Existing overhead utilities were present along the south side of Walton Road and appeared to be within the 20-foot utility easement located adjacent to the existing ROW line shown on the widening plans provided from St. Lucie County. The existing overhead utility lines located on the south side stopped east of SE Green River Parkway continuing underground to just west of the FEC Railroad crossing and then continued overhead to Indian River Drive. **Appendix D** provides a detailed map of noted existing conditions found for this study.

No transit stops are currently located within the study corridor, nor do any transit routes pass through the corridor. An exhibit showing nearby transit stops and routes can be found in **Appendix E**.



2.2 Operation

Evaluation of the average vehicle speed was completed based on speed data collected at three locations along the corridor on Thursday March 17, 2016. The posted speed on the study corridor is 45 mph and a posted speed limit sign can be seen in **Figure 2.5**. The results from the data collected east of Lennard Road, as well as east and west of SE Green River Parkway indicate the 85th percentile speed is 43 MPH. The posted speed for Walton Road is 45 MPH. The collected speed data can be found in **Appendix A**.

Field observations confirmed that roadway operating conditions along the corridor and the stop controlled intersections are satisfactory. All stop controlled intersections within the study corridor were observed to operate at an acceptable level of service for vehicles. Several bicyclists were observed sharing the roadway with vehicles.



Figure 2.5 Speed Limit Sign

The current access control is limited to a raised median within the four-lane section east of Lennard Road as well as right and left turn lanes at SE Powderly Place/SE Rainer Road intersection, SE Scenic Park Street and the driveway access to Port St. Lucie Hospital west of SE Grand Drive.

2.3 Safety

A review of crash data received from TPO staff for the most recent 5-year period from 2011-2015 was performed to evaluate safety conditions along the corridor within the study limits.

Table 2.1 Crash Distribution by Year

Year	Number of Crashes
2011	3
2012	2
2013	2
2014	9
2015	12
Total Crashes	28

A total of 28 crashes occurred within the study limits from 2011 to 2015 and is represented in **Table 2.1**. A significant increase in crashes is apparent between year 2013 and 2014. The largest number of crashes reported for year 2015 with twelve crashes, followed by 2014 with nine crashes. A more detailed crash analysis was completed for 2014 and 2015 due to the large increase of crashes and is presented later in this section.



The crash distribution by location was also analyzed and can be seen in **Figure 2.6**. The intersection with the most amount of crash incidents for the study corridor during the five year period was Lennard Road with nine crashes, followed by Indian River Drive with eight crashes. Seven out of the nine crashes that occurred at Lennard Road were “rear end” crashes, with one crash reported as “other” and one “bicycle” crash. The large number of “rear end” crashes at this intersection could be due to congestion at the intersection signal. Three “rear end”, three “run off” road, and two “other” crashes make up the eight collisions reported for the Indian River Drive intersection. At SE Green River Parkway four out of five of the collisions were “left turn” crashes and one was an “off road” crash. No “pedestrian” collisions were reported for the study corridor. The crash data can be found in **Appendix C**.

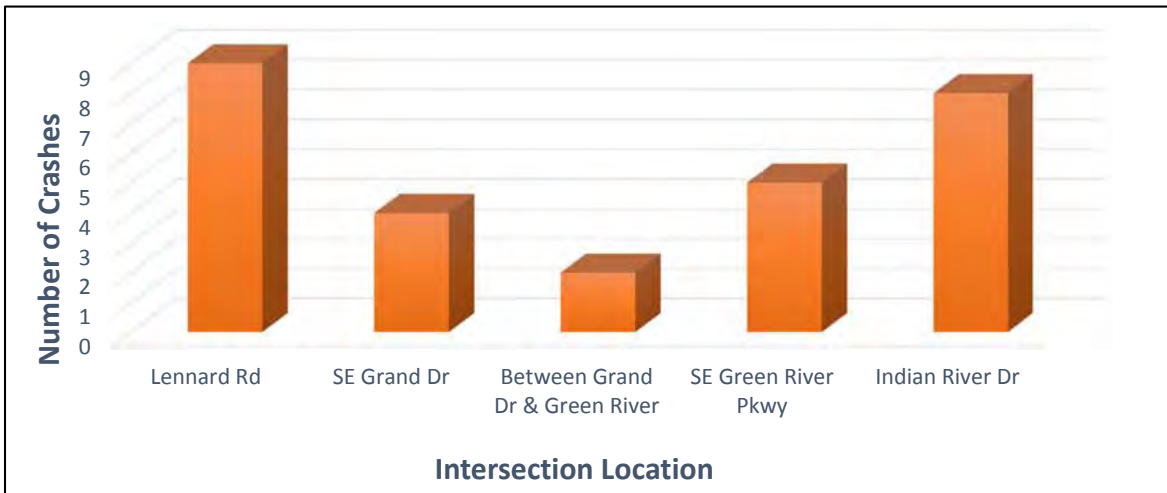


Figure 2.6 Five Year Crash Distribution by Intersection Location

Table 2.2 shows that the majority of crashes occurred during clear conditions. The study corridor does not have a pattern of crashes occurring in wet/rainy conditions.

Table 2.2 Crash Distribution by Weather Condition

Weather Condition	Number of Crashes
Clear	24
Cloudy	1
Rain	2
Fog, Smog, Smoke	1

The majority of crashes occurred in the daylight condition, as shown in **Table 2.3**. Only four crashes were reported in dark, unlit conditions and one dark crash did not report the lighting condition. Including the unknown lighting crash the percentage of crashes that occurred in dark conditions for the study area is 18%.



Table 2.3 Crash Distribution by Lighting Condition

Lighting Condition	Number of Crashes
Daylight	19
Dawn/Dusk	2
Dark - Lighted	2
Dark - Not Lighted	4
Dark - Unknown Lighting	1

Table 2.4 illustrates that Rear End collisions account for largest percentage of collision type for the study corridor with 12 crashes and 43%. The next major collision type is Off-Road with 6 crashes and 21%. Left Turn crashes was the third most reported collision type with 14% of the crashes within the study corridor. There was one reported bicycle crash that occurred at Lennard Road.

Table 2.4 Crash Distribution by Collision Type

Collision Type	Number of Crashes
Rear End	12
Left Turn	4
Off-Road	6
Bicycle	1
Other	5

Further analysis was completed to evaluate the large increase of crashes from 2013 to 2014 and from 2014 to 2013. **Table 2.5** and **Table 2.6** illustrate the detail analysis completed for the year 2014 by crash location and crash type.

Table 2.5 Location Distribution Year 2014

Intersection Location	Number of Crashes
Lennard Road	3
SE Grand Drive	1
Between Grand Drive & Green River	0
SE Green River Pkwy	2
Indian River Drive	3

Table 2.6 Crash Type for Year 2014

Collision Type	Number of Crashes
Rear End	3
Left Turn	2
Off Road	3
Bicycle	0
Other	1



All the crashes for 2014 were analyzed by location and crash type in order to determine if a pattern exists to explain the jump from two crashes in 2013 to nine crashes in 2014. Lennard Road and Indian River Drive were reported to have three crashes each. The most common crash type for 2014 was rear end crashes and 3 off road crashes. The three crashes that occurred at Lennard Road were two rear end crashes and one other crash. The three crashes that occurred at Indian River Drive consisted of one rear end crash and two off road crashes.

Further detailed crash analysis was also completed for year 2015 and can be seen in **Table 2.7** and **Table 2.8**.

Table 2.7 Location Distribution for Year 2015

Intersection Location	Number of Crashes
Lennard Road	5
SE Grand Drive	0
Between Grand Drive & Green River	2
SE Green River Pkwy	1
Indian River Drive	4

Table 2.8 Crash Type for Year 2015

Collision Type	Number of Crashes
Rear End	7
Left Turn	0
Off Road	2
Bicycle	0
Other	3

It can be seen in **Table 2.7** that for the year 2015 five crashes occurred at the intersection of Lennard Road. Further analysis revealed that all five of those crashes are rear end crashes. Out of the four crashes that occurred at Indian River Drive, two were rear end crashes and two were other crashes.

From conducting additional analysis for 2014 and 2015 it can be concluded that more crashes were occurring on Walton Road at the intersections of Lennard Road and Indian River Drive. The amount of rear end crashes are also increasing.

2.4 Traffic

Existing traffic volume data was collected on March 17, 2016 at three locations along the corridor. The average daily traffic (ADT) for the location east of Lennard Road is 9,997 vehicles per day. The location west of Green River Parkway has an ADT of 8,625 vehicles per day and east of SE Green River Parkway the ADT is 6,285. The daily traffic volumes from the count data appear to be consistent when compared to the annual average daily traffic (AADT) shown in the St. Lucie County TPO Traffic Counts and Level of Service Report Fall 2015. The AADT from Lennard Road to SE Green River Parkway was shown to be 9,600 and from SE Green River Parkway to Indian River Drive it was 5,700.



Based on the 2016 ADT, the roadway is operating at an acceptable level of service (LOS) C for a two-lane undivided urban minor arterial.

Future volumes were provided for Walton Road from the consultant for the TPO working on the Go2040 LRTP. The 2040 future volumes are from the TCRPM 4 model and were still under review but used for the adopted 2040 Cost Feasible alternative analysis for the LRTP update. These future volumes and the St. Lucie County TPO 2015 AADT are represented in **Table 2.9**.

Table 2.9 Traffic Volumes and LOS for Walton Road

Walton Road Section	2015 AADT	2040 Volumes	Future LOS
Lennard Road to Green River Pkwy	9,600	12,480	C
Green River Pkwy to Indian River Drive	5,700	9,600	C

A preliminary LOS analysis was completed for the expected future year volumes of 2040 using the Florida Department of Transportation Generalized Level of Service tables from the most recent (2013) Quality/Level of Service Handbook. For an urban undivided two lane roadway section with a mph greater than 40, the LOS AADT volume threshold is 15,120. This volume accounts for the roadway being a non-state signaled roadway. For both roadway sections the predicted future 2040 volume meets the threshold for a two-lane undivided roadway and the need for capacity improvements are not expected.



2.5 Environmental Conditions

A review of existing environmental conditions for the study corridor was completed. According to the U.S. Fish and Wildlife Service National Wetlands Inventory database there are wetlands adjacent to the study corridor. The wetland map can be seen in **Figure 2.7**.

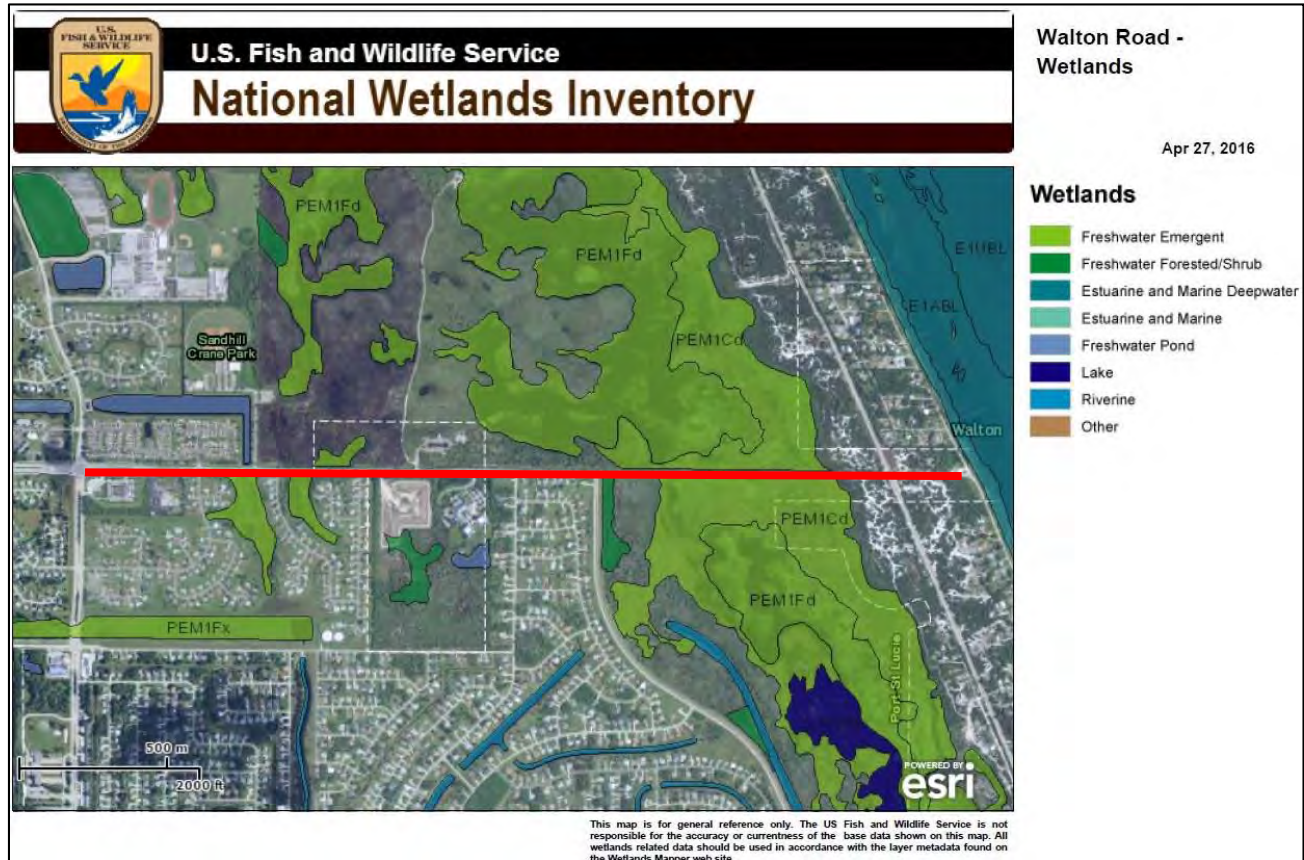


Figure 2.7 Wetland Map

At the time of the field review, the study corridor had experienced heavy rain in the previous weeks. The land adjacent to the north and south of Walton Road contained pooling water in several sections adjacent to the roadway. A photo of the wetlands observed between SE Arenson Lane and SE Grand Drive is shown in **Figure 2.8**.

A preliminary review of threatened and endangered species within the study corridor revealed a total of 26 species and 35 migratory birds using the Information for Planning and Conservation (IPaC) tool from the U.S. Fish & Wildlife Service website. Some notable endangered species that have a potential to be located throughout the study area include the Everglade Snail Kite, Florida Scrub Jay, Wood Stork, and the Eastern Indigo Snake. A copy of the full report can be found in **Appendix A**.



Figure 2.8 Roadside Wetland



2.6 Deficiencies

During the office and field review the study corridor was analyzed to determine multimodal deficiencies including missing bicycle and pedestrian facilities, lighting, paved shoulders and signage. The following deficiencies were noted:

- There are no paved shoulders on the two-lane section east of Lennard Road to the study limits at Indian River Drive as shown in **Figure 2.10**.
- The only pedestrian crossings within the corridor are located at Lennard Road.
- There is no existing sidewalk on the north side of Walton Road east of SE Scenic Park Street and no sidewalk on the south side beyond the existing off-road shared use path ending west of SE Rainer Road.
- There is no street lighting along Walton Road on the two-lane section east of Lennard Road to Indian River Drive except at the SE Scenic Park Street and SE Green River Parkway intersections.



Figure 2.10 Walton Road Two-Lane Section



3.0 Alternatives Evaluation

Existing multimodal facilities consisting of on-street bike lanes, off road shared use path and sidewalk are located within Segment A; therefore, no alternatives are presented for this study corridor segment. Alternatives for adding multimodal improvements in Segment B and C were evaluated based on a planning level analysis with respect to available right of way, connectivity to existing bicycle and pedestrian facilities, environmental and social-cultural factors as well as feasibility of implementation. Increasing mobility and improving safety for both bicycles and pedestrians by enhancing or expanding existing facilities was part of the evaluation process. There are no existing multimodal facilities on Indian River Drive. Multimodal improvements to Indian River Drive would require a separate study.

As stated in **Section 2.4**, the existing 2016 traffic volumes on Walton Road show that the two-lane section is operating at an acceptable LOS and projected 2040 traffic volumes indicate widening of the roadway is not expected to be needed to meet future capacity requirements. Therefore, roadway capacity improvements were not evaluated for this study. Two roadway alternatives are presented in this section, one for Segment B and one for Segment C. A summary of the recommended alternatives discussed in this section are presented in **Table 3.1**.

Table 3.1 Summary of Recommended Alternatives

Segment	Recommended Alternative
Segment A	Maintain existing multimodal features
Segment B	Bike lanes, sidewalk, multiuse path
Segment C	Bike lanes, sidewalk

3.1 Bike Lanes and Paved Shoulders

Adding on-street bike lanes or paved shoulders to the two-lane section in Segments B and C was evaluated based on increasing safety within the corridor and increasing bicycle mobility to existing surrounding bike paths. A four foot bike lane is the minimum functional width for a roadway without curb and gutter and flush shoulders per Chapter 9 of the Florida Green Book. In addition, paved shoulders four feet or wider may be marked as bicycle lanes and considered to be bicycle facilities.

Bicycle counts were taken during the AM and PM peak period on a weekday and also during the midday period on a weekend to evaluate existing bicycle usage along the corridor. The count data at the Lennard Road intersection indicated a low number of riders using the roadway but some bicyclists were observed riding on the existing off road shared use path. Data from the counts at the Green River Parkway intersection also showed a low number of riders overall with the largest number of bicyclists south of the intersection utilizing the shared use path. However, some bicyclists were observed riding east of Green River Parkway on Walton Road towards Indian River Drive reassessing the need of bike lanes for safety along this portion of roadway. The collected bicycle count data can be found in **Appendix A**.

There are two sections within the study corridor with existing ROW widths of 50 feet. One section is located east of SE Belcrest Street spanning the current vacant school board parcel and the other



section is located from east of SE Green River Parkway to west of the FEC Railroad. A photo of the two-lane section with an existing 50 foot ROW width east of SE Green River Parkway is shown in **Figure 3.1**. Both of these sections can accommodate bicycle and pedestrian facilities within the existing ROW width, therefore, adding four foot wide bike lanes in each direction is feasible for both Segment B and C.

The cost for bike lane improvements was estimated using the FDOT Long Range Estimation System for milling and resurfacing a two-lane rural road with five-foot paved shoulders and will be included for the overall cost estimate for each alternative presented later in this section. A typical section diagram showing how bicycle lanes can be accommodated within the existing ROW width is also presented later in this section.



Figure 3.1 Two Lane Section from Segment C

3.2 Sidewalks

Adding missing sidewalks and connecting residential areas to the Savannas Preserve State Park as well as increasing pedestrian access, safety and enhancing mobility was evaluated for the entire corridor.

Pedestrian counts were taken during the AM and PM peak period on a weekday and also during the midday period on a weekend to evaluate existing pedestrian usage along the corridor. The count data at the Lennard Road intersection showed no pedestrians using the sidewalk on the north side of Walton Road but some pedestrians were observed walking on the shared use path. During the field review one pedestrian was observed walking along the south side of Walton Road between SE Arenson Lane and SE Scenic Park Street as shown in **Figure 3.2**.



Figure 3.2 Pedestrian Walking Along Walton Road



Data from the count at the Green River Parkway intersection also revealed a low number of pedestrians overall and all observed pedestrians were using the existing paved trail on the east side of SE Green River Parkway south of Walton Road. The collected pedestrian count data can be found in **Appendix A**.

Adding six-foot wide sidewalk on the north side of Walton Road in Segment B between SE Scenic Park Street and SE Green River Parkway and in Segment C from SE Green River Parkway to Indian River Drive is feasible. In Segment C, there is possibility of portions of the recommended sidewalk traversing existing wetland areas requiring fill, gravity walls and lateral offsets to minimize impacts to environmentally sensitive areas. However, impacts to wetlands located in existing roadside swales within the ROW typically do not require mitigation. It is recommended that the quality of delineated wetland areas be evaluated during the design and permitting phases to make a determination of potential impacts and costs.

The estimated cost associated with only the sidewalk improvements is shown in **Table 3.2**. A typical section diagram showing how sidewalks can be accommodated within the existing ROW width is presented in **Figure 3.4** and **Figure 3.5**.

Table 3.2 Sidewalk Estimated Cost per Study Section

Segment	Sidewalk Cost
Segment A (Lennard to 800' E of Lennard)	N/A
Segment B (800' E of Lennard to Green River Parkway)	\$80,000
Segment C (Green River Parkway to Indian River Drive)	\$89,000
Total	\$169,00

3.3 Shared Use Path

Continuing the existing off-road shared use path on the south side of Walton Road in Segment B to the shared use path east of Green River Parkway was evaluated based on increasing both bicycle and pedestrian mobility for all users. Based on the Bicycle/Pedestrian Corridor Study Area of Interest Analysis completed by the St. Lucie TPO in November 2011, continuing the existing off-road path east of Lennard Road to the existing Green River Trail was included as part of the recommended preferred alternative. In addition to recommendations from previously completed studies, counts taken at both the Lennard Road and Green River Parkway intersections, documented that there is some current usage of the existing off road path and paved trail by both bicyclists and pedestrians. The collected bicycle and pedestrian count data can be found in **Appendix A**.

The two-lane section of Walton Road in Segment B from west of SE Rainer Road up to SE Arenson Lane has ROW widths varying from 100 to 150 feet. Continuing the meandering 12-foot wide off-road path between the existing edge of pavement and 20-foot wide utility easement adjacent to the south ROW line is feasible. However, minimal clearing and grubbing and some added fill will be necessary along this segment. Furthermore, there are some wetlands located within this segment. An elevated



boardwalk style structure with pedestrian railing at a minimum of 10 feet wide would be the preferred type of improvement due to less impacts than an at-grade paved path.

The segment east of SE Belcrest Street adjacent to the parcel owned the St. Lucie County School District has an existing ROW width of 50 feet. Continuation of the 12' wide meandering off road shared use path along the south side in addition to on-street bikes lanes and sidewalk on the north side is not feasible within the existing ROW. Based on coordination with St. Lucie Public Schools, the property owned by the school district adjacent to Walton Road could be donated for ROW to add off-road paths or sidewalks.

The estimated cost associated with only the shared use path improvements is shown in **Table 3.3**. A typical section showing the shared use path improvements can be seen in **Figure 3.4** and **Figure 3.5**.

Table 3.3 Shared Use Path Estimated Cost per Study Section

Segment	Shared Use Path Cost
Segment A (Lennard to 800' E of Lennard)	N/A
Segment B (800' E of Lennard to Green River Parkway)	\$213,000
Segment C (Green River Parkway to Indian River Drive)	N/A
Total	\$213,000

3.4 Pedestrian Crossings

Pedestrian crossings at the SE Belcrest Street and SE Green River Parkway intersections are recommended for better connectivity from residential areas along the south side of Walton Road to Sandhill Crane Park and Savannahs Preserve State Park located on the north side of Walton Road. **Figure 3.3** shows an example of a proposed pedestrian crossing conditions following Florida Green Book standards.

Cross walk markings with a minimum of a Pedestrian Warning Sign (W11-2) and diagonal downward pointing arrow (W16-7P) plaque together with a roadside flashing beacon assembly or rectangular rapid flashing beacon would be a benefit to pedestrian safety and enhanced visibility by motorists. Additionally, a Pedestrian Warning Sign (W11-2) and supplemental ahead (W16-15P) plaque are also



Figure 3.3 Example of Pedestrian Crossing on Green River Parkway



recommended in advance of all cross walk markings as an added safety benefit. The location of these recommended improvements can be found in **Appendix F**.

3.5 Recommended Alternatives

There are two recommended alternatives presented in this study for the Walton Road corridor from Lennard Road to Indian River Drive. No multimodal improvements for Segment A, that spans from the begin study limit to 800 feet east of Lennard Road, were recommended due to existing conditions providing adequate multimodal features.

The typical section for the alternative recommended for Segment B can be seen in **Figure 3.4**. In Segment B; bicycle lanes are recommended for both travel directions on four-foot paved shoulders with sufficient pavement markings and signs. The shared use path is recommended to extend from 800 feet east of Lennard Road on the south side of Walton Road to connect with the shared use path east of Green River Parkway providing off road connectivity for the East Coast Greenway. The sidewalk on the north side of Walton Road is recommended to extend from SE Scenic Park Street to Green River Parkway. The minimum ROW requirement for this typical section is expected to be 65 feet with 11-foot roadway widths, four-foot bike lanes, five to six-foot sidewalk, and 10 to 12-foot shared use path.

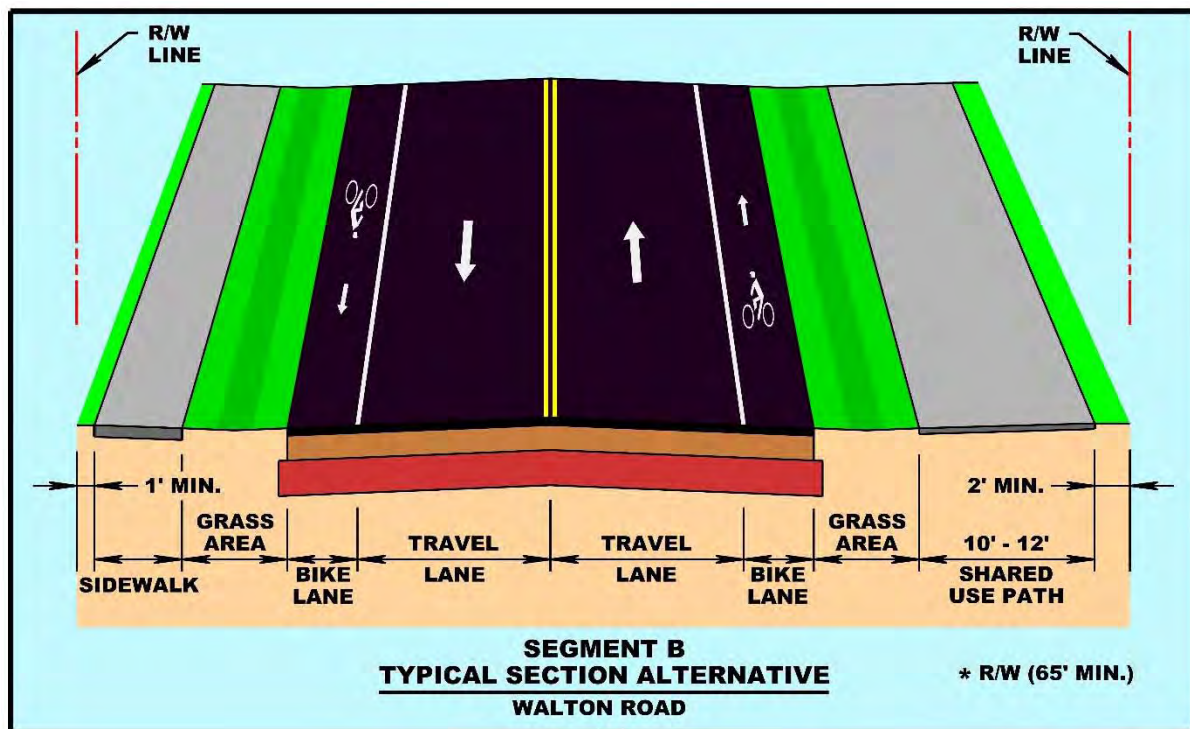


Figure 3.4 Recommended Alternative for Segment B Typical Section



The typical section for the alternative recommended for Segment C can be seen in **Figure 3.5**. In Segment C; bicycle lanes are recommended for both travel directions on four-foot paved shoulders with sufficient pavement markings and signs, sidewalk on the north side of Walton Road is recommended to extend to Indian River Drive on gravity wall with a pedestrian railing and separated from the bike lane with a two-foot shoulder and three-foot guardrail, and a guardrail is recommended on the south side due to insufficient clear zone width within the restricted 50 feet ROW. The minimum ROW requirement for this typical section is expected to be 50 feet, reducing impacts to surrounding wetlands and State Park with 11-foot roadway widths, four-foot bike lanes and five to six-foot sidewalk.

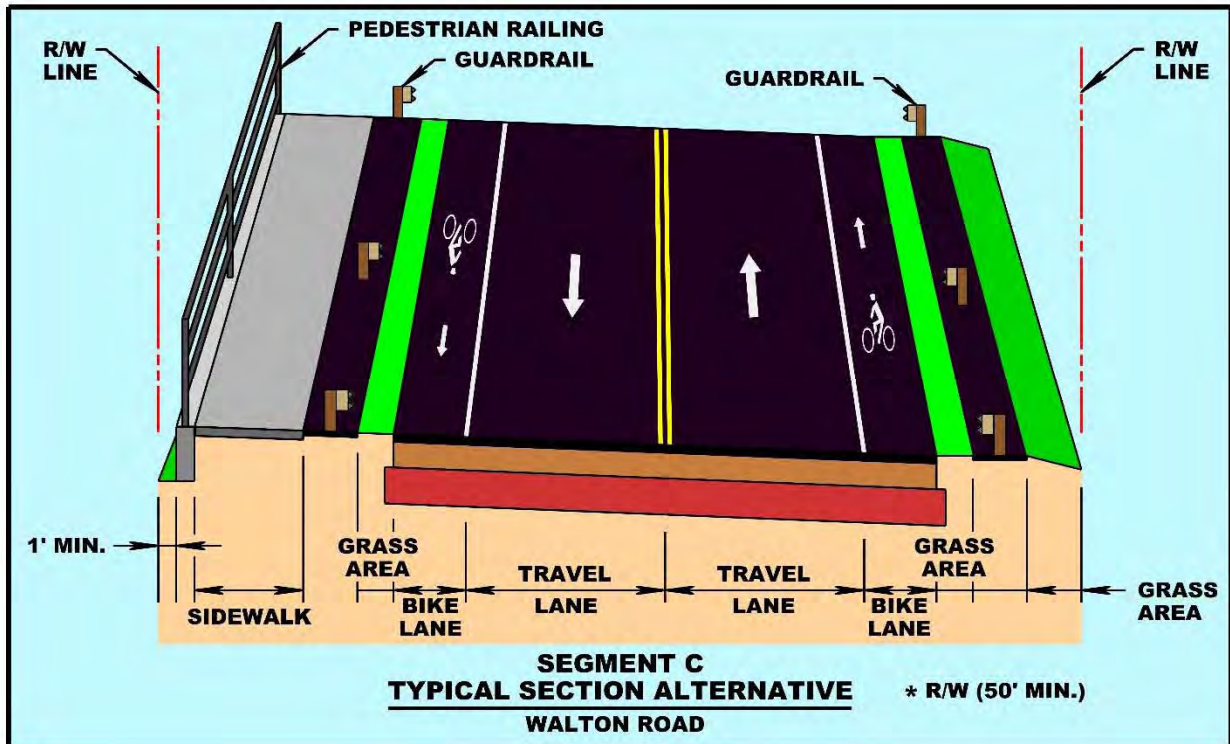


Figure 3.5 Recommended Alternative for Segment C Typical Section

3.6 Total Alternative Costs

As stated in Section 3.1 the cost for adding bicycle lanes was estimated using the FDOT Long Range Estimation System for milling and resurfacing a two-lane rural road with five-foot paved shoulders. This estimated cost is provided by the FDOT per mile of roadway and can be seen in **Appendix F**. The estimated cost for milling and resurfacing the two-lane roadway as well as the addition for bicycle lanes for each study segment can be seen in **Table 3.4**.



Table 3.4 Estimated Roadway and Bike Lane Cost

Segment	Milling and Resurfacing with Bike Lanes
Segment A (Lennard Rd to 800' E of Lennard)	N/A
Segment B (800' E of Lennard Rd to Green River Parkway)	\$392,000
Segment C (Green River Parkway to Indian River Drive)	\$341,000
Total	\$733,000

A total of each multimodal improvement estimated cost per each study section can be seen in **Table 3.5**. The cost estimation for Segment C does not include FEC railroad crossing improvements.

Table 3.5 Total Alternative Cost Estimate

Segment	Total Cost
Segment A (Lennard to 800' E of Lennard)	N/A
Segment B (800' E of Lennard to Green River Parkway)	\$950,000 - \$1,000,000
Segment C (Green River Parkway to Indian River Drive)	\$950,000 - \$1,050,000
Total	\$1,900,000 - \$2,050,000

3.7 Other Multimodal Alternatives

Other multimodal alternatives were considered for this feasibility study due to the expressed intent of the St. Lucie TPO to improve connectivity of the kayak launch located south of the study area to the area of Savannas Preserve State Park north of Walton Road. Currently Walton Road divides the multimodal trail of Savannas Preserve State Park. Two options were evaluated and presented in the following sub sections.

3.7.1 Crossing Under Walton Road Option

Currently there are four culverts located under Walton Road in Segment C. It could be considered to replace one these culverts with an arch culvert large enough to accommodate multimodal users in the savannas to gain access and connectivity within the park. The arch culvert would need to be placed on adequate foundations, roadway embankment will be needed for the roadway to pass over the culvert, MSE wall to retain the embankment in minimal ROW conditions, and have a five-foot minimum required vertical clearance between the low member and the design high water table elevation. Other considerations for the culvert include enough natural daylight passing through the 50 foot long section for safety and user encouragement. A rough estimate for this option is approximately \$900,000.



3.7.2 Crossing Over Walton Road Option

Another option that could be considered in order to improve the connectivity of Savannas Preserve State Park for multimodal water users is a kayak/canoe portage where users would carry their non-motorized watercraft over Walton Road. Adequate ingress and egress structures or embankment would be needed for all users to be able to access the portage and a mid-block pedestrian crosswalk with a button control signal would need to be provided. A rough estimate for this option is approximately \$115,000.



4.0 Conclusions and Recommendations

4.1 Conclusions

Based on data collected and information received during the office and field reviews, an analysis of the Walton Road corridor existing conditions showed there are deficiencies with bicycle, pedestrian and transit facilities as well as street lighting. For the purpose of this report the corridor was divided into three segments as seen in **Table 4.1**.

Table 4.1 Study Corridor Segment Description

Segment Name	Description
Segment A	Lennard Road to 800' east of Lennard Road
Segment B	800' east of Lennard Road to Green River Parkway
Segment C	Green River Parkway to Indian River Drive

Deficiencies found within the study corridor include: no bike lanes or paved shoulders in Segment B and C, sidewalk missing in Segment B and C, no pedestrian access to Savannahs Preserve State Park in Segment B, and a gap in the existing off-road shared use path on the south side of Walton Road to Green River Parkway for the East Coast Greenway. The existing roadway physical and operating conditions were documented and Walton Road has excess capacity based on existing and projected traffic volumes, and an 85th percentile speed of 43 MPH which is below the posted speed of 45 mph. The evaluation found that there is sufficient ROW width for incorporating recommended multimodal improvements except for the property owned by the school board.

Field observations confirmed that the roadway operating conditions along the corridor and the stop controlled intersections are satisfactory. According to the field review all intersections within the study corridor appeared to operate at an acceptable level of service for vehicles. Several bicyclist and pedestrians were observed sharing the roadway. A review of crash data received from TPO staff for the most recent 5-year period from 2011-2015, found a total of 28 crashes occurred within the study limits. No “pedestrian” collisions were reported and one “bicycle” crash occurred within the study corridor at the intersection of Lennard Road. However, there is a need for multimodal improvements within the corridor to enhance mobility, connect existing shared use paths, and provide pedestrian access to Savannahs Preserve State Park.

Consistency plan research for the Walton Road segment from Lennard Road to SE Green River Parkway found it was second in the 2014/15 priority ranking and third on the 2015/16 list of priority projects (LOPP) as a Transportation Alternatives (TA) project for adding sidewalks. The project source is listed as St. Lucie County School District. The study corridor was also identified in the recently adopted Go2040 St. Lucie TPO Long Range Transportation Plan (LRTP) as part of the County’s Walk-Bike Needs and Network Improvements and Cost Feasible Plan. Furthermore, completing the missing link of off-road shared use path from Lennard Road to SE Green River Parkway was included with the recommended preferred alternative in the Bicycle/Pedestrian Corridor Study Area of Interest Analysis completed by the St. Lucie TPO in 2011.



Based on the evaluation of alternatives, adding on-street bike lanes, sidewalk on the north side and completing the missing link of off-road shared use path between Lennard Road and SE Green River Parkway is feasible for Segment B. Both on-street bike lanes and sidewalk on the north side are also feasible based on the existing 50 to 100 feet ROW width between SE Green River Parkway and Indian River Drive within Segment C. These improvements would provide safety benefits to both bicyclists and pedestrians as well as potential connections to future trails.

4.2 Recommendations

There are two recommended alternatives presented in this study for the Walton Road corridor from Lennard Road to Indian River Drive. A summary of these alternative can be seen in **Table 4.2** below.

Table 4.2 Recommended Study Alternatives

Segment	Recommended Alternative
Segment A	Maintain existing multimodal facilities
Segment B	Bike lanes, sidewalk, multiuse path
Segment C	Bike lanes, sidewalk

Adding a minimum four-foot wide bike lane to each side of the roadway for the two-lane section within Segment B and C is recommended. The two areas with existing ROW widths of 50 feet (east of SE Belcrest Street and east of Green River Parkway) should have sidewalks for pedestrians in addition to on-street facilities for bicycles. Based on coordination with St. Lucie Public Schools, property owned by the school district adjacent to Walton Road could be donated for ROW to add off road paths or sidewalks. Further discussions with St. Lucie Public Schools are recommended.

Adding a six-foot wide sidewalk on the north side of Walton Road east of SE Scenic Park Street to Green River Parkway in Segment B and continuing east to Indian River Drive in Segment C is recommended to enhance pedestrian mobility by increasing access to existing parks and trails.

Continuing the meandering 12-foot wide off-road paved path between the existing edge of pavement and 20-foot wide utility easement adjacent to the south ROW line from west of SE Rainer Road to east of SE Arenson Lane and west of SE Grand Drive to Green River Parkway is recommended. Minimal clearing and grubbing and fill will be necessary along this segment. An elevated boardwalk style structure, a minimum of 10 feet wide, with pedestrian railing is recommended between SE Arenson Lane and SE Belcrest Street.

An exhibit of these proposed recommendations as well as cost estimation can be found in **Appendix F**.



Appendix A

Existing Conditions Data Collection






- **Traffic Counts**
- **Speed Data**
- **Pedestrian and Bicycle Counts**
- **FDOT Level Of Service Tables**
- **East Coast Greenway Map**
- **IPaC Trust Resources Report**

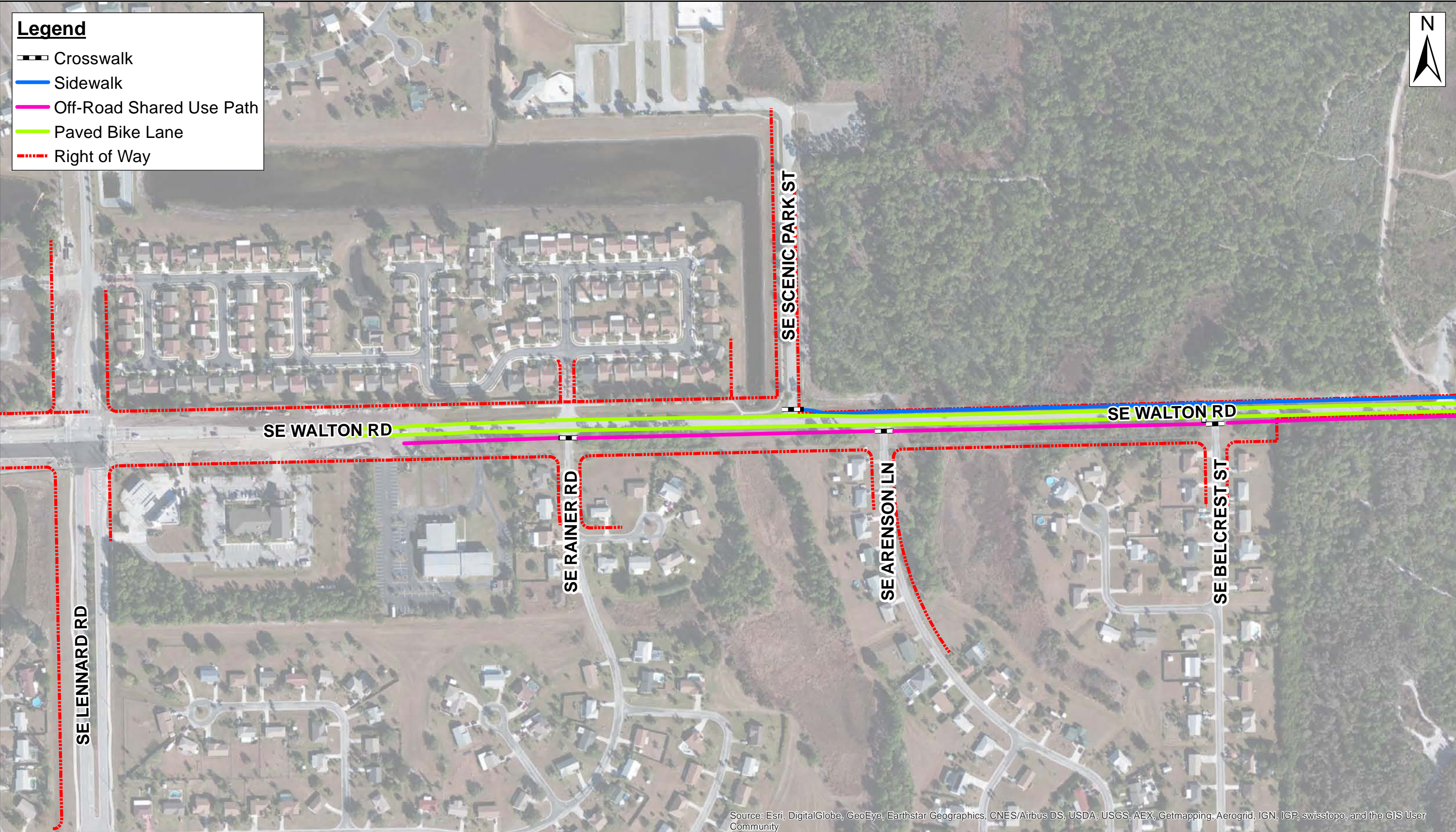


Appendix F

Proposed Alternatives Exhibits

Legend

-  Crosswalk
-  Sidewalk
-  Off-Road Shared Use Path
-  Paved Bike Lane
-  Right of Way

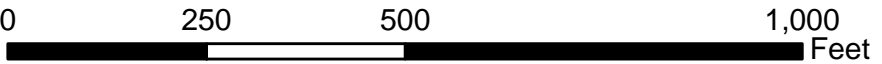


Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community








Recommended Multimodal Improvements

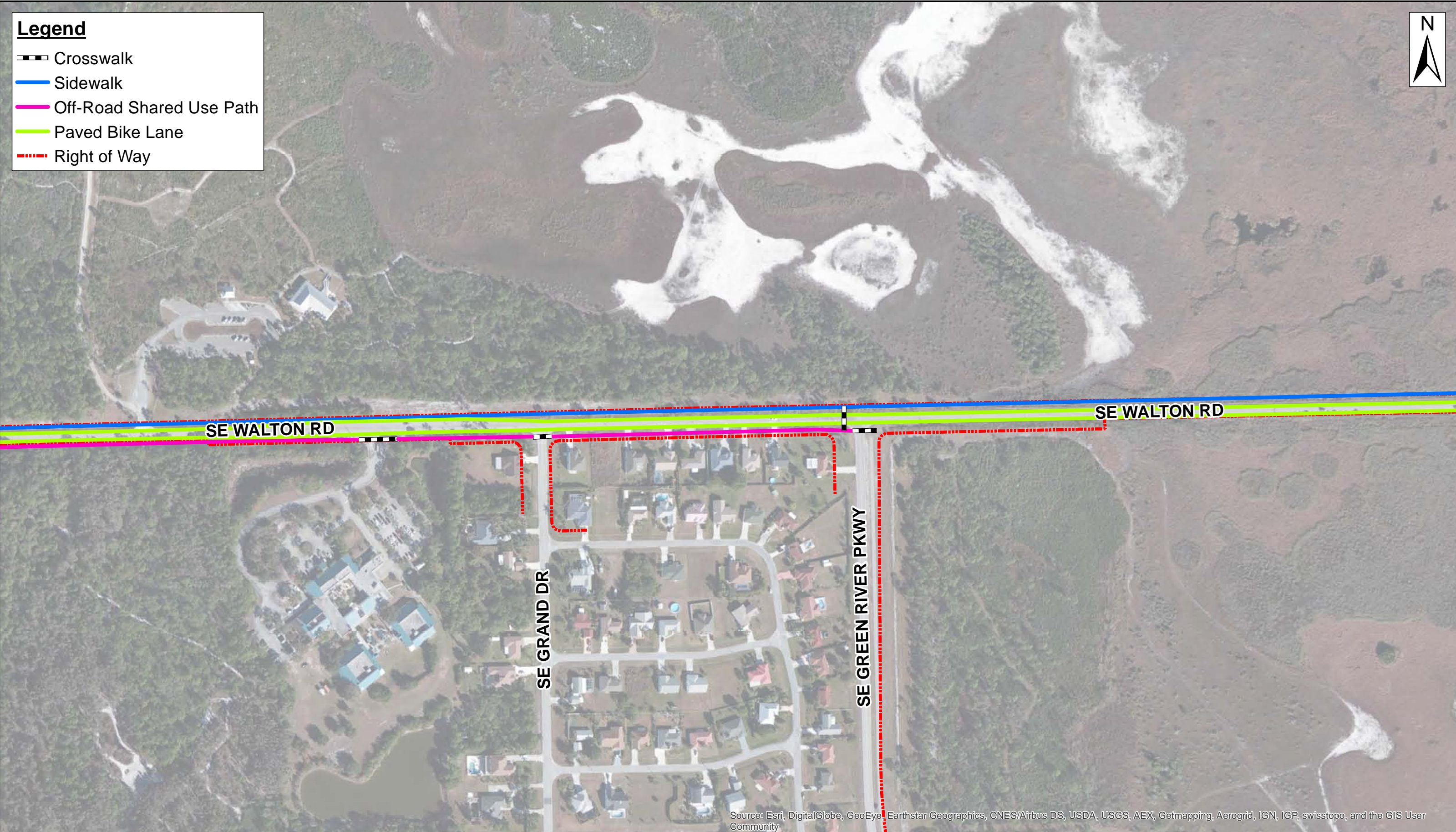
Walton Road
Multimodal Improvements Feasibility Study
Port St. Lucie, FL



May 2016

Legend

-  Crosswalk
-  Sidewalk
-  Off-Road Shared Use Path
-  Paved Bike Lane
-  Right of Way

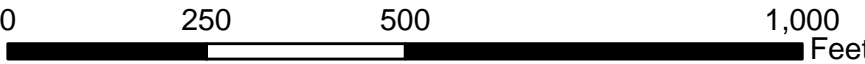


Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community








Recommended Multimodal Improvements

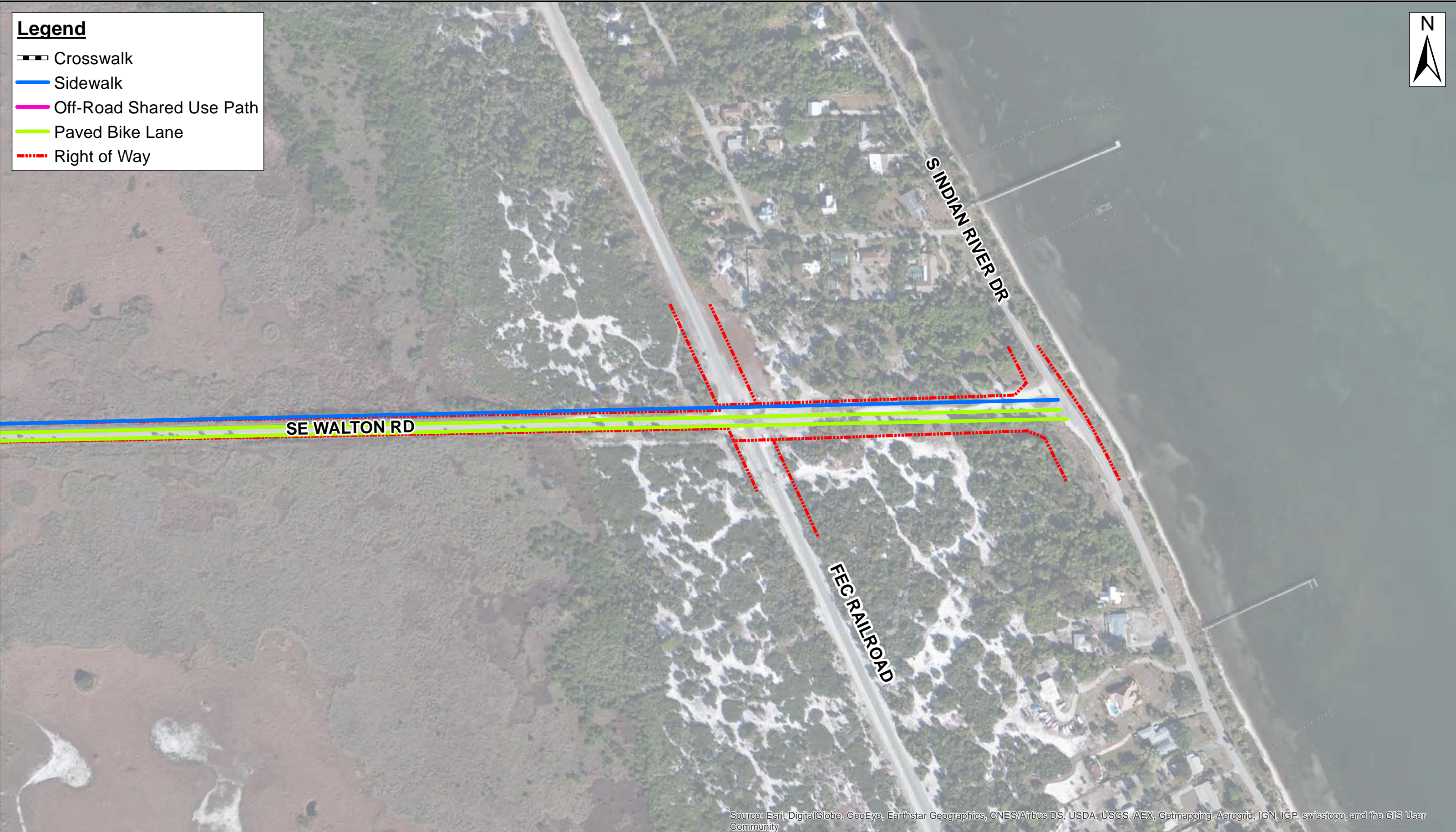
Walton Road
Multimodal Improvements Feasibility Study
Port St. Lucie, FL



May 2016

Legend

-  Crosswalk
-  Sidewalk
-  Off-Road Shared Use Path
-  Paved Bike Lane
-  Right of Way

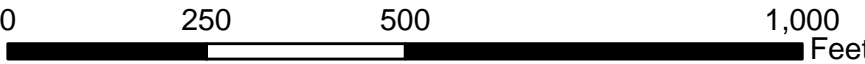


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Recommended Multimodal Improvements

Walton Road
 Multimodal Improvements Feasibility Study
 Port St. Lucie, FL



May 2016

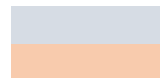
Cost Estimation for Alternatives

Segment B

Improvement Description	Unit	Price	Total Cost
Roadway with paved shoulders (mile)	0.92	\$ 426,052.54	\$ 391,968.34
Sidewalk (mile)	0.72	\$ 110,391.99	\$ 79,482.23
Multiuse path (mile)	0.92	\$ 231,278.63	\$ 212,776.34
Wooden Boardwalk With Railing, 42" (ft)	800	\$300.00	\$ 240,000.00
Total Cost			\$ 924,226.91

Segment C

Improvement Description	Unit	Price	Total Cost
Roadway with paved shoulders (mile)	0.8	\$ 426,052.54	\$ 340,842.03
Sidewalk (mile)	0.8	\$ 110,391.99	\$ 88,313.59
Pedestrian railing (LF)	2500	\$ 73.00	\$ 182,500.00
Guardrail (both sides) (LF)	5000	\$ 17.40	\$ 87,000.00
Misc. Pavement (tonnage)	187	\$ 100.00	\$ 18,700.00
Gravity Wall (CY)	500	\$ 600.00	\$ 300,000.00
Total Cost			\$ 1,017,355.62


 cost per mile
 estimated current market price

Water Crossing Under Walton Road

Item Description	Units	Price	Total Price
Arch Culvert	1	\$ 100,000.00	\$ 100,000.00
Embankment Fill (cy)	8,000	\$ 20.85	\$ 166,800.00
MSE wall (SF)	1800	\$ 69.92	\$ 125,856.00
Bridge Concrete Barrier Wall (SF)	2000	\$ 225.00	\$ 405,000.00
10 % contingency			\$ 79,765.60
Total Alternative Cost			\$ 877,421.60

*Assume roadway profile raised 8 feet with a 3% grade

Water Crossing Over Walton Road

Item Description	Units	Price	Total Price
Watercraft Dock/Launch (construction and engineering)	2	\$7,500.00	\$15,000.00
Midblock Pedestrian Signal	1	\$99,148.12	\$99,148.12
Total Alternative Cost			\$114,148.12

cost per mile
 estimated current market price



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AGENDA ITEM SUMMARY

Board/Committee:	Citizens Advisory Committee (CAC)
Meeting Date:	May 17, 2016
Item Number:	7a
Item Title:	Strategic Intermodal System (SIS) Multimodal Needs Plan Update
Item Origination:	Florida Department of Transportation District 4 (FDOT)
UPWP Reference:	Task 3.1: Long Range Transportation Planning and MAP-21 Implementation
Requested Action:	Discuss and provide comments to FDOT
Staff Recommendation:	As the update to the SIS Multimodal Needs Plan is underway, it is recommended that local projects potentially eligible for SIS funding be identified to FDOT for inclusion in the SIS Multimodal Needs Plan.

Attachments

- Staff Report
- SIS Information and Atlas
- SIS Criteria Summary

MEMORANDUM

TO: Citizens Advisory Committee (CAC)

FROM: Peter Buchwald
Executive Director

DATE: May 4, 2016

SUBJECT: Strategic Intermodal System (SIS) Multimodal Needs Plan Update

BACKGROUND

The SIS is Florida's statewide network of high priority transportation facilities which include airports, highways, railroads, seaports, spaceports, and transit facilities. Additional information regarding the SIS and a map of SIS facilities are attached.

The SIS Multimodal Needs Plan identifies capacity projects needed for the SIS to meet Florida Transportation Plan Goals and SIS Policy Plan Objectives. The Florida Department of Transportation (FDOT) District 4 will provide a presentation on the process and schedule for updating the SIS Multimodal Needs Plan.

ANALYSIS

FDOT has initiated a process to update the SIS Multimodal Needs Plan from the current horizon year of 2040 to the year 2045. The process began in January 2016 and is scheduled to conclude in March 2017. Coordination with the St. Lucie TPO and other partners is a key component in the process.

Projects associated with SIS facilities are eligible for State funding which is dedicated to the SIS. To become part of the SIS, a facility must meet the criteria and thresholds identified in the attached Summary of Adopted SIS Facility Types, Criteria, and Thresholds.

To receive SIS funding, the project must first be identified as a need in the SIS Multimodal Needs Plan. The SIS Multimodal Needs Plan is the source for projects to receive SIS funding in the SIS Cost Feasible Plan, the 2nd Five-Year SIS Plan, and the 1st Five-Year SIS Plan which is incorporated into the FDOT Work Program for production.

RECOMMENDATION

As the update to the SIS Multimodal Needs Plan is underway, it is recommended that local projects potentially eligible for SIS funding be identified to FDOT for inclusion in the SIS Multimodal Needs Plan.

Florida's Strategic Intermodal System



October 2015

Florida's Strategic Intermodal System (SIS) comprises Florida's statewide network of high priority transportation facilities, including the state's largest and most significant airports, spaceports, deepwater seaports, freight rail terminals, interregional rail and bus terminals, rail corridors, urban fixed guideway transit corridors, waterways, and highways. SIS facilities are the primary means for moving people and freight between Florida's diverse regions, as well as between Florida and other states and nations. The SIS is Florida's highest statewide priority for transportation capacity improvements.

There are three types of designated facilities:

- Transportation **hubs** (ports and terminals) moving people or goods;
- Interregional **corridors** (highways, rail lines, waterways and urban fixed guideway transit facilities) connecting major origin/destination markets; and
- Intermodal **connectors** (highways, rail lines, or waterways and other exclusive use facilities) linking hub-to-corridor; hub-to-hub; or strategic military installation-to-corridor.

Two system components are collectively known as "The SIS":

- **SIS** facilities meeting high levels of people and goods movement, generally supporting major flows of interregional, interstate, and international trips; and
- **Emerging SIS** facilities meeting lower levels of people and goods movement, generally serving fast growing economic regions and Rural Areas of Opportunity.

The SIS Strategic Plan in 2005 heralded a shift in the way FDOT and partners plan Florida's transportation future. The current 2010 SIS Strategic Plan further defines the state's primary role in transportation focusing on international, interstate, and interregional travel and transport of people and goods, with emphasis on the SIS. At the same time, stronger regional partnerships are encouraged to identify and invest in regionally significant transportation facilities, while local governments lead in addressing local movements of people and goods.

The 2010 SIS Strategic Plan and accompanying documents, maps and resources are available on the SIS website at www.dot.state.fl.us/planning/sis.



DESIGNATED SIS AND EMERGING SIS FACILITIES					
Facility Type	Active and Planned Drop Facilities			Planned Add Facilities	State Funding Match: State share shown, remaining funds to be obtained from non-State sources
	Corridor Hub		Connector		
	SIS	Emerging SIS			
Commercial Service Airports	7	10			Up to 50% on hub
General Aviation Relievers	2				Up to 50% on hub
Spaceports	1			1	Up to 50% on hub
Seaports	7	4		1	Up to 50% on hub Up to 75% on water connectors
Freight Terminals	5	2			Up to 50% on hub
Passenger Terminals	22	9		3	Up to 50% on hub
Rail (Miles)	1,704	357	236	22	Up to 100% on mainline Up to 75% on connector
Highway (Centerline Miles)	3,535	760	254	100	100%
Highway (Lane Miles)	16,453	2,224	941	115	100%
Waterway (Miles)	1,950	312			100%

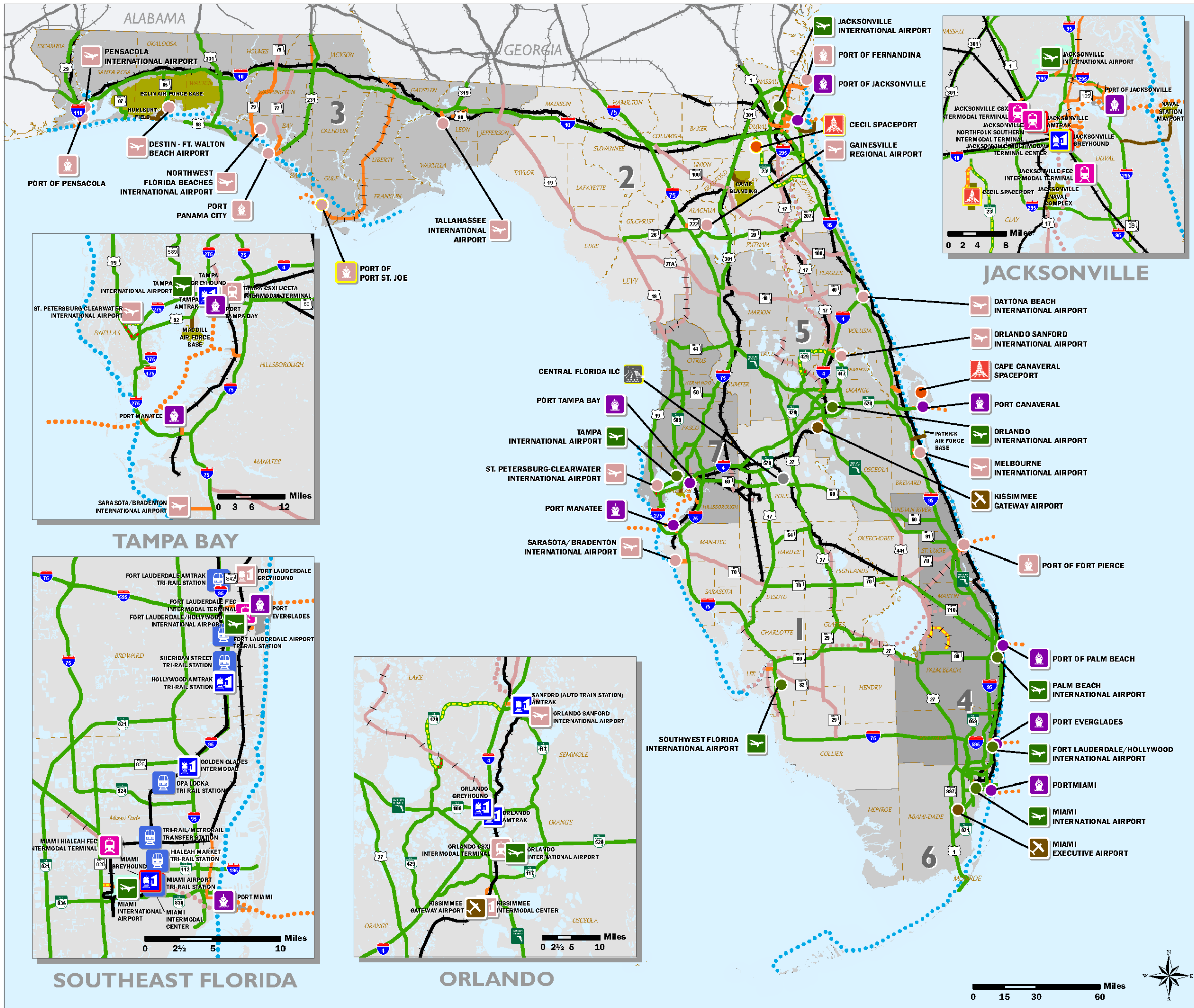
Upcoming 2015 SIS Policy Plan Update

Florida's SIS Policy Plan is developed with extensive partner and public involvement every five years. Work is now underway to update the plan with completion expected in January 2016. Information is being posted on the FTP/SIS website during this update process and we invite you to participate and be involved as we evaluate the existing plan and develop a policy framework for Florida's most strategic transportation facilities. To sign up for email subscriptions or for the latest documents and information please visit the website at:

<http://www.floridatransportationplan.com/>.

For more information, please contact

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Lori Marable, District 7 SIS Coordinator (Tampa Bay Area) (813) 975-6450 Email: lori.marable@dot.state.fl.us	Shannon Estep, Turnpike Enterprise SIS Coordinator (407) 532-3999 Email: shannon.estep@dot.state.fl.us



SIS atlas

Airports & Spaceports

- SIS Commercial Service Airport
- Emerging Commercial Service SIS Airport
- SIS General Aviation Reliever Airport
- SIS Spaceport

Seaports

- SIS Seaport
- Emerging SIS Seaport

Freight Rail Terminals

- SIS Freight Rail Terminal
- Emerging SIS Freight Rail Terminal

Intermodal Logistic Center

- SIS Intermodal Logistic Center

Passenger Terminals

- SIS Passenger Terminal
- Emerging SIS Passenger Terminal

Urban Fixed Guideway Transit

- SIS Urban Fixed Guideway Station

Highway

- SIS Highway Corridor
- Emerging SIS Highway Corridor
- SIS Highway Connector
- Military Access Facility

Rail

- SIS Railway Corridor
- Emerging SIS Railway Corridor
- SIS Railway Connector

Waterways

- SIS Waterway
- Emerging SIS Waterway
- SIS Waterway Connector

Facilities: Planned Add & Drop

- Planned Add
- Planned Drop

Summary of Adopted SIS Facility Types, Criteria, and Thresholds¹

Facility Type	Eligible Facilities	SIS Component	Emerging SIS Component
Commercial Service Airports	Airports with scheduled commercial and/or cargo services	0.25% of U.S. total passenger or freight activity	<i>Located at least 50 miles from a SIS commercial service airport² and</i> 0.05% of U.S. total passenger or freight activity or 0.01% of U.S. total passenger or freight activity and 0.05% of employment of industries dependent on aviation transportation ³
General Aviation Reliever Airports	General aviation airports functioning as relievers to commercial service airports	Identified as a reliever facility to an existing SIS commercial service airport <i>AND</i> Handles at least 75,000 itinerant (nonlocal) flight operations per year <i>AND</i> Has a runway with length exceeding 5,500 linear feet <i>AND</i> Has runway capable of handling 60,000 pound dual wheel aircraft and serviced by precision instrument approach <i>AND</i> 0.05% of employment of industries dependent on air transportation located within a 50 mile radius ³	Identified as a reliever facility to an existing Emerging SIS commercial service airport <i>AND</i> Handles at least 75,000 itinerant (nonlocal) flight operations per year <i>AND</i> Has a runway with length exceeding 5,500 linear feet <i>AND</i> Has runway capable of handling 60,000 pound dual wheel aircraft and serviced by precision instrument approach <i>AND</i> 0.05% of employment of industries dependent on air transportation located within a 50 mile radius ³
Spaceports	Spaceport territory as defined in s. 331.304, Florida Statutes or by Space Florida	Regularly scheduled civil, commercial or military launches resulting in suborbital or orbital flights	Not Applicable
Seaports	Deepwater ports as defined in s.311.09, Florida Statutes	500,000 home-port passengers or 0.25% of U.S. total freight activity	<i>Located at least 50 miles from a SIS seaport² and</i> 250,000 home-port passengers or 0.05% of U.S. total freight activity or 50,000 home-port passengers and 0.01% of U.S. total freight activity and <ul style="list-style-type: none"> • 0.05% of employment of industries dependent on waterborne transportation³
Interregional Passenger Terminals	Rail, bus, or multimodal terminals serving interregional or interstate passengers and providing on-site ticketing and support services	0.25% of U.S. total bus and/or rail interregional passengers per year (100,000 per year floor)	<i>Located at least 50 miles from a SIS passenger terminal² and</i> 0.125% of U.S. total bus and/or rail interregional passengers (50,000 per year floor) or 0.063% of U.S. total bus and/or rail interregional bus passengers and 0.05% employment in industries dependent on interregional passenger transportation located within a 50 mile radius ³
Freight Rail Terminals	Carload and intermodal terminals	0.25% of U.S. total annual rail freight activity	<i>Located at least 50 miles from a SIS freight rail terminal² and</i> 0.05% of U.S. total rail freight activity or 0.01% of U.S. total rail freight activity and <ul style="list-style-type: none"> • 0.05% employment of industries dependent on freight rail transportation³

¹See master list of adopted SIS Designation Criteria, Thresholds and Implementation Guidance for the full listing of official criteria and data details. For all types of facilities, community and environment screening criteria are applied prior to a final designation decision.

²Exceptions to the 50 mile minimum distance can be made for hubs serving a significantly different market segment from the nearest SIS hub.

³Minimum share of U.S. total employment may be reduced to 0.01% in designated Rural Areas of Critical Economic Concern.

⁴Rail corridors designated prior to adoption of new criteria in 2010 remain designated; additional rail owners must apply and demonstrate they meet these criteria.



Summary of Adopted SIS Facility Types, Criteria, and Thresholds¹

Facility Type	Eligible Facilities	SIS Component	Emerging SIS Component
Intermodal Logistics Centers	Intermodal Logistics Center as defined by s. 311.101 and s. 339.63, Florida Statutes	Supports trade moving to or from a SIS seaport or airport and identified in a local government comprehensive plan or development order <i>AND</i> Meets minimum size thresholds consistent with other SIS hub criteria for the type of intermodal movement primarily handled by the ILC	Supports trade moving to or from a SIS seaport or airport and identified in a local government comprehensive plan or development order <i>AND</i> Meets minimum size thresholds consistent with other SIS hub criteria for the type of intermodal movement primarily handled by the ILC or meets economic connectivity thresholds consistent with other Emerging SIS hub criteria
Passenger Rail Corridors	Rail corridors ⁴	Provides scheduled interregional or interstate passenger service	Not Applicable
Freight Rail Corridors	Rail corridors ⁴	At least 10 million gross ton miles of freight per mile	At least 5 million gross ton-miles of freight per mile <i>OR</i> 2.5 million gross ton miles of freight per mile and provides service to a county with 0.05% of U.S. total employment of industries dependent on freight rail transportation ³
Waterways	Navigable waterways	Intracoastal waterways and coastal shipping lanes <i>OR</i> Inland deep draft waterways with 0.25% of total U.S. annual waterway freight tonnage <i>OR</i> Inland shallow draft waterways with 0.25% of total U.S. domestic waterway freight tonnage	Interregional deep draft waterways with 0.05% of total U.S. waterway freight tonnage <i>OR</i> Inland shallow draft waterways with 0.05% of total U.S. annual domestic waterway freight tonnage <i>OR</i> 0.05% of U.S. total employment of industries dependent on waterborne transportation
Highways	State Highways	Designated Interstate facility <i>OR</i> Designated National Highway System facility providing connections to major markets in Alabama or Georgia <i>OR</i> Designated State Highway System limited access facility connecting two or more economic regions with each end at a SIS facility	Designated State Highway System facility connecting two or more economic regions with each end at a SIS facility <i>OR</i> Designated State Highway System facility serving a Rural Areas of Critical Economic Concern with each end at a SIS facility and meeting vehicle or truck volume criteria
Urban Fixed Guideway Transit Corridors	Urban fixed guideway transit corridors	Connects multiple urbanized area counties and serves as a regionally significant facility within single economic region (Note: criteria applied to individual corridors rather than the entire regional transit system)	Not Applicable
Urban Fixed Guideway Transit Hubs	Urban fixed guideway transit stations (Note: All qualifying stations are designated as part of the corridor)	Located at or near the termini of the urban fixed guideway corridor <i>OR</i> Serves a SIS airport, seaport, or spaceport; <i>OR</i> Are integrated with other passenger rail or bus systems providing connections to other regions or states	Not Applicable
Intermodal Connectors	State or local roads, rail lines, fixed guideway transit lines, and waterways	Three types of connectors can be designated: <ul style="list-style-type: none"> • Hub-to-corridor (connecting a hub to the nearest, most appropriate corridor) • Hub-to-hub (connecting a hub to another hub for freight or passenger movement) • Military access facility (connecting a strategic military installation to the nearest, most appropriate SIS corridor) 	Not Applicable

¹See master list of adopted SIS Designation Criteria, Thresholds and Implementation Guidance for the full listing of official criteria and data details. For all types of facilities, community and environment screening criteria are applied prior to a final designation decision.

²Exceptions to the 50 mile minimum distance can be made for hubs serving a significantly different market segment from the nearest SIS hub.

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For more information please contact:
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Effective January 2014

