St. Lucie Transportation Planning Organization

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

BICYCLE-PEDESTRIAN ADVISORY COMMITTEE (BPAC)

Regular Meeting

Thursday, May 17, 2018
3:00 pm

AGENDA

1. Call to Order

2. Roll Call

3. Approval of Minutes
   - *March 22, 2018 Regular Meeting*

4. Comments from the Public

5. Approval of Agenda

6. Action Items

   6a. Draft FY 2018/19 – FY 2022/23 Transportation Improvement Program (TIP): Review of the draft FY 2018/19 – FY 2022/23 TIP.

   Action: Review and recommend adoption of the draft TIP, recommend adoption with conditions, or do not recommend adoption.

   6b. Congestion Management Process (CMP) Major Update Phase 2: A presentation on Phase 2 of the CMP Major Update.

   Action: Review and recommend adoption of the CMP Major Update, recommend adoption with conditions, or do not recommend adoption.

   6c. Strategic Intermodal System (SIS) 2045 Cost Feasible Plan (CFP): A presentation on the draft SIS 2045 CFP.

   Action: Review and recommend endorsement of the draft SIS 2045 CFP, recommend endorsement with conditions, or do not recommend endorsement.

6d. Complete Streets Candidate Corridors Prioritization: Review of the prioritization of candidate corridors for complete street treatment.

Action: Review and recommend adoption of the Complete Streets Candidate Corridors Prioritization, recommend adoption with conditions, or do not recommend adoption.

7. Recommendations/Comments by Members

8. Staff Comments

9. Next Meeting: The next St. Lucie TPO BPAC meeting is a regular meeting scheduled for 3:00 pm on Thursday, July 19, 2018.

10. 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.

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

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

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BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC)

REGULAR MEETING

DATE: Thursday, March 22, 2018

TIME: 3:00 pm

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

MEETING SUMMARY

1. Call to Order

Vice Chairwoman McGee called the meeting to order at 3:20 pm.

2. Roll Call

The roll call was taken via sign-in sheet and the following members were present:

Members Present	Representing
Jennifer McGee, Vice Chairwoman	St. Lucie County ERD
Alex Barr	FDOT
Terry Davis	Bicycling Resident
Vennis Gilmore	Fort Pierce Public Works
Eddie Smidtsrod	Running/hiking Resident

Others Present	Representing
Peter Buchwald	St. Lucie TPO
Ed DeFini	St. Lucie TPO
Yi Ding	St. Lucie TPO
Marceia Lathou	St. Lucie TPO
Rachel Harrison	Recording Specialist

3. Approval of Meeting Summary

- November 16, 2017 Regular Meeting

* MOTION by Mr. Gilmore to approve the Meeting Summary.

** SECONDED by Mr. Davis Carried UNANIMOUSLY

4. Comments from the Public – None

5. Approval of Agenda

* MOTION by Mr. Gilmore to approve the agenda.

** SECONDED by Mr. Davis Carried UNANIMOUSLY

6. Action Items

6a. Annual Officer Elections: Election of a Chairperson and a Vice Chairperson for the BPAC for 2018.

The BPAC Secretary was invited to open the nominations for BPAC Chairperson for 2018.

* MOTION by Mr. Smidtsrod to nominate Vennis Gilmore as Chairman of the St. Lucie TPO BPAC for 2018.

** SECONDED by Vice Chairwoman McGee

There were no other nominations, and the nominations were closed.

** MOTION to elect Vennis Gilmore as Chairman of the St. Lucie TPO BPAC for 2018. Carried UNANIMOUSLY

The BPAC Secretary was invited to continue the elections.

* MOTION by Mr. Barr to nominate Jennifer McGee as Vice Chairwoman of the BPAC for 2018.

** SECONDED by Mr. Smidtsrod

There were no other nominations, and the nominations were closed.

** MOTION to elect Jennifer McGee as Vice Chairwoman of the St. Lucie TPO BPAC for 2018. Carried UNANIMOUSLY

6b. 2018 Meeting Date for St. Lucie TPO Joint Advisory Committee: Approval of the rescheduling of the St. Lucie TPO Joint Advisory Committee Meeting to November 27th at 1:30 pm.

Mr. Buchwald explained that the meeting was being rescheduled at the request of FDOT District 4.

* MOTION by Mr. Smidtsrod to reschedule the St. Lucie TPO Joint Advisory Committee Meeting.

** SECONDED by Vice Chairwoman McGee Carried UNANIMOUSLY

6c. Transportation Alternatives Program (TAP) 2018 Grant Applications: Review and prioritization of the TAP grant applications for the 2018 grant cycle.

Mr. Buchwald explained how and when the TAP funding from the 2018 grant cycle may be used before introducing two TAP grant applications submitted by the City of Port St. Lucie, one for the Curtis Street Sidewalk Project and one for the Alcantarra Boulevard Sidewalk Project. He detailed each of the projects and explained how, even though the Curtis Street project was ranked lower than its counterpart in the 2017/18 TA Priority Project List, the City of Port St. Lucie had requested that it be considered first, as the Curtis Street sidewalk would serve a school.

Mr. Smidtsrod asked for clarification on what the Alcantarra Boulevard project would serve, and Mr. Buchwald explained that, while it would also be within a two-mile radius of several schools, the Curtis Street project would serve a school more directly.

Vice Chairwoman McGee questioned whether there would be partial funding for the Alcantarra Boulevard project if the Curtis Street project were to be prioritized first. Mr. Buchwald replied that the second project would receive partial funding at minimum, with the City of Port St. Lucie taking up a greater share of the cost.

* MOTION by Mr. Smidtsrod to recommend the prioritization.

** SECONDED by Vice Chairwoman McGee Carried UNANIMOUSLY

6d. FY 2018/19 – FY 2019/20 Unified Planning Work Program (UPWP): Review of the draft FY 2018/19 – FY 2019/20 UPWP for the St. Lucie TPO.

Mr. Buchwald explained that the current UPWP ends June 30, 2018, making it necessary to develop the UPWP for the next two-year period. He then invited Ms. Lathou to continue the presentation. She described the purview and general requirements of the UPWP, explained the planning priorities for the current UPWP, and then detailed a selection of projects proposed for the upcoming UPWP, including some recommendations from the CAC meeting earlier that week. She maintained throughout her presentation that public involvement had had a large impact on the project list.

Mr. Davis inquired about the design timeline of the I-95/Gatlin Boulevard Jobs Express Terminal and was informed that design was currently underway. Mr. Davis recommended that the TPO consider installing bicycle lockers at the Terminal to prevent theft, and Mr. Buchwald assured him that the issue would be thoroughly studied. Ms. Lathou informed him that the TPO was also investigating micro-transit options for the first and last miles of trips to and from the Terminal.

Vice Chairwoman McGee inquired about the Terminal's exact location within the intersection and was given clarification. She then expressed concern at potential traffic congestion within the Gatlin Plaza parking lot. Mr. Buchwald assured her that the intersection had already been identified in the Congestion Management Plan and that potential congestion would be addressed.

Vice Chairwoman McGee then reported that the state was developing a database named CLEAR (Conservation Lands, Easements and Recreation) and recommended that information from it be included in the UPWP. Mr. Buchwald affirmed that it would be, adding that the TPO is constantly trying to be more efficient in project delivery.

* MOTION by Vice Chairwoman McGee to recommend adoption of the draft UPWP for FY 2018/19 – FY 2019/20.

** SECONDED by Mr. Smidtsrod Carried UNANIMOUSLY

7. Recommendations/Comments by Members – Mr. Barr notified those present that the FDOT was developing a Bicycle Pedestrian Master Plan that would identify the top five projects in each county. Mr. Davis inquired about the methodology for prioritization, remarking that such work may have already been done by the TPO. Mr. Buchwald affirmed that the TPO had already conducted relevant research on the

matter and offered to share it with Mr. Barr, who offered, in turn, to provide the TPO with a draft report.

Mr. Davis questioned whether the state had jurisdiction over U.S. 1, and a general discussion of road jurisdiction within Florida ensued.

8. Staff Comments – Mr. Buchwald commended Chairman Gilmore on his first meeting and announced an open position on the BPAC representing the hiking community.

9. Next Meeting: The next St. Lucie TPO BPAC meeting is a regular meeting scheduled for 3:00 pm on Thursday, May 17, 2018.

10. Adjourn – The meeting was adjourned at 4:08 pm.

Respectfully submitted:

_____
Rachel Harrison
Recording Specialist

Approved by:

_____
Vennis Gilmore
Chairman

St. Lucie Transportation Planning Organization

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AGENDA ITEM SUMMARY

Board/Committee:	Bicycle-Pedestrian Advisory Committee (BPAC)
Meeting Date:	May 17, 2018
Item Number:	6a
Item Title:	Draft FY 2018/19 – FY 2022/23 Transportation Improvement Program (TIP)
Item Origination:	Unified Planning Work Program (UPWP) and 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 draft FY 2018/19 – FY 2022/23 TIP appears to be consistent with the Go2040 Long Range Transportation Plan and the Draft Tentative Work Program that was recommended for endorsement by the TPO Advisory Committees, it is recommended that the draft TIP be recommended for adoption by the TPO Board.

Attachments

- Staff Report
- Draft FY 2018/19 – FY 2022/23 TIP

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MEMORANDUM

TO: Bicycle-Pedestrian Advisory Committee (BPAC)

FROM: Peter Buchwald
Executive Director

DATE: May 10, 2018

SUBJECT: Draft FY 2018/19 – FY 2022/23 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 the next five years.

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 these agencies, the Treasure Coast International Airport, the Port of Fort Pierce, St. Lucie Community Transit, 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 2018/19 – FY 2022/23 TIP, the process started in May 2017 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 July 2017.

The LOPP was utilized by FDOT District 4 to develop their Draft Tentative Work Program for FY 2018/19 – FY 2022/23. The Draft Tentative Work Program was reviewed and recommended for endorsement by the TPO Advisory Committees in September 2017 and was endorsed by the TPO Board in October 2017.

The Final Tentative Work Program was received from FDOT in April 2018 and was used to prepare the attached TIP through the web-based Interactive TIP on Community Remarks. The Final Tentative Work Program, which is a primary component of the draft TIP, was reviewed by TPO staff and appears to be consistent with the Draft Tentative Work Program that was recommended for endorsement by the TPO Advisory Committees.

The draft TIP includes the following:

- Nearly $1 million of funding for a new sidewalk on Oleander Avenue from Midway Road to South Market Avenue with the TPO's Transportation Alternatives Program (TAP) funding from the 2017 grant cycle;

- The start of acquisition of right-of-way for the widening of Port St. Lucie Boulevard from Paar Drive to Becker Road;

- The construction of the East Coast Greenway segment at Savannas Preserve State Park from Walton Road to Savannas Recreation Area;

- The design of the East Coast Greenway segment at Historical Downtown Fort Pierce from Georgia Avenue to North Causeway Drive;

- The widening of Kings Highway from the I-95 Overpass to St. Lucie Boulevard divided into two segments at Commercial Circle with the acquisition of right-of-way and construction for both segments;

- The design of the segment of Kings Highway from St. Lucie Boulevard to Indrio Road;

- A Feasibility Study for the Treasure Coast Airport Connector from Turnpike to Kings Highway with Transportation Regional Incentive Program (TRIP) funding;

- The advancement by one year of the implementation of Phase I of the St. Lucie Advanced Transportation Management System, the Traffic Engineering Study for the intersection of Port St. Lucie Boulevard and Floresta Drive, and the construction of the I-95/Gatlin Boulevard Jobs Express Terminal; and,

- The implementation of additional runway improvements at the Treasure Coast International Airport;

It should be further noted that the total amount of funding in the draft TIP for the TPO area approaches $370 million. In addition, the draft TIP appears to be consistent with the Go2040 Long Range Transportation Plan.

RECOMMENDATION

As the draft FY 2018/19 – FY 2022/23 TIP appears to be consistent with the Go2040 Long Range Transportation Plan and the Draft Tentative Work Program that was recommended for endorsement by the TPO Advisory Committees, it is recommended that the draft TIP be recommended for adoption by the TPO Board.

DRAFT
TRANSPORTATION IMPROVEMENT PROGRAM
FY 2018/19 - FY 2022/23

Adopted on _____

_____
Chairwoman Shannon Martin

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.

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.

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

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

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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-8.

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.

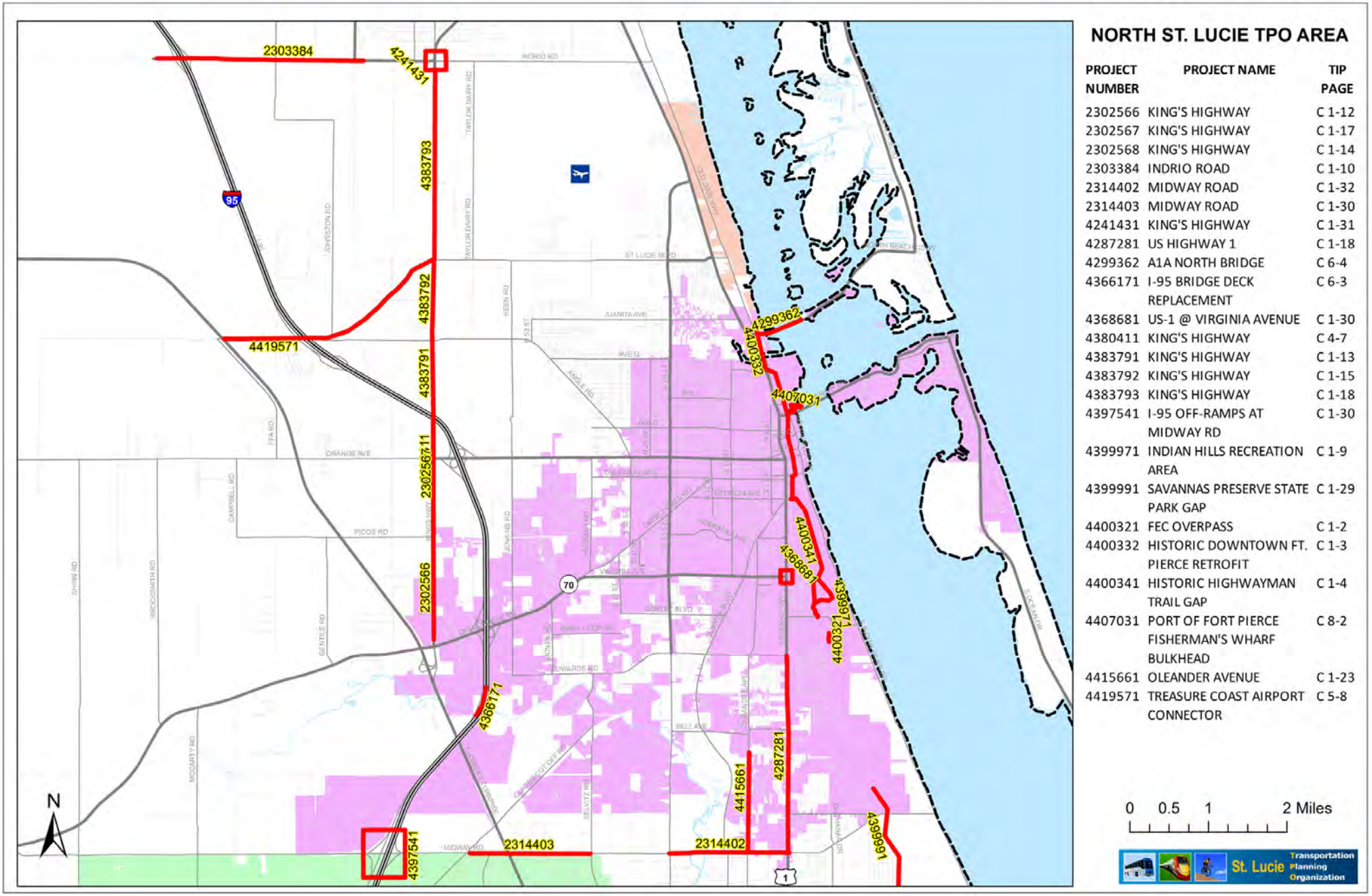
Total Project Costs: A typical project production sequence is to have a Project Development and Environment (PD&E) phase, followed by a Design (PE) phase, a Right of Way (ROW) phase and a Construction (CST) phase. Some projects may not include a ROW phase if land acquisition is not needed to complete 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/RLRTP CROSS REFERENCE

PROJECT NAME	PROJECT LIMITS FROM	PROJECT LIMITS TO	DESCRIPTION	PROJECT NUMBER	LRTP Page	TIP Page	TIP MAP Page
A1A NORTH BRIDGE OVER ICWW BRIDGE #940045	ENTIRE BRIDGE	ENTIRE BRIDGE	BRIDGE REPLACEMENT	4299362	6-2	C 6-4	A-5
CROSSTOWN PARKWAY	MANTH LANE	US-1	NEW BRIDGE CONSTRUCTION	4108444	3-2	C 6-2	A-4
FEC OVERPASS	SAVANNAS RECREATION AREA	SOUTH OF SAVANNAH RD.	BIKE PATH/TRAIL	4400321	6-11	C 1-2	A-5
HISTORIC DOWNTOWN FT. PIERCE RETROFIT	GEORGIA AVE	A1A/N CAUSEWAY DR	BIKE PATH/TRAIL	4400332	6-11	C 1-3	A-5
HISTORIC HIGHWAYMAN TRAIL GAP	INDIAN HILLS DR.	GEORGIA AVE.	BIKE PATH/TRAIL	4400342	6-11	C 1-4	A-5
I-95 @ ST. LUCIE WEST BLVD	INTERCHANGE	INTERCHANGE	INTERCHANGE - ADD LANES	4353371	6-2	C 1-6	A-4
I-95 BRIDGE DECK REPLACEMENT	CR-709 & FEC RR	TEN MILE CREEK	BRIDGE REHABILITATION	4366171	6-2	C 6-3	A-5
I-95 OFF-RAMPS AT GATLIN BLVD.	NB OFF-RAMPS AT GATLIN BLVD	SB OFF-RAMPS AT GATLIN BLVD	INTERCHANGE - ADD LANES	4397611	6-2	C 1-7	A-4
I-95 OFF-RAMPS AT MIDWAY RD.	NB OFF-RAMPS AT MIDWAY RD	SB OFF-RAMPS AT MIDWAY RD	INTERCHANGE - ADD LANES	4397541	6-2	C 1-8	A-4, 5
INDIAN HILLS RECREATION AREA	SOUTH OF SAVANNAH RD.	INDIAN HILLS DR.	BIKE PATH/TRAIL	4399971	6-11	C 1-9	A-5
INDRIO RD	WEST OF I-95	EMERSON AV	ADD LANES & RECONSTRUCT	2303384	6-2	C 1-10	A-5
KING'S HIGHWAY	500 feet S OFOKEECHOBEE	NORTH OF PICOS ROAD	ADD LANES & RECONSTRUCT	2302566	6-5	C 1-12	A-5
KING'S HIGHWAY	NORTH OF PICOS RD	NORTH OF I-95 OVERPASS	ADD LANES & RECONSTRUCT	2302567	6-2	C 1-17	A-5
KING'S HIGHWAY	800 feet S OF OKEECHOBEE	NORTH OF PICOS RD	LANDSCAPING	2302568	6-5	C 1-14	A-5
KING'S HIGHWAY	NORTH OF PICOS RD	NORTH OF I-95 OVERPASS	LANDSCAPING	4380411	6-2	C 1-16	A-5
KING'S HIGHWAY	N OF I-95 OVERPASS	N OF COMMERCIAL CIR	ADD LANES & RECONSTRUCT	4383791	6-5	C 1-13	A-5
KING'S HIGHWAY	NORTH OF COMMERCIAL CIRCLE	ST LUCIE BLVD	ADD LANES & RECONSTRUCT	4383792	6-2	C 1-15	A-5
KING'S HIGHWAY	ST LUCIE BOULEVARD	SOUTH OF INDRIO ROAD	ADD LANES & RECONSTRUCT	4383793	6-5	C 1-18	A-5
KING'S HIGHWAY @ INDIO RD	INTERSECTION	INTERSECTION	ADD TURN LANE(S)	4241431	6-2	C 1-11	A-5
MIDWAY RD	S. 25TH STREET	US-1	ADD LANES & RECONSTRUCT	2314402	6-2	C 1-22	A-4, 5
MIDWAY RD	GLADES CUT OFF ROAD	SELVITZ ROAD	PD&E/EMO STUDY	2314403	6-5	C 1-20	A-4, 5
MACEDO BLVD	SELVITZ RD	ST JAMES DR	SIDEWALK	4400181	6-10	C 1-19	A-4
OLEANDER AVENUE	MIDWAY ROAD	SOUTH MARKET AVENUE	SIDEWALK	4415661	6-10	C 1-23	A-4, 5
PAAR DRIVE	SW PORT ST LUCIE BLVD	SW DARWIN BLVD	SIDEWALK	4381301	6-10	C 1-24	A-4
PARK & RIDE LOT	BRESCIA STREET	EDGARCE STREET	PARK AND RIDE LOTS	4226814	6-2	C 3-2	A-4
PORT OF FORT PIERCE FISHERMANS WHARF BULKHEAD	PORT OF FORT PIERCE	PORT OF FORT PIERCE	SEAPORT CAPACITY PROJECT	4407031	7-1	C 8-2	A-4
PORT ST LUCIE BLVD	GATLIN BLVD	DARWIN BLVD	ADD LEFT TURN LANE(S)	4317524	6-6	C 1-25	A-4
PORT ST LUCIE BLVD @ FLORESTA DR	INTERSECTION	INTERSECTION	TRAFFIC ENGINEERING STUDY	4405681	7-1	C 5-2	A-4
PORT ST. LUCIE BLVD	PAAR DRIVE	DARWIN BLVD	ADD LANES & RECONSTRUCT	4317522	6-5	C 1-27	A-4
PORT ST. LUCIE BLVD	BECKER ROAD	PAAR DRIVE	ADD LANES & RECONSTRUCT	4317523	6-6	C 1-26	A-4

SAVANNAS PRESERVE STATE PARK GAP	WALTON RD.	SAVANNAS RECREATION AREA	BIKE PATH/TRAIL	4399991	6-11	C 1-29	A-4, 5
TREASURE COAST AIRPORT CONNECTOR	TURNPIKE	KINGS HWY	FEASIBILITY STUDY	4419571	6-7	C 5-8	A-5
US HIGHWAY 1	N. OF MIDWAY RD	EDWARDS RD	RESURFACING	4287281	6-2	C 1-32	A-4, 5
US HIGHWAY 1	S. OF PORT ST. LUCIE BLVD.	NE RIOMAR DRIVE	RESURFACING	4398471	7-1	C 1-33	A-4
US HIGHWAY 1 @ VIRGINIA AVENUE	INTERSECTION	INTERSECTION	ADD RIGHT TURN LANE(S)	4368681	6-2	C 1-30	A-5

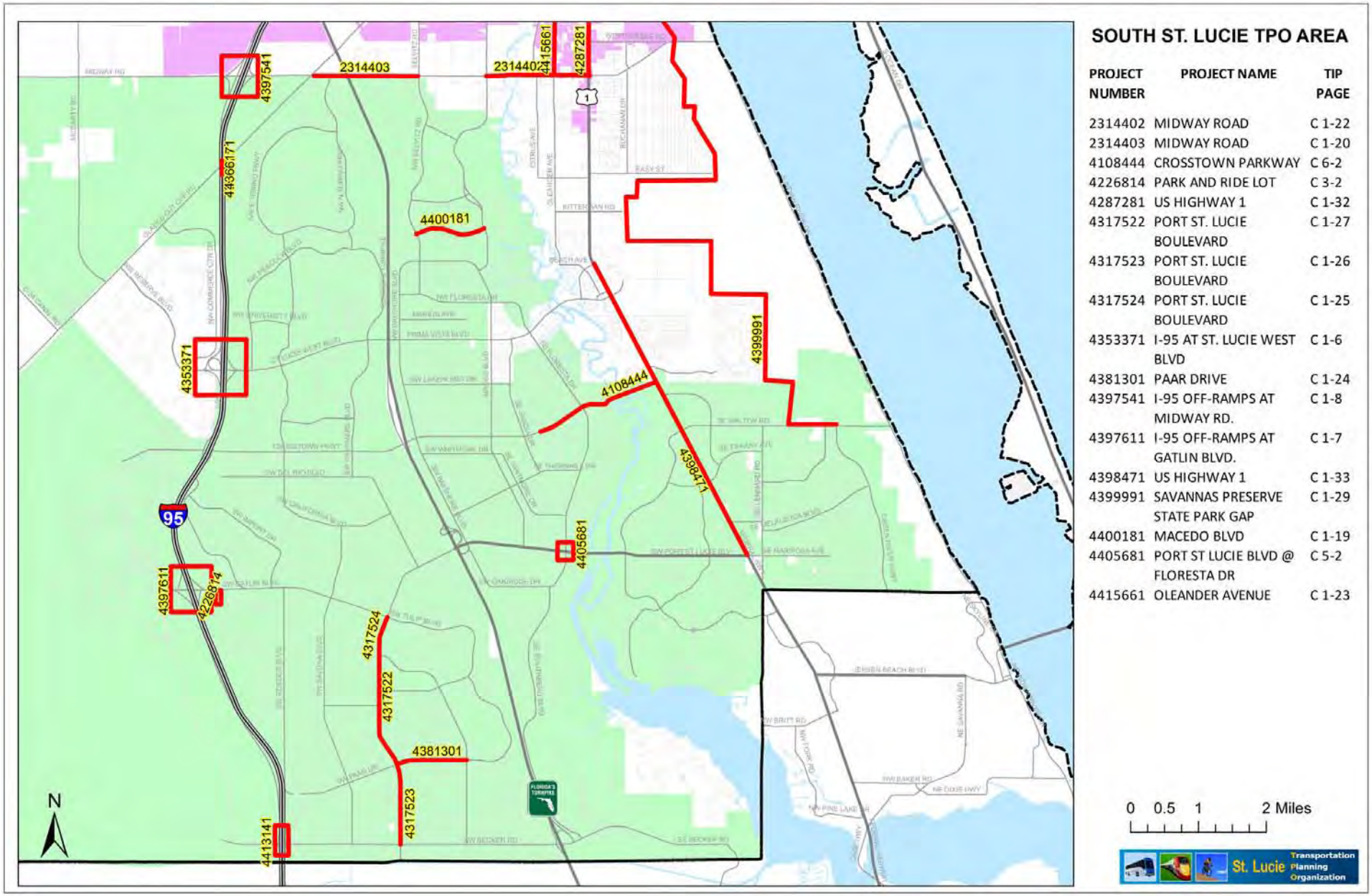
A.3 TIP PROJECT LOCATION MAPS



NORTH ST. LUCIE TPO AREA

PROJECT NUMBER	PROJECT NAME	TIP PAGE
2302566	KING'S HIGHWAY	C 1-12
2302567	KING'S HIGHWAY	C 1-17
2302568	KING'S HIGHWAY	C 1-14
2303384	INDRIO ROAD	C 1-10
2314402	MIDWAY ROAD	C 1-32
2314403	MIDWAY ROAD	C 1-30
4241431	KING'S HIGHWAY	C 1-31
4287281	US HIGHWAY 1	C 1-18
4299362	A1A NORTH BRIDGE	C 6-4
4366171	I-95 BRIDGE DECK REPLACEMENT	C 6-3
4368681	US-1 @ VIRGINIA AVENUE	C 1-30
4380411	KING'S HIGHWAY	C 4-7
4383791	KING'S HIGHWAY	C 1-13
4383792	KING'S HIGHWAY	C 1-15
4383793	KING'S HIGHWAY	C 1-18
4397541	I-95 OFF-RAMPS AT MIDWAY RD	C 1-30
4399971	INDIAN HILLS RECREATION AREA	C 1-9
4399991	SAVANNAS PRESERVE STATE PARK GAP	C 1-29
4400321	FEC OVERPASS	C 1-2
4400332	HISTORIC DOWNTOWN FT. PIERCE RETROFIT	C 1-3
4400341	HISTORIC HIGHWAYMAN TRAIL GAP	C 1-4
4407031	PORT OF FORT PIERCE FISHERMAN'S WHARF BULKHEAD	C 8-2
4415661	OLEANDER AVENUE	C 1-23
4419571	TREASURE COAST AIRPORT CONNECTOR	C 5-8

St. Lucie Transportation Planning Organization



SOUTH ST. LUCIE TPO AREA

PROJECT NUMBER	PROJECT NAME	TIP PAGE
2314402	MIDWAY ROAD	C 1-22
2314403	MIDWAY ROAD	C 1-20
4108444	CROSSTOWN PARKWAY	C 6-2
4226814	PARK AND RIDE LOT	C 3-2
4287281	US HIGHWAY 1	C 1-32
4317522	PORT ST. LUCIE BOULEVARD	C 1-27
4317523	PORT ST. LUCIE BOULEVARD	C 1-26
4317524	PORT ST. LUCIE BOULEVARD	C 1-25
4353371	I-95 AT ST. LUCIE WEST BLVD	C 1-6
4381301	PAAR DRIVE	C 1-24
4397541	I-95 OFF-RAMPS AT MIDWAY RD.	C 1-8
4397611	I-95 OFF-RAMPS AT GATLIN BLVD.	C 1-7
4398471	US HIGHWAY 1	C 1-33
4399991	SAVANNAS PRESERVE STATE PARK GAP	C 1-29
4400181	MACEDO BLVD	C 1-19
4405681	PORT ST LUCIE BLVD @ FLORESTA DR	C 5-2
4415661	OLEANDER AVENUE	C 1-23

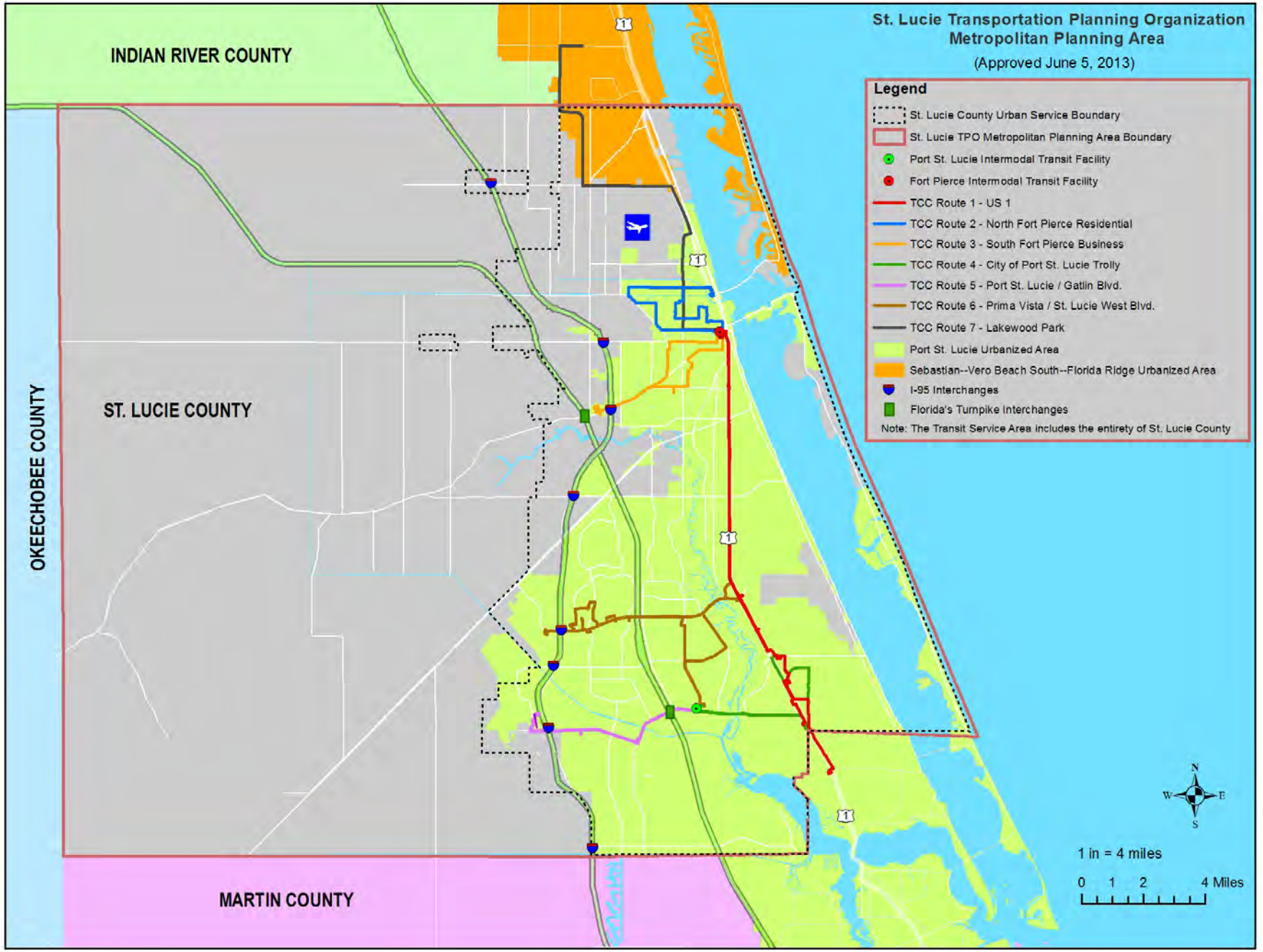
A.4 GLOSSARY OF ABBREVIATIONS AND PHASE/FUNDING SOURCE CODES

ADM	Administration	MNT	Contract Maintenance
BPAC	Bicycle Pedestrian Advisory Committee	MPO	Metropolitan Planning Organization
BRDG	Bridge	MSC	Grant to Local Government
CAC	Citizens Advisory Committee	OPS	Operations
CAP	Capital	PD&E	Project Development and Environmental
CEI	Construction, Engineering, & Inspection	PE	Preliminary Engineering
CIP	Capital Improvements Program	PIP	Public Involvement Program
CLV	Culvert	PLN	Planning
CMP	Congestion Management Process	PST	DES Post Design
CST	Construction	PTO	Public Transportation Office
CTC	Community Transportation Coordinator	RELOC	Right of Way Relocation
DCA	Department of Community Affairs	RLRTP	Regional Long Range Transportation Plan
DSB	Design Build	ROW	Right of Way Support
E/D	Engineering & Design	ROW LND	Right of Way Land
ENV	Environmental	RR	CST Railroad Construction
EPA	Environmental Protection Agency	RRX	Railroad Crossing
FAA	Federal Aviation Administration	RRU	Railroad/Utilities Construction
FDOT	Florida Department of Transportation	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act–a Legacy for Users
FHWA	Federal Highway Administration	SLC	St. Lucie County
FTA	Federal Transit Administration	SRA	Senior Resource Association, Inc.
INC	Construction Incentive	TAC	Technical Advisory Committee
IRC	Indian River County	TD	Transportation Disadvantaged
LAR	Local Agency Reimbursement	TDC	Transportation Disadvantaged Commission
LCB	Local Coordinating Board	TIP	Transportation Improvement Program
LOPP	List of Priority Projects	TMA	Transportation Management Area
MAP - 21	Moving Ahead for Progress in the 21st Century	TPO	Transportation Planning Organization
MC	Martin County	UPWP	Unified Planning Work Program
MIT	Mitigation	UTL	Utility Coordination

FUNDING SOURCE CODES

Source	Code	Fund Code Description	Source	Code	Fund Code Description
Federal	ACNP	ADVANCE CONSTRUCTION NHPP	Federal Earmark	HPP	HIGH PRIORITY PROJECTS
Federal	ACSA	ADVANCE CONSTRUCTION (SA)	State 100%	BRRP	STATE BRIDGE REPAIR & REHAB
Federal	ACBR	ADVANCE CONSTRUCTION (BRT)	State 100%	CIGP	COUNTY INCENTIVE GRANT PROGRAM
Federal	ACSU	ADVANCE CONSTRUCTION (SU)	State 100%	CIGR	GROWTH MANAGEMENT FOR CIGP
Federal	NHBR	NATIONAL HIGWAYS BRIDGES	State 100%	TRWR	2015 SB2514A-TRAN REG INCT PRG
Federal	SABR	STP, BRIDGES	State 100%	TLWR	2015 SB2514A-TRAIL NETWORK
Federal	EB	EQUITY BONUS	State 100%	DIOH	STATE 100% - OVERHEAD
Federal	EBBP	EQUITY BONUS SUPPLEMENTING BDG	State 100%	BRP	STATE BRIDGE REPLACEMENT
Federal	ACCM	ADVANCE CONSTRUCTION (CM)	State 100%	DC	STATE PRIMARY PE CONSULTANTS
Federal	ACSB	ADVANCE CONSTRUCTION (SABR)	State 100%	D	UNRESTRICTED STATE PRIMARY
Federal	ACTU	ADVANCE CONSTRUCTION (TALU)	State 100%	DDR	DISTRICT DEDICATED REVENUE
Federal	CM	CONGESTION MITIGATION & AQ	State 100%	DIH	STATE & HOUSE PRODUCT SUPPORT
Federal	DU	STATE PRIMARY/FEDERAL REIMB	State 100%	DITS	STATEWIDE ITS
Federal	FAA	FEDERAL AVIATION ADMIN	State 100%	DS	STATE PRIMARY HIGHWAYS & PTO
Federal	FTA	FEDERAL TRANSIT ADMINISTRATION	State 100%	TRIP	TRANS REGIONAL INCENTIVE PROGM
Federal	PL	METRO PLAN (85% FA; 15% OTHER)	State 100%	LF	LOCAL FUNDS
Federal	NHRE	NAT HWY PERFORMANCE PROGRAM - RESURFACING	State 100%	PORT	SEAPORTS
Federal	SA	STP, ANY AREA	Toll/Turnpike	PKYR	TURNPIKE RENEWAL & REPLACEMENT
Federal	SU	STP, URBAN AREAS > 200K	Local	LFP	LOCAL FUNDS FOR PARTICIPATING
Federal	TALT	TRANSPORTATION ALTS ANY AREA	Toll/Turnpike	PKYI	TURNPIKE IMPROVEMENT
Federal	TALU	TRANSPORTATION ALTS- >200K	R/W and Bridge Bonds	BNBR	AMENDMENT 4 BONDS (BRIDGES)

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 2018/19 – FY 2022/23; 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:

B.2 FINANCIAL PLAN

HIGHWAY/ROADWAY/SIDEWALK FUNDING SOURCES

FUND CODE DESCRIPTION	FUND	2019	2020	2021	2022	2023	TOTAL
ADVANCE CONSTRUCTION (SA)	ACSA	243,780	-	-	-	-	243,780
ADVANCE CONSTRUCTION TALU	ACTU	309,359	-	-	-	-	309,359
COUNTY INCENTIVE GRANT PROGRAM	CIGP	-	2,603,043	-	-	-	2,603,043
DISTRICT DEDICATED REVENUE	DDR	1,024,665	26,778,900	506,656	7,997,131	28,292,402	64,599,754
STATE IN-HOUSE PRODUCT SUPPORT	DIH	196,917	392,973	371,090	643,823	576,787	2,181,590
STATE PRIMARY HIGHWAYS & PTO	DS	673,206	12,462,026	2,113,509	9,406,181	-	24,654,922
HIGH PRIORITY PROJECTS	HPP	162,520	-	-	-	-	162,520
LOCAL FUNDS	LF	-	152,683	2,566,203	3,099,999	-	5,818,885
LOCAL FUNDS FOR PARTICIPATING	LFP	-	2,603,043	-	-	-	2,603,043
REPURPOSED FEDERAL EARMARKS	REPE	107,857	-	-	-	-	107,857
STP, ANY AREA	SA	2,244,091	79,867	-	-	1,000,000	3,323,958
STP, URBAN AREAS > 200K	SU	5,147,315	337,552	2,010,000	4,673,709	3,657,773	15,826,349
TRANSPORTATION ALTS- ANY AREA	TALT	64,706	343,309	389,185	-	-	797,200
TRANSPORTATION ALTS- >200K	TALU	79,825	298,437	308,274	-	-	686,536
SB2514A-2015 TRAIL NETWORK	TLWR	1,558,434	400,885	6,530,000	-	-	8,489,319
TRANS REGIONAL INCENTIVE PROGM	TRIP	-	-	1,006,345	2,170,339	-	3,176,684
SB2514A-2015 TRAN REG INCT PRG	TRWR	-	-	1,323,655	3,001,981	2,329,199	6,654,835
GRAND TOTAL							**142,239,634**

AVIATION FUNDING SOURCES

FUND CODE DESCRIPTION	FUND	2019	2020	2021	2022	2023	TOTAL
DISTRICT DEDICATED REVENUE	DDR	438,538	-	-	-	-	438,538
STATE - PTO	DPTO	327,462	2,250	2,395,600	-	-	2,725,312
FEDERAL AVIATION ADMIN	FAA	1,620,000	405,000	2,800,800	-	-	4,825,800
LOCAL FUNDS	LF	259,000	2,250	715,600	-	-	976,850
GRAND TOTAL							**8,966,500**

TRANSIT OPERATIONS FUNDING SOURCES

FUND CODE DESCRIPTION	FUND	2019	2020	2021	2022	2023	TOTAL
DISTRICT DEDICATED REVENUE	DDR	771,792	3,228,767	-	-	699,914	4,700,473
STATE IN-HOUSE PRODUCT SUPPORT	DIH	-	130,767	-	-	-	130,767
STATE - PTO	DPTO	678,303	604,612	634,843	666,585	-	2,584,343
STATE PRIMARY HIGHWAYS & PTO	DS	1,218,000	2,291,021	-	-	-	3,509,021
STATE PRIMARY/FEDERAL REIMB	DU	53,578	56,256	59,069	62,023	65,124	296,050
FEDERAL TRANSIT ADMINISTRATION	FTA	2,891,400	2,891,400	2,891,400	2,891,400	2,892,000	14,457,600
LOCAL FUNDS	LF	634,673	660,868	693,912	728,608	765,038	3,483,099
GRAND TOTAL							**29,161,353**

MISCELLANEOUS FUNDING SOURCES

FUND CODE DESCRIPTION	FUND	2019	2020	2021	2022	2023	TOTAL
UNRESTRICTED STATE PRIMARY	D	1,875,000	1,875,000	1,875,000	1,875,000	1,875,000	9,375,000
DISTRICT DEDICATED REVENUE	DDR	302,903	6,247,129	323,931	333,539	376,795	7,584,297
STATE IN-HOUSE PRODUCT SUPPORT	DIH	-	52,750	-	-	-	52,750
STATEWIDE ITS - STATE 100%.	DITS	251,062	257,338	263,771	270,372	243,422	1,285,965
STATE PRIMARY HIGHWAYS & PTO	DS	197,500	4,787,491	-	-	-	4,984,991
GRAND TOTAL							**23,283,003**

PLANNING FUNDING SOURCES

FUND CODE DESCRIPTION	FUND	2019	2020	2021	2022	2023	TOTAL
COUNTY INCENTIVE GRANT PROGRAM	CIGP	-	-	125,000	-	-	125,000
STATE IN-HOUSE PRODUCT SUPPORT	DIH	-	-	5,000	-	-	5,000
STATE - PTO	DPTO	11,529	11,529	9,190	9,466	9,190	50,904
STATE PRIMARY/FEDERAL REIMB	DU	61,465	71,465	73,518	75,724	73,518	355,690
LOCAL FUNDS	LF	124,029	11,529	134,190	9,466	9,190	288,404
METRO PLAN (85% FA; 15% OTHER)	PL	539,463	547,631	547,631	547,631	547,631	2,729,987
TRANS REGIONAL INCENTIVE PROGM	TRIP	112,500	-	-	-	-	112,500
GRAND TOTAL							**3,667,485**

BRIDGE FUNDING SOURCES

FUND CODE DESCRIPTION	FUND	2019	2020	2021	2022	2023	TOTAL
ADVANCE CONSTRUCTION (BRT)	ACBR	4,859,104	869,582	5,750,074	4,167,154	3,837,532	19,483,446
AMENDMENT 4 BONDS (BRIDGES)	BNBR	-	-	51,125,657	2,105,527	-	53,231,184
STATE BRIDGE REPLACEMENT	BRP	-	536,066	-	-	-	536,066
STATE BRIDGE REPAIR & REHAB	BRRP	300,000	-	-	-	-	300,000
COUNTY INCENTIVE GRANT PROGRAM	CIGP	-	164,055	-	-	-	164,055
UNRESTRICTED STATE PRIMARY	D	52,000	52,000	52,000	52,000	52,000	260,000
DISTRICT DEDICATED REVENUE	DDR	-	-	20,333,244	-	-	20,333,244
STATE IN-HOUSE PRODUCT SUPPORT	DIH	-	-	355,353	137,312	-	492,665
STATE PRIMARY HIGHWAYS & PTO	DS	1,142,717	-	129,720	-	-	1,272,437
LOCAL FUNDS FOR PARTICIPATING	LFP	-	164,055	-	-	-	164,055
STP, ANY AREA	SA	10,000	-	-	-	-	10,000
GRAND TOTAL							**96,247,152**

TURNPIKE ENTERPRISE FUNDING SOURCES

FUND CODE DESCRIPTION	FUND	2019	2020	2021	2022	2023	TOTAL
TURNPIKE IMPROVEMENT	PKYI	30,000	-	-	-	-	30,000
TURNPIKE RENEWAL & REPLACEMENT	PKYR	61,088,206	2,958,745	1,517,920	-	-	65,564,871
GRAND TOTAL							**65,594,871**

SEAPORT FUNDING SOURCES

FUND CODE DESCRIPTION	FUND	2019	2020	2021	2022	2023	TOTAL
LOCAL FUNDS	LF	166,667	-	-	-	-	166,667
SEAPORTS	PORT	500,000	-	-	-	-	500,000
GRAND TOTAL							**666,667**

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	2019	2020	2021	2022	2023	Total Program
Highway/Roadway/Sidewalk	11,812,675	46,452,718	17,124,917	30,993,163	35,856,161	142,239,634
Aviation	2,645,000	409,500	5,912,000	0	0	8,966,500
Transit Operations	6,247,746	9,863,691	4,279,224	4,348,616	4,422,076	29,161,353
Miscellaneous	2,626,465	13,219,708	2,462,702	2,478,911	2,495,217	23,283,003
Planning	848,986	642,154	894,529	642,287	639,529	3,667,485
Bridge	6,363,821	1,785,758	77,746,048	6,461,993	3,889,532	96,247,152
Turnpike Enterprise	61,118,206	2,958,745	1,517,920	0	0	65,594,871
Seaport	666,667	0	0	0	0	666,667
GRAND TOTAL FROM ALL FUNDING SOURCES	92,329,566	75,332,274	109,937,340	44,924,970	47,302,515	369,826,665

PROJECT COST ESTIMATES	2019	2020	2021	2022	2023	Total Program
Highway/Roadway/Sidewalk	11,812,675	46,452,718	17,124,917	30,993,163	35,856,161	142,239,634
Aviation	2,645,000	409,500	5,912,000	0	0	8,966,500
Transit Operations	6,247,746	9,863,691	4,279,224	4,348,616	4,422,076	29,161,353
Miscellaneous	2,626,465	13,219,708	2,462,702	2,478,911	2,495,217	23,283,003
Planning	848,986	642,154	894,529	642,287	639,529	3,667,485
Bridge	6,363,821	1,785,758	77,746,048	6,461,993	3,889,532	96,247,152
Turnpike Enterprise	61,118,206	2,958,745	1,517,920	0	0	65,594,871
Seaport	666,667	0	0	0	0	666,667
GRAND TOTAL FROM ALL FUNDING SOURCES	92,329,566	75,332,274	109,937,340	44,924,970	47,302,515	369,826,665

FUND SOURCE	2019	2020	2021	2022	2023	Total Program
Federal	18,124,086	5,900,499	14,829,951	12,417,641	12,073,578	63,345,755
Federal Earmark	270,377	-	-	-	-	270,377
State 100%	11,632,528	62,878,602	38,353,907	26,563,729	34,454,709	173,883,475
Local	1,184,369	3,594,428	4,109,905	3,838,073	774,228	13,501,003
R/W and Bridge Bonds	-	-	51,125,657	2,105,527	-	53,231,184
Toll/Turnpike	61,118,206	2,958,745	1,517,920	-	-	65,594,871
GRAND TOTAL FROM ALL JURISDICTIONS	92,329,566	75,332,274	109,937,340	44,924,970	47,302,515	369,826,665

Note: See Section A-8 for Fund Code Source and Fund Code Description

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 CFR450.330(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 2018/19 – FY 2022/23 TIP, the project selection and TIP development process started in May 2017 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 July 2017. The LOPP was utilized by FDOT District 4 to develop their Draft Tentative Work Program for FY 2018/19 – FY 2022/23. The Draft Tentative Work Program was reviewed and endorsed by the Board in October 2017. The Final Tentative Work Program was received from FDOT in April of 2018. 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 underrepresentedconsistent with the principles of Title VI. The process is followed for all projects funded in whole or part by the FederalTransit Administration (FTA) or the Federal Highway Administration (FHWA) pursuant to the Federal requirements.

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 G of the TIP.

B.8 ANNUAL LISTING OF OBLIGATED FEDERAL FUNDING/IMPLEMENTED PROJECTS

FHWA OBLIGATED FUNDING

PROJECT NUMBER	PROJECT NAME	DESCRIPTION	LENGTH	FUND TOTAL	FUND CODE	PROJECT TOTAL
2303384	**INDRIO ROAD FROM WEST OF I-95 TO EAST OF EMERSON AV**	ADD LANES & RECONSTRUCT	2.709	11,319,589	NHPP	
				6,325	SA	
				342,875	SU	**11,668,789**
2314402	**MIDWAY RD/CR-712 FROM S. 25TH STREET TO US-1**	ADD LANES & RECONSTRUCT	1.803	-9	CM	
				51,504	SA	
				-131,439	SU	
				299,178	SA	
				1,311	SA	
				4,255,361	SU	**4,475,906**
2314403	**MIDWAY RD FROM GLADES CUT OFF ROAD TO SELVITZ ROAD**	PD&E/EMO STUDY	1.592	13,000	SA	**13,000**
4108444	**CROSSTOWN PARKWAY FROM MANTH LANE TO US-1**	NEW BRIDGE CONSTRUCTION	2.651	-591,114	SA	
				-572,978	SABR	
				-435,585	SU	**-1,599,677**
4130471	**I-95/SR-9 FROM SR-614/INDRIO TO IR/ST LUCIE CO/LINE**	ADD LANES & REHABILITATE PVMNT	4.069	-176	SA	**-176**
4230221	**CR-68/ORANGE AVENUE FROM E. OF GRAVES ROAD TO W. OF SR-713/KINGS HWY**	PAVE SHOULDERS	5.620	-12,211	HRRR	
				-12,616	EB	**-24,827**
4276141	**MARIPOSA AVE FROM LENNARD RD TO CALAIS ST.**	SAFETY PROJECT	0.971	-11,409	TALT	

PROJECT NUMBER	PROJECT NAME	DESCRIPTION	LENGTH	FUND TOTAL	FUND CODE	PROJECT TOTAL
				-3,024	TALU	**-14,433**
4287281	**US-1 FROM N. OF MIDWAY RD TO EDWARDS RD**	RESURFACING	2.362	2,490,931	NHRE	
				1,036,124	SA	**3,527,055**
4296311	**BAYSHORE BLVD. FROM PRIMA VISTA BLVD. TO SELVITZ RD.**	BIKE LANE/SIDEWALK	1.359	-11,973	SA	
				-21,928	SU	
				-23	SU	
				-13,098	TALT	
				-32	TALU	**-47,054**
4299362	**SR-A1A NORTH BRIDGE OVER ICWW BRIDGE #940045**	BRIDGE REPLACEMENT	1.000	371,403	NHBR	**371,403**
4316511	**CASHMERE BOULEVARD FROM SW DEL RIO BLVD TO N. OF SLWC HIGH SCHOOL**	SIDEWALK	0.798	-1,651	TALT	
				-13,091	TALU	
				-4,731	TALU	**-19,473**
4316891	**HAVANA AVENUE FROM KAUFMAN AVENUE TO SOUTH 13TH STREET**	SIDEWALK	1.246	-96	SA	
				-31,931	TALT	
				-140	TALT	
				-24	TALU	**-32,191**
4317291	**DEL RIO BLVD FROM PORT ST. LUCIE BLVD TO CALIFORNIA BLVD.**	SIDEWALK	2.785	3,782	TALT	**3,782**
4317351	**SW SAVONA BLVD FROM SW BECKER ROAD TO SW GATLIN BLVD**	SIDEWALK	3.720	2,300	TALT	**2,300**

PROJECT NUMBER	PROJECT NAME	DESCRIPTION	LENGTH	FUND TOTAL	FUND CODE	PROJECT TOTAL
4317381	**DARWIN BLVD FROM SW BECKER RD. TO SW PAAR DR.**	SIDEWALK	1.248	91	EB	
				-1,379	SA	
				4	TALT	**-1,284**
4317521	**PORT ST LUCIE BLVD FROM BECKER ROAD TO DARWIN BLVD**	ADD LANES & RECONSTRUCT	2.866	314	SA	**314**
4317522	**PORT ST. LUCIE BLVD FROM PAAR DRIVE TO DARWIN BLVD**	ADD LANES & RECONSTRUCT	1.946	8,124	SA	
				34,578	SA	
				15,000	SU	
				349,981	SU	**407,683**
4331951	**CAMEO BLVD FROM PORT ST.LUCIE BLVD TO CROSSTOWN PARKWAY**	SIDEWALK	1.733	-61,405	TALT	
				-29	TALT	
				-1,715	TALT	**-63,149**
4343601	**CR-712A/MCCARTY RD. BRDG #940031 OVER TEN MILE CREEK, REPLACEMENT**	BRIDGE REPLACEMENT	0.120	252,550	SA	
				10,899	NHBR	
				1,382	SA	
				-730	SABR	
				1,441	SU	
				71,519	NHBR	
				6,000	SA	**343,061**

PROJECT NUMBER	PROJECT NAME	DESCRIPTION	LENGTH	FUND TOTAL	FUND CODE	PROJECT TOTAL
4352631	**SELVITZ ROAD FROM NORTH OF BAYSHORE BLVD. TO NORTH MACEDO BLVD.**	SIDEWALK	0.370	54,830	TALT	
				5,279	TALT	
				274,154	TALU	
				9,721	TALU	**343,984**
4381301	**PAAR DRIVE FROM SW PORT ST.LUCIE BLVD TO SW DARWIN BLVD**	SIDEWALK	1.034	5,000	TALU	**5,000**
4236042	**ST. LUCIE UPWP FY 2014/2015 & 2015/2016**	TRANSPORTATION PLANNING	0.000	-4,498	PL	**-4,498**
4393261	**ST. LUCIE UPWP FY 2016/2017-2017/2018**	TRANSPORTATION PLANNING	0.000	592,086	PL	**592,086**
GRAND TOTAL						**45,590,255**

FTA OBLIGATED FUNDING

FTA GRANT NUMBER	COUNTY	FTA GRANTEE	FEDERAL FUND CODE	FTA PROJECT DESCRIPTION	TOTAL FTA FUNDS IN TIP	TOTAL FEDERAL FUNDS OBLIGATED	TOTAL LOCAL FUNDS	TOTAL
TBD	SLC	SLC	5307	Capital/Operating	$13,470,000	$2,124,275	$1,181,341	$16,775,616
TBD	SLC	SLC	5339	Bus and Bus Facilities	$987,600	$193,733	$48,443	$1,229,776
TBD	SLC	SLC	5311	Operating	$592,100	$102,136	$51,068	$745,304
TBD	SLC	SLC	5310	Elderly and individuals with disabilities	$0	$88,070	$8,807	$96,877
TOTAL					$15,049,700	$2,508,214	$1,289,659	$18,847,573

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 2017 and resulted in no corrective actions, five noteworthy practices, and six recommendations were identified to improve the current planning process of the TPO.

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 July 2017 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 2018, and a two-tiered approach (Phase I and Phase II) was utilized in the CMP to identify projects. The Phase I analysis provided a system-wide screening for areas of concern. The Phase II analysis included a detailed evaluation of the identified areas of concern. Based on the results of the Phase 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 2018-2019								
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	$783,993	$87,110	$871,103	$56	$6	$62	$25,765	$896,930

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 in this TIP include $3,289,184 of TRIP funding. The PORT ST LUCIE BLVD project (#4317524) is receiving $1,006,345 in TRIP funding, the I-95 AT ST LUCIE WEST BLVD project (#4353371) is receiving $2,170,339 in TRIP funding, and the TREASURE COAST AIRPORT CONNECTOR project (#4419571) is receiving $112,500 in TRIP funding.

C. DETAILED PROJECT LISTINGS

C.1 HIGHWAY/ROADWAY/SIDEWALK

FEC OVERPASS FROM SAVANNAS RECREATION AREA TO SOUTH OF SAVANNAH RD.
4400321 Non-SIS

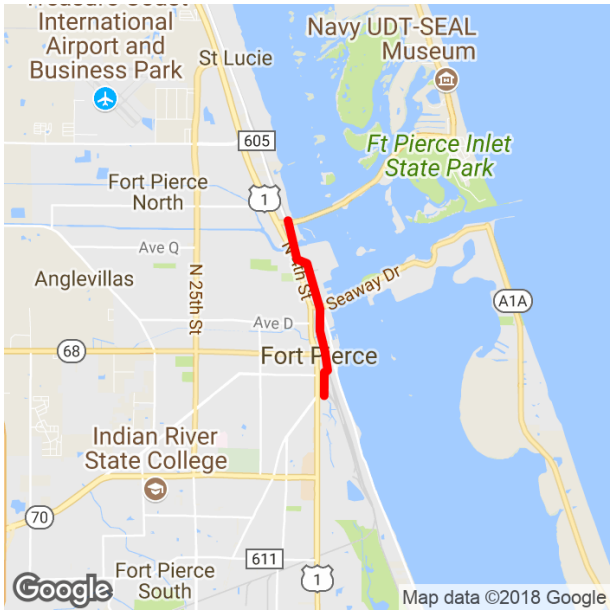
Project Description: BIKE PATH/TRAIL
Extra Description: SUNTRAIL
Lead Agency: MANAGED BY FDOT
From: SAVANNAS RECREATION AREA
Length: 0.041
To: SOUTH OF SAVANNAH RD.
Phase Group: PD&E, PRELIMINARY ENGINEERING, RAILROAD & UTILITIES, ENVIRONMENTAL

Phase	Fund Code	2019	2020	2021	2022	2023	Total
PE	DIH	0	5,000	0	0	0	5,000
PE	TLWR	0	305,885	0	0	0	305,885
RRU	TLWR	0	20,000	0	0	0	20,000
ENV	TLWR	0	0	90,000	0	0	90,000
			330,885	**90,000**			**420,885**

Prior Year Cost: 108,738
Future Year Cost: 0
Total Project Cost: 529,623
LRTP: Page 6-11

Notes

HISTORIC DOWNTOWN FT. PIERCE RETROFIT GEORGIA AVE TO A1A/N CAUSEWAY DR
4400332 Non-SIS



Project Description: BIKE PATH/TRAIL
Extra Description: SUNTRAIL
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE
Length: 0
Phase Group: PRELIMINARY ENGINEERING

From: GEORGIA AVE
To: A1A/N CAUSEWAY DR

Phase	Fund Code	2019	2020	2021	2022	2023	Total
PE	TLWR	300,000	0	0	0	0	300,000
		300,000					**300,000**

Prior Year Cost: 196,562
Future Year Cost: 0
Total Project Cost: 496,562
LRTP: Page 7-1

Notes

HISTORIC HIGHWAYMAN TRAIL GAP FROM INDIAN HILLS DR. TO GEORGIA AVE.
4400342 Non-SIS

Project Description: BIKE PATH/TRAIL
Extra Description: SUNTRAIL FY2017 PD/E DESIGN LIAISON = JULY JIIMENEZ JPA WITH THE CITY OF FT PIERCE
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE
From: INDIAN HILLS DR.
To: GEORGIA AVE.
Length: 0
Phase Group: PRELIMINARY ENGINEERING

Phase	Fund Code	2019	2020	2021	2022	2023	Total
PE	TLWR	100,000	0	0	0	0	100,000
		100,000					**100,000**

Prior Year Cost: 76,720
Future Year Cost: 0
Total Project Cost: 176,720
LRTP: Page 6-11

Notes

I-95 @ BECKER ROAD INTERCHANGE
4413141 SIS

Project Description: LANDSCAPING
Extra Description: STANDALONE INDEPENDENT PROJECT
Lead Agency: MANAGED BY FDOT **From:** SR-9/
Length: 0.478 **To:** BECKER ROAD INTERCHANGE
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2019	2020	2021	2022	2023	Total
PE	DDR	120,000	0	0	0	0	120,000
PE	DIH	5,000	0	0	0	0	5,000
CST	DDR	0	738,906	0	0	0	738,906
CST	DIH	0	10,550	0	0	0	10,550
		125,000	**749,456**				**874,456**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 874,456
LRTP: Page 6-6

Notes

I-95 AT ST LUCIE WEST BLVD
4353371 SIS

Prior Year Cost: 957,730
Future Year Cost: 0
Total Project Cost: 14,898,383
LRTP: Page 6-2

Project Description: INTERCHANGE - ADD LANES
Extra Description: 2017 TPO PRIORITY #5 FROM COMMERCE CENTER DRIVE TO PEACOCK BLVD., WIDENING OF ROADWAY TO ACCOMMODATE THREE EB LANES AND TWO WB LANES ACROSS THE BRIDGE OVER I-95 AND BUILD A NEW EB BRIDGE. WIDENING THE SOUTHBOUND OFF RAMP INTERSECTION TO PROVIDE TWO LEFT TURN LANES AND ONE RIGHT TURN LANE. WIDENING THE...
Lead Agency: MANAGED BY FDOT **From:** SR-9/I-95
Length: 1.814 **To:** ST LUCIE WEST BLVD
Phase Group: PRELIMINARY ENGINEERING, RAILROAD & UTILITIES, CONSTRUCTION, CONTRACT INCENTIVES, ENVIRONMENTAL

Phase	Fund Code	2019	2020	2021	2022	2023	Total
RRU	DDR	0	0	50,000	0	0	50,000
CST	LF	0	0	0	3,099,999	0	3,099,999
CST	DDR	0	0	0	7,762,131	0	7,762,131
CST	DIH	0	0	0	127,119	0	127,119
CST	TRIP	0	0	0	2,170,339	0	2,170,339
CST	TRWR	0	0	0	581,065	0	581,065
INC	DDR	0	0	0	150,000	0	150,000
				50,000	**13,890,653**		**13,940,653**

Notes

I-95 NORTHBOUND AND SOUTHBOUND OFF-RAMPS AT GATLIN BLVD.
4397611 SIS

Prior Year Cost: 410,436
Future Year Cost: 0
Total Project Cost: 3,671,886
LRTP: Page 7-1

Project Description: INTERCHANGE - ADD LANES
Extra Description: GATLIN BLVD AT NORTHBOUND & SOUTHBOUND OFF-RAMP INTERSECTION SHORT TERM IMPROVEMENTS: A)ADD A THIRD LEFT AND TRIPLE RIGHT TURN LANES ON SB OFF-RAMP WITH MINOR WIDENING TO RECEIVING LANES ON GATLIN BLVD. B) ADD THIRD LEFT TURN LANE AND DUAL RIGHT TURN LANES ON NB OFF-RAMP.
Lead Agency: MANAGED BY FDOT
From: OFF-RAMPS
Length: 0.954
To: GATLIN BLVD
Phase Group: PRELIMINARY ENGINEERING, RAILROAD & UTILITIES, CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2019	2020	2021	2022	2023	Total
RRU	DS	0	0	20,000	0	0	20,000
CST	DDR	0	0	0	25,000	0	25,000
CST	DIH	0	0	0	127,510	0	127,510
CST	DS	0	0	0	3,068,940	0	3,068,940
ENV	DDR	0	0	20,000	0	0	20,000
				40,000	**3,221,450**		**3,261,450**

Notes

I-95 NORTHBOUND AND SOUTHBOUND OFF-RAMPS AT MIDWAY RD.
4397541 SIS

Project Description: INTERCHANGE - ADD LANES
Extra Description: MIDWAY RD AT I-95 NB & SB OFF-RAMP INTERSECTION SHORT TERM IMPROVEMENTS; A)ADD SECOND LEFT TURN LANES TO BOTH NB AND SB
Lead Agency: MANAGED BY FDOT **From:** OFF-RAMPS
Length: 0.775 **To:** MIDWAY RD
Phase Group: PRELIMINARY ENGINEERING, RAILROAD & UTILITIES, CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2019	2020	2021	2022	2023	Total
PE	DIH	0	20,000	0	0	0	20,000
PE	DS	0	230,000	0	0	0	230,000
RRU	DS	0	10,000	0	0	0	10,000
CST	DIH	0	0	0	44,681	0	44,681
CST	DS	0	0	0	1,085,803	0	1,085,803
ENV	DS	0	0	30,000	0	0	30,000
			260,000	**30,000**	**1,130,484**		**1,420,484**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 1,420,484
LRTP: Page 7-1

Notes

INDIAN HILLS RECREATION AREA SOUTH OF SAVANNAH RD. TO INDIAN HILLS DR.
4399971 Non-SIS

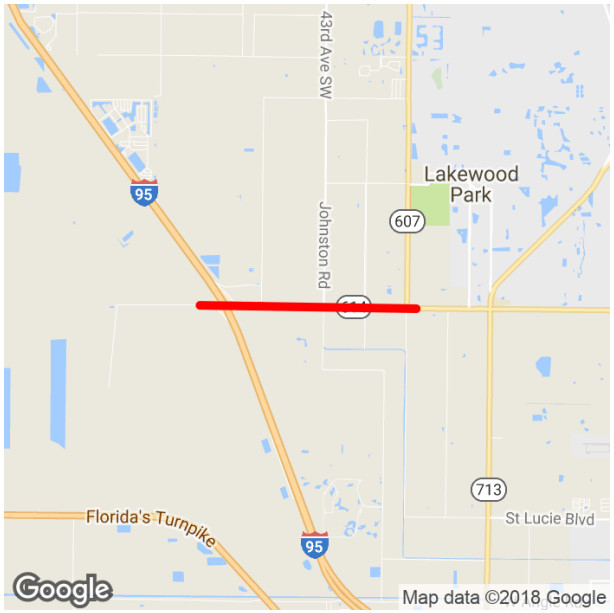
Project Description: BIKE PATH/TRAIL
Extra Description: SUNTRAIL FY2017 INDIAN HILLS RECREATION AREA TRAIL RETROFIT SOUTH SIDE OF INDIAN HILLS GOLF COURSE DESIGN JPA
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE
From: SOUTH OF SAVANNAH RD.
To: INDIAN HILLS DR.
Length: 0
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2019	2020	2021	2022	2023	Total
CST	TLWR	408,434	0	0	0	0	408,434
		408,434					**408,434**

Prior Year Cost: 80,000
Future Year Cost: 0
Total Project Cost: 488,434
LRTP: Page 6-11

Notes

INDRIO ROAD FROM WEST OF I-95 TO EAST OF EMERSON AV
2303384 Non-SIS



Project Description: ADD LANES & RECONSTRUCT
Extra Description: 14 TPO PRIORITY #1;
Lead Agency: MANAGED BY FDOT
From: WEST OF I-95
Length: 2.709
To: EAST OF EMERSON AV
Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, RAILROAD & UTILITIES, CONSTRUCTION, ENVIRONMENTAL, MISCELLANEOUS

Phase	Fund Code	2019	2020	2021	2022	2023	Total
ROW	DDR	0	523,520	0	0	0	523,520
ROW	DS	673,206	104,963	0	0	0	778,169
		673,206	**628,483**				**1,301,689**

Prior Year Cost: 40,661,257
Future Year Cost: 0
Total Project Cost: 53,631,735
LRTP: Page 6-2

Notes

KING'S HIGHWAY @ INDIO RD
4241431 Non-SIS

Project Description: ADD TURN LANE(S)
Extra Description: INTERSECTION IMPROVEMENT; CIGP/TRIP FOR R/W; 2013 TPO #4 REPROGRAM AS DOT PROJECT TO ACQUIRE R/W**DO NOT FEDERALIZE** DOT AND COUNTY TO SPLIT ROW; COUNTY TO PAY FOR CONSTRUCTION REC CHECK FROM ST.LUCIE CO. FOR $3,817,948 ON 07/09/09 REC CHECK FROM ST.LUCIE CO. FOR $2,709,534 ON 06/13/13 **VERIFY LF EXPENDITURES W/COMPTROLLER PRIOR TO UPDATING**
Lead Agency: MANAGED BY FDOT **From:** SR-713
Length: 1.084 **To:** SR-614
Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, ENVIRONMENTAL

Phase	Fund Code	2019	2020	2021	2022	2023	Total
ROW	LFP	0	2,603,043	0	0	0	2,603,043
ROW	CIGP	0	2,603,043	0	0	0	2,603,043
			5,206,086				**5,206,086**

Prior Year Cost: 26,074,589
Future Year Cost: 0
Total Project Cost: 31,280,675
LRTP: Page 6-2

Notes

KINGS HWY FR 500 FEET S OF OKEECHOBEE TO NORTH OF PICOS ROAD
2302566 SIS

Project Description: ADD LANES & RECONSTRUCT
Extra Description: PE/ENGINEERING UNDER 230256-2 2012 TPO PRIORITY #2 1,550 FT OF PROJECT WILL BE CONCRETE, BALANCE IS FLEXIBLE PAVEMENT PH5202=LFA WITH ST LUCIE COUNTY; $187,669 LF RECD 3/1/17
Lead Agency: MANAGED BY FDOT
From: 500 feet S OF OKEECHOBEE
Length: 2.2
To: NORTH OF PICOS ROAD
Phase Group: RIGHT OF WAY, RAILROAD & UTILITIES, CONSTRUCTION, CONTRACT INCENTIVES, ENVIRONMENTAL

Phase	Fund Code	2019	2020	2021	2022	2023	Total
ROW	DDR	329,637	1,576,294	0	0	0	1,905,931
ROW	DIH	99,233	0	0	0	0	99,233
ROW	DS	0	47,550	0	0	0	47,550
INC	TALT	64,706	0	0	0	0	64,706
INC	DDR	335,294	0	0	0	0	335,294
		828,870	**1,623,844**				**2,452,714**

Prior Year Cost: 91,795,744
Future Year Cost: 0
Total Project Cost: 96,320,147
LRTP: Page 7-1

Notes

KINGS HWY FR N OF I-95 OVERPASS TO N OF COMMERCIAL CIR
4383791 Non-SIS

Project Description: ADD LANES & RECONSTRUCT
Extra Description: 2017 TPO PRIORITY #4 WIDENING 2 TO 4 LANES PD&E UNDER 230256-5
Lead Agency: MANAGED BY FDOT
From: N OF I-95 OVERPASS
Length: 1.4
To: N OF COMMERCIAL CIR
Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2019	2020	2021	2022	2023	Total
ROW	DDR	0	6,585,980	310,156	0	0	6,896,136
ROW	DIH	0	106,090	106,090	0	0	212,180
ROW	DS	0	3,999,236	1,963,509	0	0	5,962,745
CST	DDR	0	0	0	0	17,976,644	17,976,644
CST	DIH	0	0	0	0	396,144	396,144
ENV	DDR	0	0	0	60,000	0	60,000
			10,691,306	**2,379,755**	**60,000**	**18,372,788**	**31,503,849**

Prior Year Cost: 4,319,440
Future Year Cost: 0
Total Project Cost: 57,669,131
LRTP: Page 6-5

Notes

KINGS HWY FR SOUTH OF OKEECHOBEE RD TO NORTH OF PICOS RD
2302568 Non-SIS

Project Description: LANDSCAPING
Extra Description: LANDSCAPE PROJECT FOR FM 230256-6, KINGS HWY/SR 713.
Lead Agency: MANAGED BY FDOT
From: 800 feet S OF OKEECHOBEE
Length: 1.89
To: NORTH OF PICOS RD
Phase Group: PRELIMINARY ENGINEERING

Phase	Fund Code	2019	2020	2021	2022	2023	Total
PE	DDR	0	0	126,500	0	0	126,500
PE	DIH	0	0	10,000	0	0	10,000
				136,500			**136,500**

Prior Year Cost: 91,795,744
Future Year Cost: 0
Total Project Cost: 96,320,147
LRTP: Page 6-5

Notes

KINGS HWY FROM NORTH OF COMMERCIAL CIRCLE TO ST LUCIE BLVD
4383792 Non-SIS

Project Description: ADD LANES & RECONSTRUCT
Extra Description: 2017 TPO PRIORITY #4 WIDENING FROM 2 TO 4 LANES; PD&E UNDER 230256-5 2017 TPO PRIORITY #4 WIDENING FROM 2 TO 4 LANES; PD&E UNDER 230256-5
Lead Agency: MANAGED BY FDOT **From:** NORTH OF COMMERCIAL CIRCLE
Length: 1.21 **To:** ST LUCIE BLVD
Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2019	2020	2021	2022	2023	Total
ROW	DDR	0	9,630,768	0	0	0	9,630,768
ROW	DIH	0	133,673	0	0	0	133,673
CST	DDR	0	0	0	0	10,315,758	10,315,758
CST	DIH	0	0	0	0	180,643	180,643
ENV	DDR	0	75,000	0	0	0	75,000
			9,839,441			**10,496,401**	**20,335,842**

Prior Year Cost: 4,319,440
Future Year Cost: 0
Total Project Cost: 57,669,131
LRTP: Page 6-2

Notes

KINGS HWY FROM NORTH OF PICOS RD TO NORTH OF I-95 OVERPASS
4380411 Non-SIS

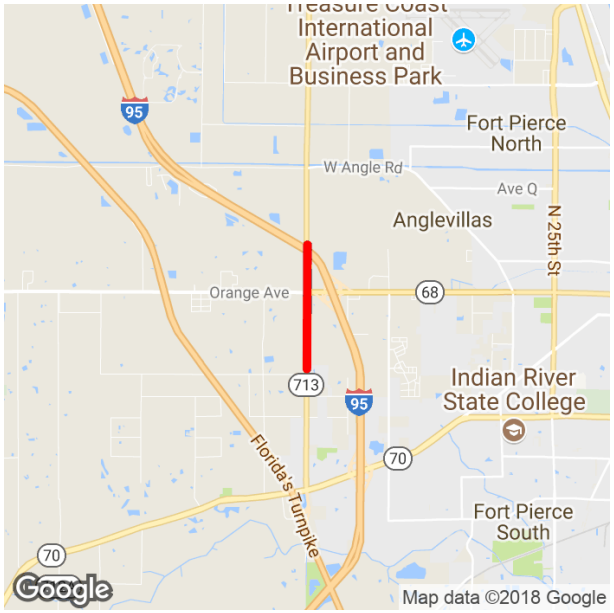
Project Description: LANDSCAPING
Extra Description: STAND ALONE LANDSCAPE PROJECT LANDSCAPE FOR 230256-7
Lead Agency: MANAGED BY FDOT
From: NORTH OF PICOS RD
Length: 1.552
To: NORTH OF I-95 OVERPASS
Phase Group: PRELIMINARY ENGINEERING

Phase	Fund Code	2019	2020	2021	2022	2023	Total
PE	DIH	0	0	5,000	0	0	5,000
PE	DS	0	0	100,000	0	0	100,000
				105,000			**105,000**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 105,000
LRTP: Page 6-2

Notes

KINGS HWY FROM NORTH OF PICOS RD TO NORTH OF I-95 OVERPASS
2302567 Non-SIS



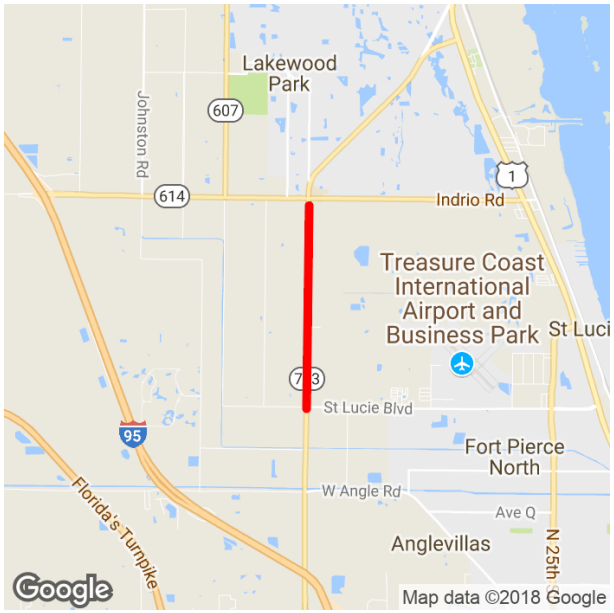
Project Description: ADD LANES & RECONSTRUCT
Extra Description: PE/ENGINEERING UNDER 230256-2 2013 TPO PRIORITY #1 CONCRETE AT THE INTERSECTION OF SR-68/ORANGE AVENUE
Lead Agency: MANAGED BY FDOT
From: NORTH OF PICOS RD
Length: 1.217
To: NORTH OF SR-9/I-95 OVERPASS
Phase Group: RIGHT OF WAY, RAILROAD & UTILITIES, CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2019	2020	2021	2022	2023	Total
ROW	DDR	24,734	1,822,771	0	0	0	1,847,505
ROW	DIH	87,684	0	0	0	0	87,684
		112,418	**1,822,771**				**1,935,189**

Prior Year Cost: 91,795,744
Future Year Cost: 0
Total Project Cost: 96,320,147
LRTP: Page 6-2

Notes

KINGS HWY FROM ST LUCIE BOULEVARD TO SOUTH OF INDRIO ROAD
4383793 Non-SIS



Project Description: ADD LANES & RECONSTRUCT
Extra Description: 2017 TPO PRIORITY #6 WIDENING FROM 2 TO 4 LANES; PD&E UNDER 230256-5
Lead Agency: MANAGED BY FDOT
From: ST LUCIE BOULEVARD
Length: 2.19
To: SOUTH OF INDRIO ROAD
Phase Group: PRELIMINARY ENGINEERING

Phase	Fund Code	2019	2020	2021	2022	2023	Total
PE	DDR	0	1,500,000	0	0	0	1,500,000
PE	DIH	0	10,000	0	0	0	10,000
			1,510,000				**1,510,000**

Prior Year Cost: 4,319,440
Future Year Cost: 0
Total Project Cost: 57,669,131
LRTP: Page 6-2

Notes

MACEDO BLVD FROM SELVITZ RD TO ST JAMES DR
4400181 Non-SIS

Project Description: SIDEWALK
Extra Description: 2016 TPO TAP PRIORITY #1 LAP W/CITY OF PORT ST. LUCIE
Lead Agency: MANAGED BY CITY OF PORT ST. LUCIE
From: SELVITZ RD
To: ST JAMES DR
Length: 1.049
Phase Group: CONSTRUCTION, PRELIMINARY ENGINEERING

Phase	Fund Code	2019	2020	2021	2022	2023	Total
CST	TALT	0	343,309	0	0	0	343,309
CST	TALU	0	298,437	0	0	0	298,437
CST	LF	0	152,683	0	0	0	152,683
			794,429				**794,429**

Prior Year Cost: 5,000
Future Year Cost: 0
Total Project Cost: 799,429
LRTP: Page 6-10

Notes

MIDWAY RD FROM GLADES CUT OFF ROAD TO SELVITZ ROAD
2314403 Non-SIS

Project Description: PD&E/EMO STUDY
Extra Description: 2017 TPO PRIORITY #2 WIDENING FROM 2 TO 4 LANES LFA WITH ST. LUCIE COUNTY FOR PD&E AND DESIGN CK #09828620 RECD FR ST. LUCIE CO. BCC FOR 1.65M ON 10/7/14 FOR PD&E.THIS IS A CAT2; RESERVE ON 438543-1; CHECK RECD 1/18/2017 FROM ST.LUCIE CO. $2,108,000 PH31/32
Lead Agency: MANAGED BY FDOT
From: GLADES CUT OFF ROAD
Length: 1.592
To: SELVITZ ROAD
Phase Group: PD&E, PRELIMINARY ENGINEERING, RIGHT OF WAY, ENVIRONMENTAL

Phase	Fund Code	2019	2020	2021	2022	2023	Total
ROW	ACSA	243,780	0	0	0	0	243,780
ROW	SA	1,215,238	0	0	0	0	1,215,238
ROW	SU	4,490,945	0	0	0	0	4,490,945
ROW	HPP	31,680	0	0	0	0	31,680
ROW	REPE	107,857	0	0	0	0	107,857
ENV	SA	35,000	0	0	0	0	35,000
		6,124,500					**6,124,500**

Prior Year Cost: 73,023,786
Future Year Cost: 0
Total Project Cost: 85,012,162
LRTP: Page 6-5

Notes

MIDWAY RD FROM GLADES CUT OFF ROAD TO SELVITZ ROAD - RESERVE
4385431 Non-SIS

Project Description: FUNDING ACTION
Extra Description: 2017 TPO PRIORITY #2 RESERVE FOR FM 231440-3
Lead Agency: MANAGED BY FDOT
From: GLADES CUT OFF ROAD
Length: 0
To: SELVITZ ROAD
Phase Group: CONSTRUCTION

Phase	Fund Code	2019	2020	2021	2022	2023	Total
CST	SA	0	0	0	0	1,000,000	1,000,000
CST	SU	0	0	0	0	1,000,000	1,000,000
						2,000,000	**2,000,000**

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

Notes

MIDWAY RD FROM S. 25TH STREET TO US-1
2314402 Non-SIS

Project Description: ADD LANES & RECONSTRUCT
Extra Description: WIDEN 2 LANES TO 4 LANES/10MPO PRIORITY# 1 REPLACE EXISTING BRIDGE,ADA RAMPS AT 3 SIGNALIZED INTERSEC CONSTRUCT 5feet SIDEWALKS,LANDSCAPING,LIGHTING,BRICK PAVERS, DRAINAGE,4 BIKE LANE ON ROADWAY/PD&E BY COUNTY=SEG#1 LFA WITH COUNTY FOR PHASE 4B $246,723=LFF PH 4B (SEE IC) R/W FUNDED/SAFETEA-LU EARMARK HPP 610 (FOR C2 DESC SEE SC)
Lead Agency: MANAGED BY FDOT
From: S. 25TH STREET/SR-615
Length: 1.803
To: SR-5/US-1
Phase Group: PRELIMINARY ENGINEERING, CONTRACT INCENTIVES, RAILROAD & UTILITIES, CONSTRUCTION, ENVIRONMENTAL, RIGHT OF WAY

Phase	Fund Code	2019	2020	2021	2022	2023	Total
ROW	SA	993,853	27,117	0	0	0	1,020,970
ROW	SU	354,000	0	0	0	0	354,000
		1,347,853	**27,117**				**1,374,970**

Prior Year Cost: 73,023,786
Future Year Cost: 0
Total Project Cost: 85,012,162
LRTP: Page 6-5

Notes

OLEANDER AVENUE FROM MIDWAY ROAD TO SOUTH MARKET AVENUE
4415661 Non-SIS

Project Description: SIDEWALK
Extra Description: 2017 TAP TPO PRIORITY #1 LAP W/ ST. LUCIE COUNTY
Lead Agency: MANAGED BY FDOT
From: MIDWAY ROAD
Length: 1.257
To: SOUTH MARKET AVENUE
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2019	2020	2021	2022	2023	Total
PE	TALU	5,000	0	0	0	0	5,000
CST	TALT	0	0	389,185	0	0	389,185
CST	TALU	0	0	308,274	0	0	308,274
CST	LF	0	0	236,203	0	0	236,203
		5,000		**933,662**			**938,662**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 938,662
LRTP: Page 6-10

Notes

PAAR DRIVE FROM SW PORT ST LUCIE BLVD TO SW DARWIN BLVD
4381301 Non-SIS

Project Description: SIDEWALK
Extra Description: 2015 ST. LUCIE TPO TAP PRIORITY #1 LAP W/THE CITY OF PORT ST. LUCIE SIDEWALK ON NORTH SIDE
Lead Agency: MANAGED BY FDOT
From: SW PORT ST LUCIE BLVD
Length: 1.034
To: SW DARWIN BLVD
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2019	2020	2021	2022	2023	Total
CST	ACTU	309,359	0	0	0	0	309,359
CST	TALU	74,825	0	0	0	0	74,825
CST	HPP	130,840	0	0	0	0	130,840
		515,024					**515,024**

Prior Year Cost: 5,112
Future Year Cost: 0
Total Project Cost: 525,136
LRTP: Page 7-1

Notes

PORT ST LUCIE BLVD FROM DARWIN BLVD TO GATLIN BLVD
4317524 Non-SIS

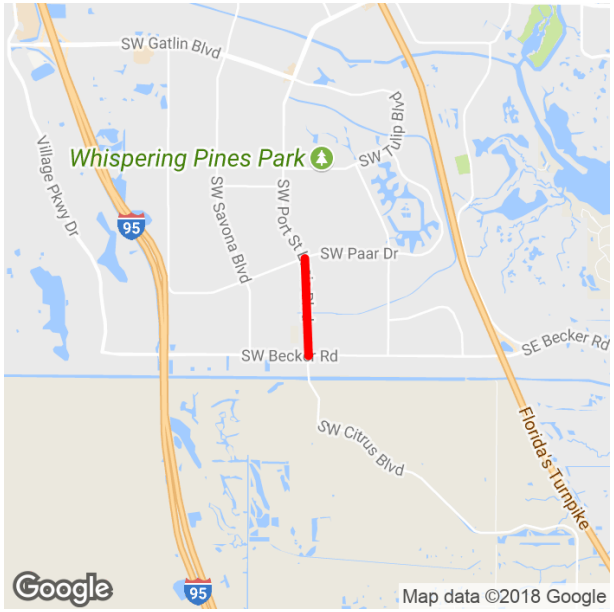
Project Description: ADD LEFT TURN LANE(S)
Extra Description: TRIP JPA WITH CITY OF PORT ST LUCIE SIDEWALK, PED LIGHTING & CLOSED DRAINAGE
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE
From: DARWIN BLVD
To: GATLIN BLVD
Length: 0.58
Phase Group: CONSTRUCTION

Phase	Fund Code	2019	2020	2021	2022	2023	Total
CST	LF	0	0	2,330,000	0	0	2,330,000
CST	TRIP	0	0	1,006,345	0	0	1,006,345
CST	TRWR	0	0	1,323,655	0	0	1,323,655
				4,660,000			**4,660,000**

Prior Year Cost: 4,991,307
Future Year Cost: 0
Total Project Cost: 15,323,690
LRTP: Page 6-6

Notes

PORT ST. LUCIE BLVD FROM BECKER ROAD TO PAAR DRIVE
4317523 Non-SIS



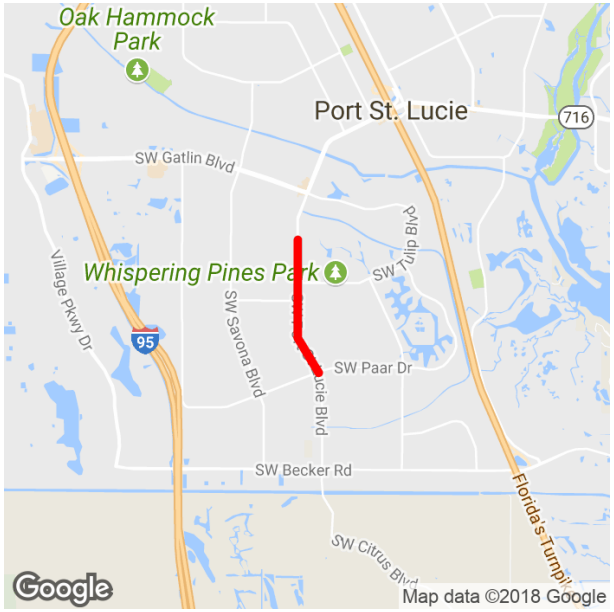
Project Description: ADD LANES & RECONSTRUCT
Extra Description: 2017 TPO PRIORITY #3 WIDENING FROM 2 TO 4 LANES
Lead Agency: MANAGED BY FDOT **From:** BECKER ROAD
Length: 1.119 **To:** PAAR DRIVE
Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, ENVIRONMENTAL

Phase	Fund Code	2019	2020	2021	2022	2023	Total
PE	SU	0	0	2,010,000	0	0	2,010,000
ROW	SU	0	0	0	0	2,657,773	2,657,773
ENV	SU	0	0	0	50,000	0	50,000
				2,010,000	**50,000**	**2,657,773**	**4,717,773**

Prior Year Cost: 4,991,307
Future Year Cost: 0
Total Project Cost: 15,323,690
LRTP: Page 6-6

Notes

PORT ST. LUCIE BLVD FROM PAAR DRIVE TO DARWIN BLVD
4317522 Non-SIS



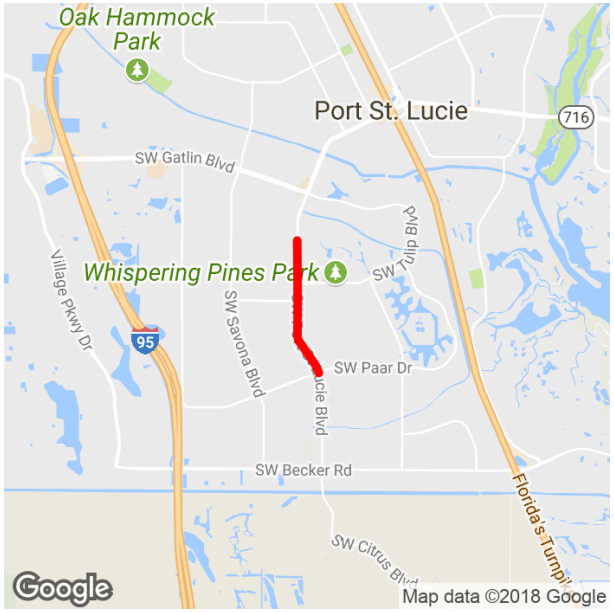
Project Description: ADD LANES & RECONSTRUCT
Extra Description: 2017 TPO PRIORITY #1 WIDENING FROM 2 TO 4 LANES RESERVE ON 438544-1 CONSTRUCTION SPLIT OUT TO SEG 2 AND 3
Lead Agency: MANAGED BY FDOT
From: PAAR DRIVE
Length: 1.946
To: DARWIN BLVD
Phase Group: ENVIRONMENTAL, PRELIMINARY ENGINEERING, RIGHT OF WAY

Phase	Fund Code	2019	2020	2021	2022	2023	Total
ROW	SU	302,370	244,243	0	0	0	546,613
		302,370	**244,243**				**546,613**

Prior Year Cost: 4,991,307
Future Year Cost: 0
Total Project Cost: 15,323,690
LRTP: Page 6-5

Notes

PORT ST. LUCIE BLVD FROM PAAR DRIVE TO DARWIN BLVD - RESERVE
4385441 Non-SIS



Project Description: FUNDING ACTION
Extra Description: 2017 TPO PRIORITY #1 2 TO 4 LANE WIDENING RESERVE FOR 431752-2
Lead Agency: MANAGED BY FDOT
From: PAAR DRIVE
Length: 0
To: DARWIN BLVD
Phase Group: CONSTRUCTION

Phase	Fund Code	2019	2020	2021	2022	2023	Total
CST	SU	0	0	0	4,623,709	0	4,623,709
CST	TRWR	0	0	0	2,420,916	2,329,199	4,750,115
					7,044,625	**2,329,199**	**9,373,824**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 9,373,824
LRTP: Page 6-15

Notes

SAVANNAS PRESERVE STATE PARK GAP WALTON RD.TO SAVANNAS RECREATION AREA
4399991 Non-SIS

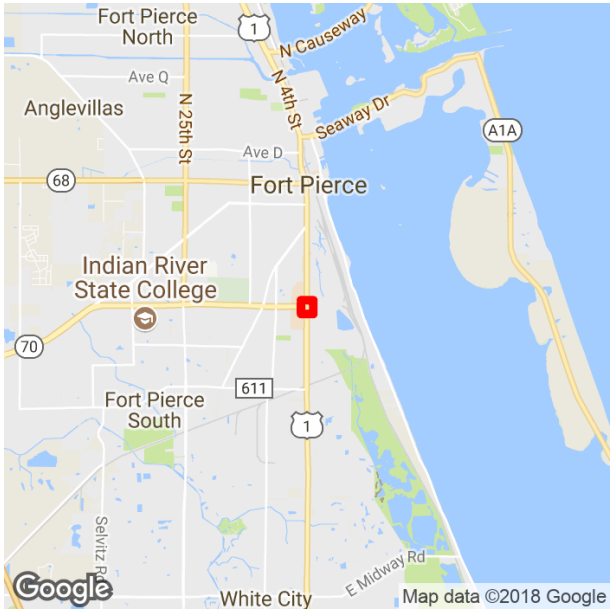
Project Description: BIKE PATH/TRAIL
Extra Description: SUNTRAIL FY2017 PD&E
SUNTRAIL FY2017 PD&E
Lead Agency: MANAGED BY FDOT
From: WALTON RD.
Length: 0
To: SAVANNAS RECREATION AREA
Phase Group: PD&E, PRELIMINARY ENGINEERING, CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2019	2020	2021	2022	2023	Total
PE	DIH	5,000	0	0	0	0	5,000
PE	TLWR	750,000	0	0	0	0	750,000
CST	DIH	0	0	250,000	0	0	250,000
CST	TLWR	0	0	6,440,000	0	0	6,440,000
ENV	TLWR	0	75,000	0	0	0	75,000
		755,000	**75,000**	**6,690,000**			**7,520,000**

Prior Year Cost: 387,241
Future Year Cost: 0
Total Project Cost: 7,907,241
LRTP: Page 6-11

Notes

US-1 @ VIRGINIA AVENUE
4368681 SIS



Project Description: ADD RIGHT TURN LANE(S)
Extra Description: 2015 TPO #3 SOUTH BOUND RIGHT TURN LANE
Lead Agency: MANAGED BY FDOT **From:** SR-5/US-1
Length: 0.071 **To:** SR-70/VIRGINIA AVENUE
Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, RAILROAD & UTILITIES, CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2019	2020	2021	2022	2023	Total
ROW	DIH	0	46,680	0	0	0	46,680
ROW	DS	0	1,884,262	0	0	0	1,884,262
RRU	DDR	100,000	0	0	0	0	100,000
CST	DDR	0	927,958	0	0	0	927,958
CST	DIH	0	30,430	0	0	0	30,430
		100,000	**2,889,330**				**2,989,330**

Prior Year Cost: 421,115
Future Year Cost: 0
Total Project Cost: 3,410,445
LRTP: Page 6-2

Notes

US-1 FROM EDWARDS ROAD TO VIRGINIA AVENUE
4417141 Non-SIS

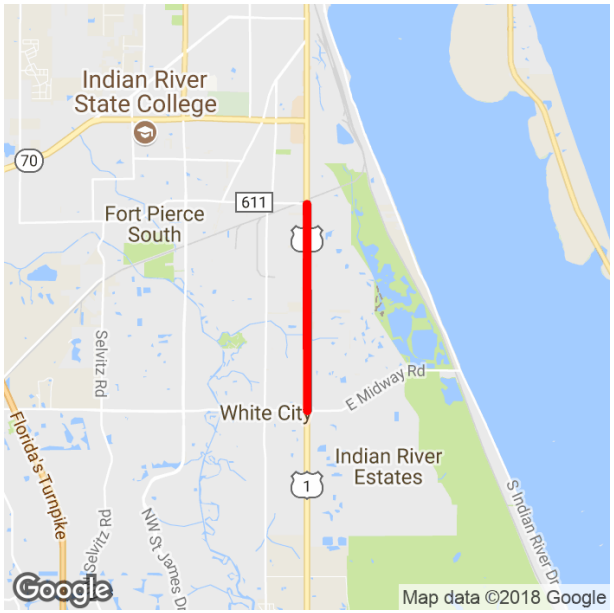
Project Description: DRAINAGE IMPROVEMENTS
Extra Description: DRAINAGE/STORM WATER UPGRADES G/W 441715-1
Lead Agency: MANAGED BY FDOT
From: EDWARDS ROAD
Length: 1.05
To: SR-70/VIRGINIA AVENUE
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2019	2020	2021	2022	2023	Total
PE	DIH	0	10,000	0	0	0	10,000
PE	DS	0	403,321	0	0	0	403,321
CST	DIH	0	0	0	239,372	0	239,372
CST	DS	0	0	0	2,849,377	0	2,849,377
			413,321		**3,088,749**		**3,502,070**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 3,502,070
LRTP: Page 7-1

Notes

US-1 FROM N. OF MIDWAY RD TO EDWARDS RD
4287281 Non-SIS



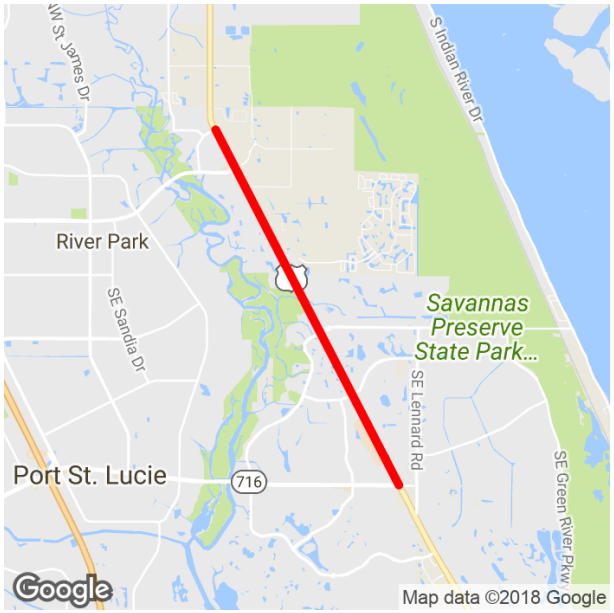
Project Description: RESURFACING
Lead Agency: MANAGED BY FDOT
From: N. OF MIDWAY RD
Length: 2.362
To: EDWARDS RD
Phase Group: PRELIMINARY ENGINEERING, RAILROAD & UTILITIES, CONSTRUCTION, CONTRACT INCENTIVES, ENVIRONMENTAL

Phase	Fund Code	2019	2020	2021	2022	2023	Total
INC	DDR	75,000	0	0	0	0	75,000
		75,000					**75,000**

Prior Year Cost: 8,347,788
Future Year Cost: 0
Total Project Cost: 11,949,843
LRTP: Page 7-1

Notes

US-1 FROM S. OF PORT ST. LUCIE BLVD. TO NE RIOMAR DRIVE
4398471 Non-SIS



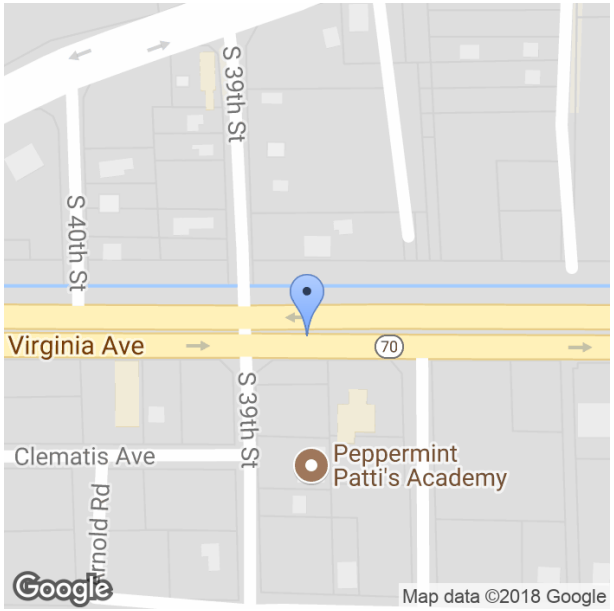
Project Description: RESURFACING
Lead Agency: MANAGED BY FDOT
From: S. OF PORT ST. LUCIE BLVD.
Length: 4.97
To: NE RIOMAR DRIVE
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2019	2020	2021	2022	2023	Total
CST	SA	0	52,750	0	0	0	52,750
CST	SU	0	93,309	0	0	0	93,309
CST	DDR	0	3,397,703	0	0	0	3,397,703
CST	DIH	0	10,550	0	0	0	10,550
CST	DS	0	5,441,694	0	0	0	5,441,694
ENV	DDR	40,000	0	0	0	0	40,000
		40,000	**8,996,006**				**9,036,006**

Prior Year Cost: 1,199,021
Future Year Cost: 0
Total Project Cost: 10,235,027
LRTP: Page 7-1

Notes

VIRGINIA AVENUE
4417151 SIS



Project Description: DRAINAGE IMPROVEMENTS
Extra Description: G/W 441714-1
Lead Agency: MANAGED BY FDOT
From: VIRGINIA AVENUE
Length: 0.185
To: VIRGINIA AVENUE
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2019	2020	2021	2022	2023	Total
PE	DIH	0	10,000	0	0	0	10,000
PE	DS	0	341,000	0	0	0	341,000
CST	DIH	0	0	0	105,141	0	105,141
CST	DS	0	0	0	2,402,061	0	2,402,061
			351,000		**2,507,202**		**2,858,202**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 2,858,202
LRTP: Page 6-2

Notes

C.2 AVIATION

TREASURE COAST INTERNATIONAL AIRPORT AIRFIELD SIGNAGE & LIGHTING
4346351 Non-SIS

Project Description: AVIATION PRESERVATION PROJECT
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE
From:
To:
Length: 0
Phase Group: CAPITAL

Phase	Fund Code	2019	2020	2021	2022	2023	Total
CAP	FAA	1,620,000	0	0	0	0	1,620,000
CAP	LF	90,000	0	0	0	0	90,000
CAP	DPTO	90,000	0	0	0	0	90,000
		1,800,000					**1,800,000**

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

Notes

TREASURE COAST INTERNATIONAL AIRPORT CONSTRUCT MICROSURFACING RW 14/12
4421021 Non-SIS

Project Description: AVIATION PRESERVATION PROJECT
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE
From:
To:
Length: 0
Phase Group: CAPITAL

Phase	Fund Code	2019	2020	2021	2022	2023	Total
CAP	LF	0	0	560,000	0	0	560,000
CAP	DPTO	0	0	2,240,000	0	0	2,240,000
				2,800,000			**2,800,000**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 2,800,000
LRTP: Page 7-1

Notes

TREASURE COAST INTERNATIONAL AIRPORT CONSTRUCT NORTH PARALLEL TAXIWAY
4420171 Non-SIS

Project Description: AVIATION PRESERVATION PROJECT
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE
From:
To:
Length: 0
Phase Group: CAPITAL

Phase	Fund Code	2019	2020	2021	2022	2023	Total
CAP	FAA	0	0	2,800,800	0	0	2,800,800
CAP	LF	0	0	155,600	0	0	155,600
CAP	DPTO	0	0	155,600	0	0	155,600
				3,112,000			**3,112,000**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 3,112,000
LRTP: Page 7-1

Notes

TREASURE COAST INTERNATIONAL AIRPORT EXTENSION FOR RWY 28L/10R EA
4416091 Non-SIS

Project Description: AVIATION ENVIRONMENTAL PROJECT
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE
From:
To:
Length: 0
Phase Group: CAPITAL

Phase	Fund Code	2019	2020	2021	2022	2023	Total
CAP	FAA	0	405,000	0	0	0	405,000
CAP	LF	0	2,250	0	0	0	2,250
CAP	DPTO	0	2,250	0	0	0	2,250
			409,500				**409,500**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 409,500
LRTP: Page 7-1

Notes

TREASURE COAST INTERNATIONAL AIRPORT SECURITY PERIMETER FENCE & ACCESS
4346341 Non-SIS

Project Description: AVIATION PRESERVATION PROJECT
Extra Description: SECURITY PERIMETER FENCING & ACCESS CONTROL
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE
From:
To:
Length: 0
Phase Group: CAPITAL

Phase	Fund Code	2019	2020	2021	2022	2023	Total
CAP	LF	129,000	0	0	0	0	129,000
CAP	DDR	278,538	0	0	0	0	278,538
CAP	DPTO	237,462	0	0	0	0	237,462
		645,000					**645,000**

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

Notes

TREASURE COAST INTERNATIONAL RUNWAY 14/32 AIRFIELD LIGHTING & SIGNAGE
4401061 Non-SIS

Project Description: AVIATION PRESERVATION PROJECT
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE
From:
To:
Length: 0
Phase Group: CAPITAL

Phase	Fund Code	2019	2020	2021	2022	2023	Total
CAP	LF	40,000	0	0	0	0	40,000
CAP	DDR	160,000	0	0	0	0	160,000
		200,000					**200,000**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 200,000
LRTP: Page 7-1

Notes

C.3 TRANSIT PROJECTS

GATLIN BLVD. BETWEEN BRESCIA STREET AND EDGARCE STREET
4226814 Non-SIS

Project Description: PARK AND RIDE LOTS
Extra Description: 2014 TPO #4
Lead Agency: MANAGED BY FDOT
From: BRESCIA STREET
Length: 0.08
To: EDGARCE STREET
Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2019	2020	2021	2022	2023	Total
ROW	DS	1,218,000	2,091,021	0	0	0	3,309,021
CST	DDR	0	3,228,767	0	0	0	3,228,767
CST	DIH	0	130,767	0	0	0	130,767
ENV	DS	0	200,000	0	0	0	200,000
		1,218,000	**5,650,555**				**6,868,555**

Prior Year Cost: 4,967,802
Future Year Cost: 2,660,000
Total Project Cost: 14,496,357
LRTP: Page 6-2

Notes

ST. LUCIE COUNTY BLOCK GRANT OPERATING ASSISTANCE
4071873 Non-SIS

Prior Year Cost: 12,871,362
Future Year Cost: 0
Total Project Cost: 19,245,460
LRTP: Page 7-1

Project Description: OPERATING/ADMIN. ASSISTANCE
Lead Agency: MANAGED BY ST. LUCIE COUNTY **From:**
Length: 0 **To:**
Phase Group: OPERATIONS

Phase	Fund Code	2019	2020	2021	2022	2023	Total
OPS	LF	0	604,612	634,843	666,585	699,914	2,605,954
OPS	DDR	0	0	0	0	699,914	699,914
OPS	DPTO	0	604,612	634,843	666,585	0	1,906,040
			1,209,224	**1,269,686**	**1,333,170**	**1,399,828**	**5,211,908**

Notes

ST. LUCIE COUNTY BLOCK GRANT OPERATING ASSISTANCE
4071872 Non-SIS

Prior Year Cost: 12,871,362
Future Year Cost: 0
Total Project Cost: 19,245,460
LRTP: Page 7-1

Project Description: OPERATING/ADMIN. ASSISTANCE
Lead Agency: MANAGED BY ST. LUCIE COUNTY **From:**
Length: 0 **To:**
Phase Group: OPERATIONS

Phase	Fund Code	2019	2020	2021	2022	2023	Total
OPS	LF	581,095	0	0	0	0	581,095
OPS	DDR	561,792	0	0	0	0	561,792
OPS	DPTO	19,303	0	0	0	0	19,303
		1,162,190					**1,162,190**

Notes

ST. LUCIE COUNTY FIXED ROUTE
4425681 Non-SIS

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 184,000
LRTP: Page 7-1

Project Description: CAPITAL FOR FIXED ROUTE
Lead Agency: MANAGED BY ST. LUCIE COUNTY
Length: 0
Phase Group: CAPITAL

From:
To:

Phase	Fund Code	2019	2020	2021	2022	2023	Total
CAP	DPTO	184,000	0	0	0	0	184,000
		184,000					**184,000**

Notes

ST. LUCIE COUNTY FIXED ROUTE
4425671 Non-SIS

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 175,000
LRTP: Page 7-1

Project Description: CAPITAL FOR FIXED ROUTE
Lead Agency: MANAGED BY ST. LUCIE COUNTY
From:
Length: 0
To:
Phase Group: CAPITAL

Phase	Fund Code	2019	2020	2021	2022	2023	Total
CAP	DPTO	175,000	0	0	0	0	175,000
		175,000					**175,000**

Notes

ST. LUCIE COUNTY FIXED ROUTE 25TH
4423581 Non-SIS

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 210,000
LRTP: Page 7-1

Project Description: OPERATING FOR FIXED ROUTE
Lead Agency: MANAGED BY ST. LUCIE COUNTY **From:**
Length: 0 **To:**
Phase Group: OPERATIONS

Phase	Fund Code	2019	2020	2021	2022	2023	Total
OPS	DDR	210,000	0	0	0	0	210,000
		210,000					**210,000**

Notes

ST. LUCIE COUNTY SECTION 5311 OPERATING RURAL FUNDS
4071853 Non-SIS

Prior Year Cost: 553,780
Future Year Cost: 0
Total Project Cost: 1,145,880
LRTP: Page 7-1

Project Description: OPERATING/ADMIN. ASSISTANCE
Lead Agency: MANAGED BY ST. LUCIE COUNTY **From:**
Length: 0 **To:**
Phase Group: OPERATIONS

Phase	Fund Code	2019	2020	2021	2022	2023	Total
OPS	DU	0	56,256	59,069	62,023	65,124	242,472
OPS	LF	0	56,256	59,069	62,023	65,124	242,472
			112,512	**118,138**	**124,046**	**130,248**	**484,944**

Notes

ST. LUCIE COUNTY TRADITION D/R SERVICE
4423601 Non-SIS

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 300,000
LRTP: Page 7-1

Project Description: OPERATING FOR FIXED ROUTE
Lead Agency: MANAGED BY ST. LUCIE COUNTY **From:**
Length: 0 **To:**
Phase Group: OPERATIONS

Phase	Fund Code	2019	2020	2021	2022	2023	Total
OPS	DPTO	300,000	0	0	0	0	300,000
		300,000					**300,000**

Notes

ST.LUCIE COUNTY SECTION 5307 FORMULA FUNDS
4134941 Non-SIS

Prior Year Cost: 23,272,273
Future Year Cost: 0
Total Project Cost: 36,742,273
LRTP: Page 7-1

Project Description: CAPITAL FOR FIXED ROUTE
Extra Description: FY11 - GRANT FL-90-X727 EXECUTED PER K.SCOTT-ST.LUCIE CO EMAIL FROM J. MELI 10/13/10. GRANT FL90-X765 EXECUTED 10/20/11 $1,407,322 EMAIL FROM K. SCOTT/SLC 1-11-12 TO J. MELI. ST.LUCIE COUNTY SEC 5307 OPERATING ASSISTANCE
Lead Agency: MANAGED BY ST. LUCIE COA **From:**
Length: 0 **To:**
Phase Group: OPERATIONS, CAPITAL

Phase	Fund Code	2019	2020	2021	2022	2023	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
		2,694,000	**2,694,000**	**2,694,000**	**2,694,000**	**2,694,000**	**13,470,000**

Notes

ST.LUCIE COUNTY SECTION 5311 OPERATING RURAL FUNDS
4071852 Non-SIS

Prior Year Cost: 553,780
Future Year Cost: 0
Total Project Cost: 1,145,880
LRTP: Page 7-1

Project Description: OPERATING/ADMIN. ASSISTANCE
Lead Agency: MANAGED BY ST. LUCIE COUNTY **From:**
Length: 0 **To:**
Phase Group: OPERATIONS

Phase	Fund Code	2019	2020	2021	2022	2023	Total
OPS	DU	53,578	0	0	0	0	53,578
OPS	LF	53,578	0	0	0	0	53,578
		107,156					**107,156**

Notes

ST.LUCIE COUNTY SECTION 5339 CAPITAL FOR BUS & BUS FACILITIES
4345481 Non-SIS

Prior Year Cost: 986,914
Future Year Cost: 0
Total Project Cost: 1,974,514
LRTP: Page 7-1

Project Description: CAPITAL FOR FIXED ROUTE
Extra Description: ST.LUCIE CO. SECTION 5339 CAPITAL FOR BUS & BUS FACILITIES PROGRAM 16. CAPITAL FOR FIXED ROUTE
Lead Agency: MANAGED BY ST. LUCIE COUNTY **From:**
Length: 0 **To:**
Phase Group: CAPITAL

Phase	Fund Code	2019	2020	2021	2022	2023	Total
CAP	FTA	197,400	197,400	197,400	197,400	198,000	987,600
		197,400	**197,400**	**197,400**	**197,400**	**198,000**	**987,600**

Notes

C.4 MISCELLANEOUS PROJECTS

CITY OF FT. PIERCE JPA SIGNAL MAINTENANCE & OPERATIONS ON SHS
4379751 Non-SIS

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 871,949
LRTP: Page 7-1

Project Description: TRAFFIC SIGNALS
Lead Agency: MANAGED BY CITY OF FORT PIERCE
Length: 0
Phase Group: OPERATIONS

From:
To:

Phase	Fund Code	2019	2020	2021	2022	2023	Total
OPS	DDR	0	0	183,941	188,961	194,063	566,965
OPS	DITS	0	0	99,096	101,573	104,315	304,984
				283,037	**290,534**	**298,378**	**871,949**

Notes

CITY OF FT.PIERCE JPA SIGNAL MAINTENANCE & OPERATIONS ON STATE HWY SYS
4278057 Non-SIS

Prior Year Cost: 2,078,887
Future Year Cost: 0
Total Project Cost: 3,203,436
LRTP: Page 7-1

Project Description: TRAFFIC SIGNALS
Lead Agency: MANAGED BY CITY OF FORT PIERCE
Length: 0
Phase Group: OPERATIONS

From:
To:

Phase	Fund Code	2019	2020	2021	2022	2023	Total
OPS	DDR	172,468	178,114	0	0	0	350,582
OPS	DITS	94,321	96,679	0	0	0	191,000
		266,789	**274,793**				**541,582**

Notes

CITY OF PORT ST. LUCIE JPA SIGNAL MAINTENANCE & OPERATIONS ON SHS
4379771 Non-SIS

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 355,862
LRTP: Page 7-1

Project Description: TRAFFIC SIGNALS
Lead Agency: MANAGED BY CITY OF PORT ST. LUCIE
From:
To:
Length: 0
Phase Group: OPERATIONS

Phase	Fund Code	2019	2020	2021	2022	2023	Total
OPS	DDR	0	0	36,435	37,916	73,190	147,541
OPS	DITS	0	0	78,812	80,789	48,720	208,321
				115,247	**118,705**	**121,910**	**355,862**

Notes

CITY OF PORT ST.LUCIE JPA SIGNAL MAINT & OPERATIONS ON STATE HWY SYS
4278059 Non-SIS

Prior Year Cost: 2,078,887
Future Year Cost: 0
Total Project Cost: 3,203,436
LRTP: Page 7-1

Project Description: TRAFFIC SIGNALS
Lead Agency: MANAGED BY CITY OF PORT ST. LUCIE
From:
To:
Length: 0
Phase Group: OPERATIONS

Phase	Fund Code	2019	2020	2021	2022	2023	Total
OPS	DDR	33,616	35,000	0	0	0	68,616
OPS	DITS	75,015	76,890	0	0	0	151,905
		108,631	**111,890**				**220,521**

Notes

ST LUCIE COUNTY JPA SIGNAL MAINTENANCE & OPERATIONS ON SHS
4379761 Non-SIS

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 584,019
LRTP: Page 7-1

Project Description: TRAFFIC SIGNALS
Lead Agency: MANAGED BY ST LUCIE COUNTY
Length: 0
Phase Group: OPERATIONS

From:
To:

Phase	Fund Code	2019	2020	2021	2022	2023	Total
OPS	DDR	0	0	103,555	106,662	109,542	319,759
OPS	DITS	0	0	85,863	88,010	90,387	264,260
				189,418	**194,672**	**199,929**	**584,019**

Notes

ST LUCIE COUNTY JPA SIGNAL MAINTENANCE & OPERATIONS ON STATE HWY SYS
4278058 Non-SIS

Prior Year Cost: 2,078,887
Future Year Cost: 0
Total Project Cost: 3,203,436
LRTP: Page 7-1

Project Description: TRAFFIC SIGNALS
Lead Agency: MANAGED BY ST LUCIE COUNTY
Length: 0
Phase Group: OPERATIONS
From:
To:

Phase	Fund Code	2019	2020	2021	2022	2023	Total
OPS	DDR	96,819	100,132	0	0	0	196,951
OPS	DITS	81,726	83,769	0	0	0	165,495
		178,545	**183,901**				**362,446**

Notes

ST. LUCIE - PRIMARY MOWING AND LITTER CONTRACT
2340038 Non-SIS

Prior Year Cost: 1,971,694
Future Year Cost: 0
Total Project Cost: 2,846,694
LRTP: 234003

Project Description: ROUTINE MAINTENANCE
Lead Agency: MANAGED BY FDOT
Length: 0
Phase Group: BRDG/RDWY/CONTRACT MAINT

From:
To:

Phase	Fund Code	2019	2020	2021	2022	2023	Total
MNT	D	0	0	175,000	175,000	175,000	525,000
				175,000	**175,000**	**175,000**	**525,000**

Notes

ST. LUCIE - PRIMARY MOWING AND LITTER CONTRACT
2340036 Non-SIS

Prior Year Cost: 1,971,694
Future Year Cost: 0
Total Project Cost: 2,846,694
LRTP: 234003

Project Description: ROUTINE MAINTENANCE
Lead Agency: MANAGED BY FDOT
Length: 0
Phase Group: BRDG/RDWY/CONTRACT MAINT

From:
To:

Phase	Fund Code	2019	2020	2021	2022	2023	Total
MNT	D	175,000	175,000	0	0	0	350,000
		175,000	**175,000**				**350,000**

Notes

ST. LUCIE COUNTY ATMS
4352451 SIS

Prior Year Cost: 245,286
Future Year Cost: 0
Total Project Cost: 11,216,910
LRTP: Page 6-2

Project Description: ATMS - ARTERIAL TRAFFIC MGMT
Extra Description: 2015 TPO PRIORITY #4 SR-5/US-1 FROM SAVANA CLUB BLVD. TO SR-713/KINGS HWY SR-70 FROM SR-713/KINGS HWY TO SR-5/US-1
Lead Agency: MANAGED BY FDOT **From:**
Length: 21.767 **To:**
Phase Group: PRELIMINARY ENGINEERING, RAILROAD & UTILITIES, ENVIRONMENTAL, DESIGN BUILD

Phase	Fund Code	2019	2020	2021	2022	2023	Total
PE	DS	197,500	0	0	0	0	197,500
ENV	DDR	0	8,000	0	0	0	8,000
DSB	DDR	0	5,925,883	0	0	0	5,925,883
DSB	DIH	0	52,750	0	0	0	52,750
DSB	DS	0	4,787,491	0	0	0	4,787,491
		197,500	**10,774,124**				**10,971,624**

Notes

ST. LUCIE COUNTY INTERSTATE-ROADWAY
2343761 SIS

Prior Year Cost: 6,114,410
Future Year Cost: 0
Total Project Cost: 6,624,410
LRTP: Page 7-1

Project Description: ROUTINE MAINTENANCE
Lead Agency: MANAGED BY FDOT
Length: 0
Phase Group: BRDG/RDWY/CONTRACT MAINT

From:
To:

Phase	Fund Code	2019	2020	2021	2022	2023	Total
MNT	D	100,000	100,000	100,000	100,000	100,000	500,000
		100,000	**100,000**	**100,000**	**100,000**	**100,000**	**500,000**

Notes

ST. LUCIE COUNTY STATE HIGHWAY SYSTEM ROADWAY
2338591 Non-SIS

Prior Year Cost: 6,501,930
Future Year Cost: 0
Total Project Cost: 14,751,930
LRTP: Page 7-1

Project Description: ROUTINE MAINTENANCE
Lead Agency: MANAGED BY FDOT
Length: 0
Phase Group: BRDG/RDWY/CONTRACT MAINT

From:
To:

Phase	Fund Code	2019	2020	2021	2022	2023	Total
MNT	D	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	8,000,000
		1,600,000	**1,600,000**	**1,600,000**	**1,600,000**	**1,600,000**	**8,000,000**

Notes

C.5 PLANNING PROJECTS

PORT ST LUCIE BLVD @ FLORESTA DR
4405681 Non-SIS

Project Description: TRAFFIC ENGINEERING STUDY
Extra Description: 2017 TPO CMP PRIORITY #2 LFA WITH PORT ST LUCIE CONCEPTUAL ANALYSIS OF INTERSECTION IMPROVEMENTS
Lead Agency: MANAGED BY FDOT
From: SR-716/PORT ST LUCIE BLVD
Length: 0.02
To: FLORESTA DR
Phase Group: PD&E

Phase	Fund Code	2019	2020	2021	2022	2023	Total
PDE	LF	0	0	125,000	0	0	125,000
PDE	CIGP	0	0	125,000	0	0	125,000
PDE	DIH	0	0	5,000	0	0	5,000
				255,000			**255,000**

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

Notes

ST. LUCIE FY 2018/2019-2019/2020 UPWP
4393262 Non-SIS

Prior Year Cost: 1,135,700
Future Year Cost: 0
Total Project Cost: 4,457,773
LRTP: Page 7-1

Project Description: TRANSPORTATION PLANNING
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE
From:
To:
Length: 0
Phase Group: PLANNING

Phase	Fund Code	2019	2020	2021	2022	2023	Total
PLN	PL	539,463	547,631	0	0	0	1,087,094
		539,463	**547,631**				**1,087,094**

Notes

ST. LUCIE FY 2020/2021-2021/2022 UPWP
4393263 Non-SIS

Prior Year Cost: 1,135,700
Future Year Cost: 0
Total Project Cost: 4,457,773
LRTP: Page 7-1

Project Description: TRANSPORTATION PLANNING
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE
From:
To:
Length: 0
Phase Group: PLANNING

Phase	Fund Code	2019	2020	2021	2022	2023	Total
PLN	PL	0	0	547,631	547,631	0	1,095,262
				547,631	**547,631**		**1,095,262**

Notes

ST. LUCIE FY 2022/2023-2023/2024 UPWP
4393264 Non-SIS

Prior Year Cost: 1,135,700
Future Year Cost: 0
Total Project Cost: 4,457,773
LRTP: Page 7-1

Project Description: TRANSPORTATION PLANNING
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE
From:
To:
Length: 0
Phase Group: PLANNING

Phase	Fund Code	2019	2020	2021	2022	2023	Total
PLN	PL	0	0	0	0	547,631	547,631
						547,631	**547,631**

Notes

ST. LUCIE TPO SECTION 5305D TRANSIT PLANNING
4137372 Non-SIS

Prior Year Cost: 1,401,042
Future Year Cost: 0
Total Project Cost: 1,858,540
LRTP: Page 7-1

Project Description: PTO STUDIES
Extra Description: TRANSIT PLANNING STUDIES
Lead Agency: MANAGED BY ST. LUCIE MPO
From:
Length: 0
To:
Phase Group: PLANNING

Phase	Fund Code	2019	2020	2021	2022	2023	Total
PLN	DU	61,465	71,465	0	0	0	132,930
PLN	LF	11,529	11,529	0	0	0	23,058
PLN	DPTO	11,529	11,529	0	0	0	23,058
		84,523	**94,523**				**179,046**

Notes

ST. LUCIE TPO SECTION 5305D TRANSIT PLANNING
4137373 Non-SIS

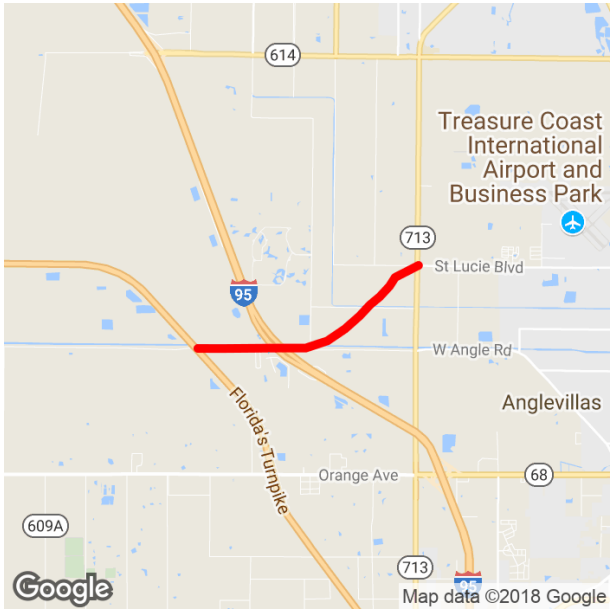
Prior Year Cost: 1,401,042
Future Year Cost: 0
Total Project Cost: 1,858,540
LRTP: Page 7-1

Project Description: PTO STUDIES
Extra Description: TRANSIT PLANNING STUDIES
Lead Agency: MANAGED BY ST. LUCIE MPO
From:
Length: 0
To:
Phase Group: PLANNING

Phase	Fund Code	2019	2020	2021	2022	2023	Total
PLN	DU	0	0	73,518	75,724	73,518	222,760
PLN	LF	0	0	9,190	9,466	9,190	27,846
PLN	DPTO	0	0	9,190	9,466	9,190	27,846
				91,898	**94,656**	**91,898**	**278,452**

Notes

TREASURE COAST AIRPORT CONNECTOR FROM TURNPIKE TO KINGS HWY
4419571 Non-SIS



Project Description: FEASIBILITY STUDY
Extra Description: 2017 TPO PRIORITY #7 ST. LUCIE BLVD. AIRPORT EXTENTION CORRIDOR PLANNING STUDY LFA WITH ST. LUCIE COUNTY
Lead Agency: MANAGED BY FDOT
From: TURNPIKE
Length: 0
To: SR-713/KINGS HWY
Phase Group: PLANNING

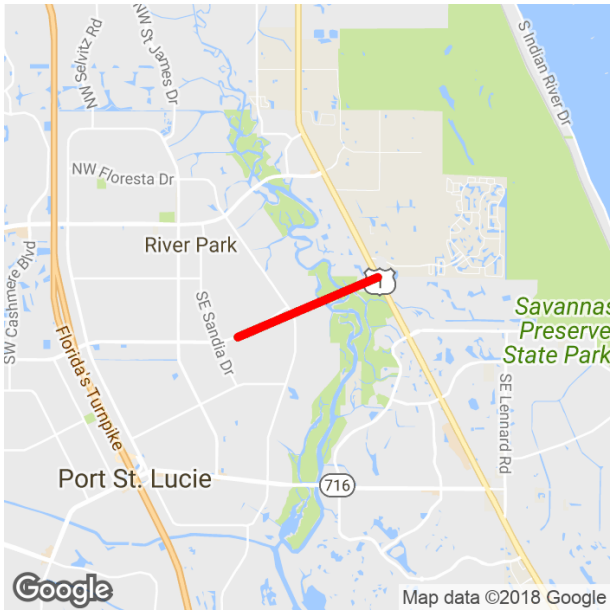
Phase	Fund Code	2019	2020	2021	2022	2023	Total
PLN	LF	112,500	0	0	0	0	112,500
PLN	TRIP	112,500	0	0	0	0	112,500
		225,000					**225,000**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 225,000
LRTP: Page 7-1

Notes

C.6 BRIDGE

CROSSTOWN PARKWAY FROM MANTH LANE TO US-1
4108444 Non-SIS



Project Description: NEW BRIDGE CONSTRUCTION
Extra Description: SEE SEGMENT 1 FOR COMMENTS. R/W MOVED OFF SEGMENT 1 TO CORRECT EDIT REPORT; 2012 MPO PRIORITY #1 ***SEE WP45 (SC) FOR ADDITIONAL PROJECT INFORMATION*** 4X PHASES: SEQ 01=REMEDIATION, SEQ 02=ROW ACQUISITION 4B03-ASBESTOS CONS; 4B05-ASBESTOS ABATEMENT; 4B04-LEGAL SVCS 4B06-DEMOLITION
Lead Agency: MANAGED BY FDOT
From: MANTH LANE
Length: 2.651
To: US-1
Phase Group: RIGHT OF WAY

Phase	Fund Code	2019	2020	2021	2022	2023	Total
ROW	LFP	0	164,055	0	0	0	164,055
ROW	CIGP	0	164,055	0	0	0	164,055
ROW	SA	10,000	0	0	0	0	10,000
		10,000	**328,110**				**338,110**

Prior Year Cost: 118,728,383
Future Year Cost: 0
Total Project Cost: 117,466,816
LRTP: Page 3-2

Notes

I-95 BRIDGE DECK REPLACEMENT OVER GLADES CUT OFF RD & FEC RR & OVER 10 MILE CREEK
4366171 SIS

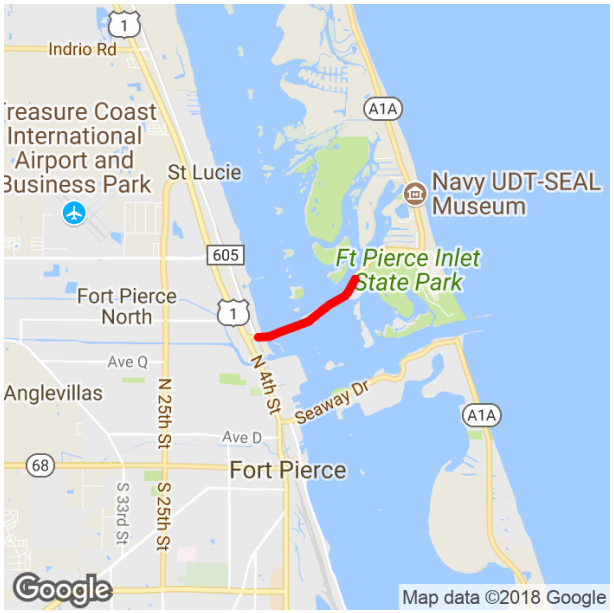
Project Description: BRIDGE REHABILITATION
Extra Description: BRIDGE DECK REPLACEMENT ON SR-9/I-95 OVER CR-709/GLADES CUT OFF RD & FEC R/R (BRDG# 940115&940116) & OVER TEN MILE CREEK (BRDG# 940122 & 940123)
Lead Agency: MANAGED BY FDOT
From: CR-709 & FEC RR
Length: 3.816
To: 10 MILE
Phase Group: PRELIMINARY ENGINEERING, RAILROAD & UTILITIES, CONSTRUCTION, CONTRACT INCENTIVES, ENVIRONMENTAL

Phase	Fund Code	2019	2020	2021	2022	2023	Total
INC	BRRP	300,000	0	0	0	0	300,000
		300,000					**300,000**

Prior Year Cost: 16,872,283
Future Year Cost: 0
Total Project Cost: 17,172,283
LRTP: Page 6-2

Notes

SR-A1A NORTH BRIDGE OVER ICWW BRIDGE #940045
4299362 Non-SIS



Prior Year Cost: 9,363,493
Future Year Cost: 0
Total Project Cost: 105,083,938
LRTP: Page 6-2

Project Description: BRIDGE REPLACEMENT
Lead Agency: MANAGED BY FDOT
From: ENTIRE BRIDGE
Length: 1
To: ENTIRE BRIDGE
Phase Group: PD&E, PRELIMINARY ENGINEERING, RIGHT OF WAY, RAILROAD & UTILITIES, CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2019	2020	2021	2022	2023	Total
ROW	ACBR	4,809,104	769,582	5,450,074	4,167,154	3,837,532	19,033,446
ROW	BNBR	0	0	0	2,105,527	0	2,105,527
ROW	BRP	0	536,066	0	0	0	536,066
ROW	DIH	0	0	0	137,312	0	137,312
ROW	DS	1,142,717	0	0	0	0	1,142,717
RRU	ACBR	50,000	100,000	300,000	0	0	450,000
CST	BNBR	0	0	51,125,657	0	0	51,125,657
CST	DDR	0	0	20,333,244	0	0	20,333,244
CST	DIH	0	0	355,353	0	0	355,353
CST	DS	0	0	129,720	0	0	129,720
		6,001,821	**1,405,648**	**77,694,048**	**6,409,993**	**3,837,532**	**95,349,042**

Notes

ST. LUCIE COUNTY STATE HIGHWAY SYSTEM BRIDGES
2338592 Non-SIS

Prior Year Cost: 6,501,930
Future Year Cost: 0
Total Project Cost: 14,751,930
LRTP: Page 7-1

Project Description: ROUTINE MAINTENANCE
Extra Description: PH 70 INCLUDES IN-HOUSE BRIDGE INSPECTIONS
Lead Agency: MANAGED BY FDOT **From:**
Length: 0 **To:**
Phase Group: BRDG/RDWY/CONTRACT MAINT

Phase	Fund Code	2019	2020	2021	2022	2023	Total
MNT	D	50,000	50,000	50,000	50,000	50,000	250,000
		50,000	**50,000**	**50,000**	**50,000**	**50,000**	**250,000**

Notes

ST. LUCIE INTERSTATE BRIDGES
2343762 SIS

Prior Year Cost: 6,114,410
Future Year Cost: 0
Total Project Cost: 6,624,410
LRTP: Page 7-1

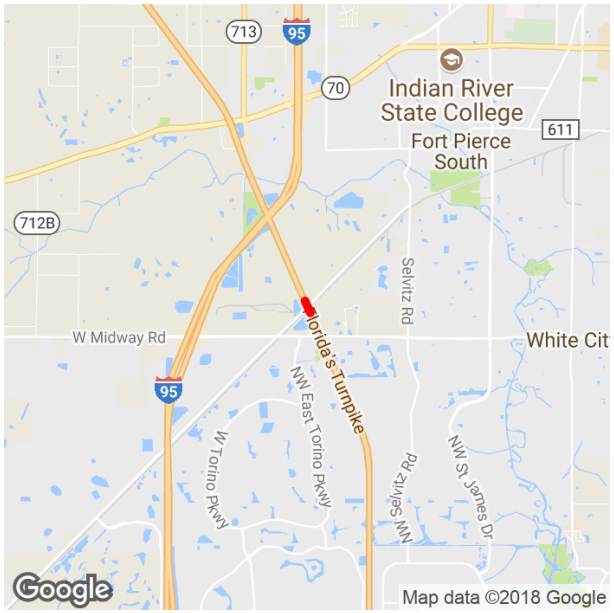
Project Description: ROUTINE MAINTENANCE
Extra Description: PH 70 INCLUDES IN-HOUSE BRIDGE INSPECTIONS
Lead Agency: MANAGED BY FDOT **From:**
Length: 0 **To:**
Phase Group: BRDG/RDWY/CONTRACT MAINT

Phase	Fund Code	2019	2020	2021	2022	2023	Total
MNT	D	2,000	2,000	2,000	2,000	2,000	10,000
		2,000	**2,000**	**2,000**	**2,000**	**2,000**	**10,000**

Notes

C.7 TURNPIKE ENTERPRISE PROJECTS

PAINT BRIDGES - TPK MAINLINE OVER GLADES CUT OFF RD (MP 150.7) (940076, 940951)
4385501 SIS



Project Description: BRIDGE - PAINTING
Lead Agency: MANAGED BY FDOT **From:**
Length: .200 **To:**
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2019	2020	2021	2022	2023	Total
PE	PKYR	160,000	0	0	0	0	160,000
CST	PKYR	0	1,542,056	0	0	0	1,542,056
		160,000	**1,542,056**				**1,702,056**

Prior Year Cost: 2,191
Future Year Cost: 0
Total Project Cost: 1,704,247
LRTP: Page 7-1

Notes

PAINT BRIDGES - TPK MAINLINE OVER RIM DITCH (MP142.2) (940049,940082)
4385511 SIS

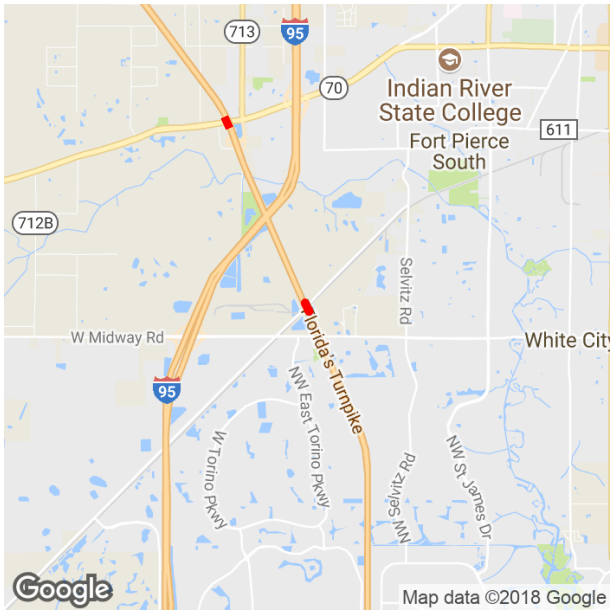
Project Description: BRIDGE - PAINTING
Lead Agency: MANAGED BY FDOT **From:**
Length: .200 **To:**
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2019	2020	2021	2022	2023	Total
PE	PKYR	160,000	0	0	0	0	160,000
CST	PKYR	0	1,378,689	0	0	0	1,378,689
		160,000	**1,378,689**				**1,538,689**

Prior Year Cost: 2,503
Future Year Cost: 0
Total Project Cost: 1,541,192
LRTP: Page 7-1

Notes

PAINT BRIDGES IN ST. LUCIE COUNTY (940050 @ MP 150.5)(940072 @ MP 152.
4354101 SIS



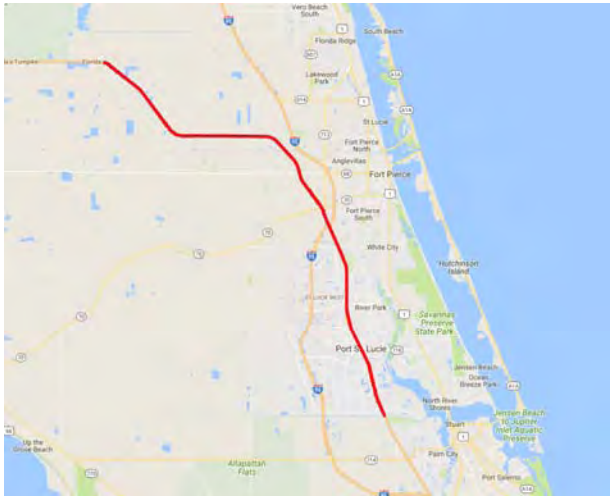
Project Description: BRIDGE - PAINTING
Lead Agency: MANAGED BY FDOT **From:**
Length: .132 **To:**
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2019	2020	2021	2022	2023	Total
PE	PKYR	0	38,000	0	0	0	38,000
CST	PKYR	0	0	1,517,920	0	0	1,517,920
			38,000	**1,517,920**			**1,555,920**

Prior Year Cost: 180,190
Future Year Cost: 0
Total Project Cost: 1,736,110
LRTP: Page 7-1

Notes

RECONSTRUCT TPK MAINLINE ST. LUCIE CNTY, MP 138.13 - 153.23
4379861 SIS



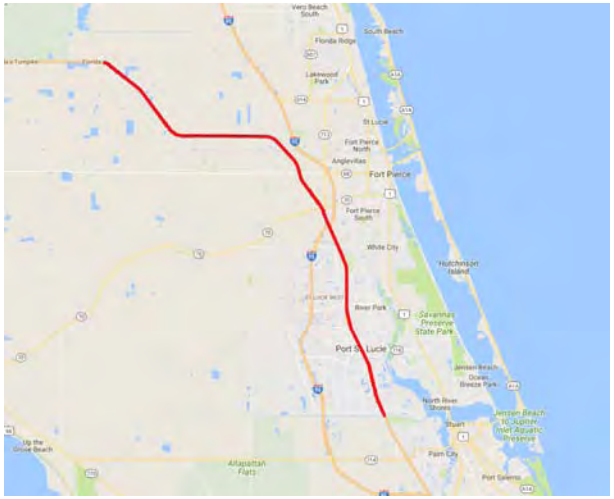
Project Description: FLEXIBLE PAVEMENT RECONSTRUCT.
Lead Agency: MANAGED BY FDOT **From:** MP 138.13
Length: 15.100 **To:** MP 153.23
Phase Group: PRELIMINARY ENGINEERING, RAILROAD & UTILITIES, CONSTRUCTION

Phase	Fund Code	2019	2020	2021	2022	2023	Total
RRU	PKYI	30,000	0	0	0	0	30,000
RRU	PKYR	30,000	0	0	0	0	30,000
CST	PKYR	54,045,764	0	0	0	0	54,045,764
		54,105,764					**54,105,764**

Prior Year Cost: 2,660,269
Future Year Cost: 0
Total Project Cost: 63,458,475
LRTP: Page 7-1

Notes

SAFETY IMPROVEMENTS TURNPIKE MAINLINE ST LUCIE COUNTY MM138.13-153.23
4379863 SIS



Project Description: GUARDRAIL
Lead Agency: MANAGED BY FDOT **From:**
Length: 15.100 **To:**
Phase Group: P D & E, PRELIMINARY ENGINEERING, CONSTRUCTION

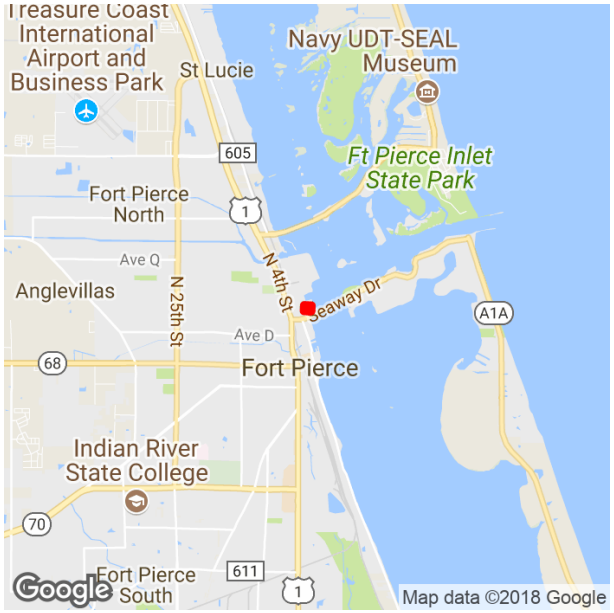
Phase	Fund Code	2019	2020	2021	2022	2023	Total
CST	PKYR	6,692,442	0	0	0	0	6,692,442
		6,692,442					**6,692,442**

Prior Year Cost: 2,660,269
Future Year Cost: 0
Total Project Cost: 63,458,475
LRTP: Page 7-1

Notes

C.8 SEAPORT PROJECTS

PORT OF FORT PIERCE FISHERMANS WHARF BULKHEAD
4407031 Non-SIS



Project Description: SEAPORT CAPACITY PROJECT
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE
From: PORT OF FORT PIERCE
To: PORT OF FORT PIERCE
Length: 0
Phase Group: CAPITAL

Phase	Fund Code	2019	2020	2021	2022	2023	Total
CAP	LF	166,667	0	0	0	0	166,667
CAP	PORT	500,000	0	0	0	0	500,000
		666,667					**666,667**

Prior Year Cost: 555,000
Future Year Cost: 0
Total Project Cost: 1,221,667
LRTP: Page 7-1

Notes

D. LIST OF PRIORITY PROJECTS

St. Lucie Transportation Planning Organization

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

2017/18 List of Priority Projects (LOPP)

(Adopted June 7, 2017)

Master List

2017/18 Priority Ranking	Major Gateway Corridor?[1]	Facility	Project Limits		Project Description	Project Status/Notes	In LRTP[2] Cost Feasible Plan?	Estimated Cost[3]	2016/17 Priority Ranking
			From	To					
1	Yes	Port St. Lucie Boulevard	Paar Drive	Darwin Boulevard	Add 2 lanes, sidewalks, bicycle lanes	PE[4] and ROW[5] in process	Yes	$21,800,000[6]	1
2	Yes	Midway Road	Glades Cut Off Road	Selvitz Road	Add 2 lanes, sidewalks, bicycle lanes	PE in process, ROW to start in FY 2018/19	Yes	$43,792,757	2
3	Yes	Port St. Lucie Boulevard	Becker Road	Paar Drive	Add 2 lanes, sidewalks, bicycle lanes	PE to start in FY 2020/21	Yes	$15,541,965	3
4	Yes	Kings Highway	I-95 Overpass	Commercial Circle	Add 2 lanes, sidewalks, bicycle lanes	PE to start in FY 2017/18, ROW to start in FY 2019/20	Yes	$44,764,467	4
			Commercial Circle	St. Lucie Boulevard	Add 2 lanes, sidewalks, bicycle lanes	PE to start in FY 2018/19, ROW to start in FY 2021/22			
5	Yes	I-95 Interchange	At St. Lucie West Boulevard		Ramp and approach improvements for new 3-lane bridge to complete interchange with sidewalks and bicycle lanes	PE for bridge in process, Construction of bridge to start in FY 2018/19	Yes	$5,000,000[6]	NR[7]
6	Yes	Kings Highway	St. Lucie Boulevard	Indrio Road	Add 2 lanes, sidewalks, bicycle lanes		Yes	$40,000,000[8]	NR
7[9]	Yes	Northern/Airport Connector	Florida's Turnpike	Kings Highway	New multimodal corridor with interchanges at Florida's Turnpike and I-95		Yes (Northern Connector)	$122,580,000[8]	NR

[1]Landscape funding eligibility for capacity projects based on 2012 FDOT Landscape Policy
[2]LRTP: *Go2040 Long Range Transportation Plan, February 2016*
[3]Source of Estimated Cost: *St. Lucie TPO Transportation Improvement Program FY 2017/18 - FY 2021/22*, unless otherwise noted
[4]PE: Preliminary Engineering
[5]ROW: Right-of-Way Acquisition
[6]Source of Estimated Cost: Florida Department of Transportation District 4, May 2017
[7]NR: Not Ranked, typically because this is the first year that the project is on the list
[8]Source of Estimated Cost: *Go2040 Long Range Transportation Plan, February 2016*
[9]Any funding allocated to this project shall not reduce the funding to be allocated to higher-ranked projects that are not on the State Highway System

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)

2017/18 Priority Ranking	Facility/Intersection	Project Description	Project Status/Notes	Estimated Cost[1]	CMP Plan[2] Ranking	2016/17 Priority Ranking
1	St. Lucie West Boulevard at Peacock Boulevard	Extend the southbound innermost left-turn lane and incorporate signal timing adjustments		$100,000	3	3
2	Port St. Lucie Boulevard at Floresta Drive	TBD[3]	Traffic Engineering Study Programmed for FY 2020/21	TBD	4	4
3	U.S. Highway 1 at Ohio Avenue	Install traffic signal mastarms		$400,000[4]	NR[5]	NR

[1]Source of Estimated Cost: CMP Plan, unless otherwise noted
[2]CMP Plan: *St. Lucie Transportation Planning Organization Congestion Management Process Revised Implementation Plan, 2015*
[3]TBD: To Be Determined
[4]Source of Estimated Cost: City of Fort Pierce, May 2017
[5]NR: Not Ranked, typically because this is the first year that the project is on the list

Transit

2017/18 Priority Ranking	Facility/Equipment/Service	Project Location/Description	Is funding for Capital or Operating?	In LRTP[1] or TDP[2]?	Estimated Cost[3]	2016/17 Priority Ranking
1	Treasure Coast Transit Center, Phase I	Centralized facility for bus maintenance with park-and-ride component	Capital	Yes	$3,830,950	6
2	Vehicle Purchases	New/replacement buses as specified in the Transit Asset Management Plan	Capital	Yes	$425,000[4]	1
3	Bus Route Infrastructure	Miscellaneous locations along the fixed routes with priority at transfer locations	Capital	Yes	$75,000 (total for bus shelters)	2
4	New Bus Services	New bus service via intermodal facility along 25th Street	Operating	Yes	$500,000	4
5	Expanded Local Services	Route 1 – Improve frequency to 30 minutes	Operating	Yes	$500,000	3

[1]LRTP: *Go2040 Long Range Transportation Plan, February 2016*
[2]TDP: *St. Lucie County FY 2015-FY 2024 Transit Development Plan Major Update, June 2014*
[3]Source of Estimated Cost: St. Lucie County Transit Staff, May 2017, unless otherwise noted
[4]Source of Estimated Cost: *Transit Asset Management Plan*, Community Transit

Transportation Alternatives (TA) Projects

2017/18 Priority Ranking	Score[1]	Facility	Project Limits		Project Description	Project Source	Estimated Cost[2]	2016/17 Priority Ranking
			From	To				
1	44.0	Oleander Avenue	Midway Road	Market Avenue	Sidewalk-1.3 miles	2017 TA Grant Application[3] and LRTP[4] CFP	$940,162[5]	2
2	55.5	Florida SUN Trail, Savannas Preserve State Park Gap	Walton Road	Savannas Recreation Area	Multi-Use Trail	Florida SUN Trail Grant and LRTP CFP	TBD[6]	19
3	55	Florida SUN Trail, Historic Fort Pierce Downtown Retrofit	Georgia Avenue	North State Route A1A	Bicycle Boulevard, Roadway Section Connections, and Railroad Crossing Improvements	Florida SUN Trail Grant and LRTP CFP	TBD	20
4	47.5	Florida SUN Trail, Historic Highwayman Trail Gap	Indian Hills Drive	Georgia Avenue	Multi-Use Trail and Roadway Section Connections	Florida SUN Trail Grant and LRTP CFP	TBD	20
5	46.5	Walton Road	Lennard Road	Green River Parkway	Sidewalk-1.1 miles	LRTP CFP	$632,730	3
6	43.5	Floresta Drive	Port St. Lucie Boulevard	Southbend Boulevard	Sidewalk-0.6 miles	LRTP CFP	$964,947	17
6	43.5	17th Street Sidewalk Gaps	Georgia Avenue	Avenue Q	Sidewalk-1.7 miles	LRTP CFP	$222,700	4
6	43.5	St. James Drive	Royce Avenue	Lazy River Parkway	Sidewalk-0.3 miles	2017 TA Grant Application and St. Lucie County	$260,247	NR[7]
9	43.0	East Torino Parkway	Volucia Drive	Conus Street	Sidewalk-0.4 miles	LRTP CFP	$220,080	5
10	41.5	Selvitz Road	Milner Drive	Peachtree Boulevard	Sidewalk-0.6 miles	LRTP CFP	$520,397	6
11	41.0	Southbend Boulevard	Oakridge Drive	Eagle Drive	Sidewalk-0.3 miles	LRTP Needs Plan	TBD	NR
11	41.0	Floresta Drive	Port St. Lucie Boulevard	Streamlet Avenue	Sidewalk-1.0 mile	LRTP Needs Plan	TBD	NR
13	40.0	Tiffany Avenue	Grand Drive	Green River Parkway	Sidewalk-1.0 mile	City of Port St. Lucie	TBD	NR
14	39.5	Alcantarra Boulevard	Port St. Lucie Boulevard	Savona Boulevard	Sidewalk-0.8 miles	2017 TA Grant Application and LRTP CFP	$605,937[5]	16
15	37	Florida SUN Trail, Florida East Coast Railroad Overpass	Savannas Recreation Area	Savannah Road	Railroad Overpass for Multi-Use Trail	Florida SUN Trail Grant and LRTP CFP	TBD	19
16	36.5	Parr Drive	Savona Boulevard	Port St. Lucie Boulevard	Sidewalk-0.8 miles	LRTP CFP	$529,837	8
16	36.5	29th Street Sidewalk Gaps	Avenue I	Avenue Q	Sidewalk-0.5 miles	LRTP CFP	$77,000	8
16	36.5	Boston Avenue	25th Street	13th Street	Sidewalk-0.8 miles	LRTP CFP	$123,200	8

2017/18 Priority Ranking	Score[1]	Facility	Project Limits		Project Description	Project Source	Estimated Cost[2]	2016/17 Priority Ranking
			From	To				
16	36.5	Curtis Street	Prima Vista Boulevard	Marion Avenue	Sidewalk-0.3 miles	LRTP CFP	TBD	11
20	35.0	Savage Boulevard	Import Drive	Gatlin Boulevard	Sidewalk-1.8 miles	LRTP Needs Plan	TBD	NR
20	35.0	Import Drive	Gatlin Boulevard	Savage Boulevard	Sidewalk-2.3 miles	LRTP Needs Plan	TBD	NR
22	34.5	Weatherbee Road	U.S. Highway 1	Oleander Avenue	Sidewalk-0.5 miles	LRTP CFP	$445,220	12
23	34.0	Oleander Avenue	Midway Road	Saeger Avenue	Sidewalk-1.5 miles	LRTP Needs Plan	$1,323,840	13
23	34.0	Volucia Drive	Blanton Boulevard	Torino Parkway	Sidewalk-1.0 mile	LRTP CFP	$870,425	13
25	32.5	29th Street	Avenue Q	Avenue T	Sidewalk-0.1 miles	LRTP CFP	$19,7000	15
26	31.5	Paar Drive	Bamberg Street	Savona Boulevard	Sidewalk-0.9 miles	LRTP Needs Plan	TBD	NR
27	31.0	Oakridge Drive	Southbend Boulevard	Mountwell Street	Sidewalk-0.8 miles	LRTP Needs Plan	TBD	NR
27	31.0	Bayshore Boulevard	Mountwell Street	Port St. Lucie Boulevard	Sidewalk-0.7 miles	LRTP Needs Plan	TBD	NR
27	31.0	Rosser Boulevard	Openview	Bamberg Street	Sidewalk-2.1 miles	LRTP CFP	$1,999,182	18
30	25.5	Selvitz Road	Floresta Drive	Bayshore Boulevard	Sidewalk-0.1 miles	LRTP Needs Plan	TBD	NR
31	20.5	Emil Avenue	Oleander Avenue	U.S. Highway 1	Sidewalk-1.7 miles	LRTP Needs Plan	$347,487	NR

[1]Scores are based on the St. Lucie TPO TA Project Prioritization Methodology
[2]Source of Estimated Cost: *Go2040 Long Range Transportation Plan, February 2016*, unless otherwise noted
[3]Construction funding is anticipated to be programmed in the upcoming FDOT Tentative Work Program as a result of the 2017 TA Grant Cycle
[4]LRTP: *Go2040 Long Range Transportation Plan, February 2016*
[5]Source of Estimated Cost: 2017 TA Grant Application
[6]TBD: To be Determined
[7]NR: Not Ranked, typically because this is the first year that the project is on the list

E. Performance and Asset Management

Performance Management

Even before Federal legislation such as the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act required Metropolitan Planning Organizations (MPOs) and State Departments of Transportation (DOTs) to implement transportation performance management, the St. Lucie TPO and the Florida Department of Transportation (FDOT) were using performance management to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress toward meeting those goals, and performance measure targets are the benchmarks against which the data collected for the criteria are compared to evaluate the progress. Consistent with MAP-21 and the FAST Act, the St. Lucie TPO conducts performance-based planning, tracks performance measures, and establishes data-driven targets to evaluate the progress.

Performance-based planning ensures the most efficient investment of Federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to the following seven national goals:

- Improving Safety;
- Maintaining Infrastructure Condition;
- Reducing Traffic Congestion;
- Improving the Efficiency of the System and Freight Movement;
- Protecting the Environment; and,
- Reducing Delays in Project Delivery.

According to MAP-21 and the FAST Act, State DOTs are required to establish Statewide performance targets, and MPOs have the option to support the Statewide targets or adopt their own targets. In addition to the Federally-required performance targets, the St. Lucie TPO has established targets for local performance measures in the Go2040 Long Range Transportation Plan (LRTP) related to local goals. The performance targets adopted to date by the St. Lucie TPO and the FDOT are identified in the TIP/LRTP System Performance Report.

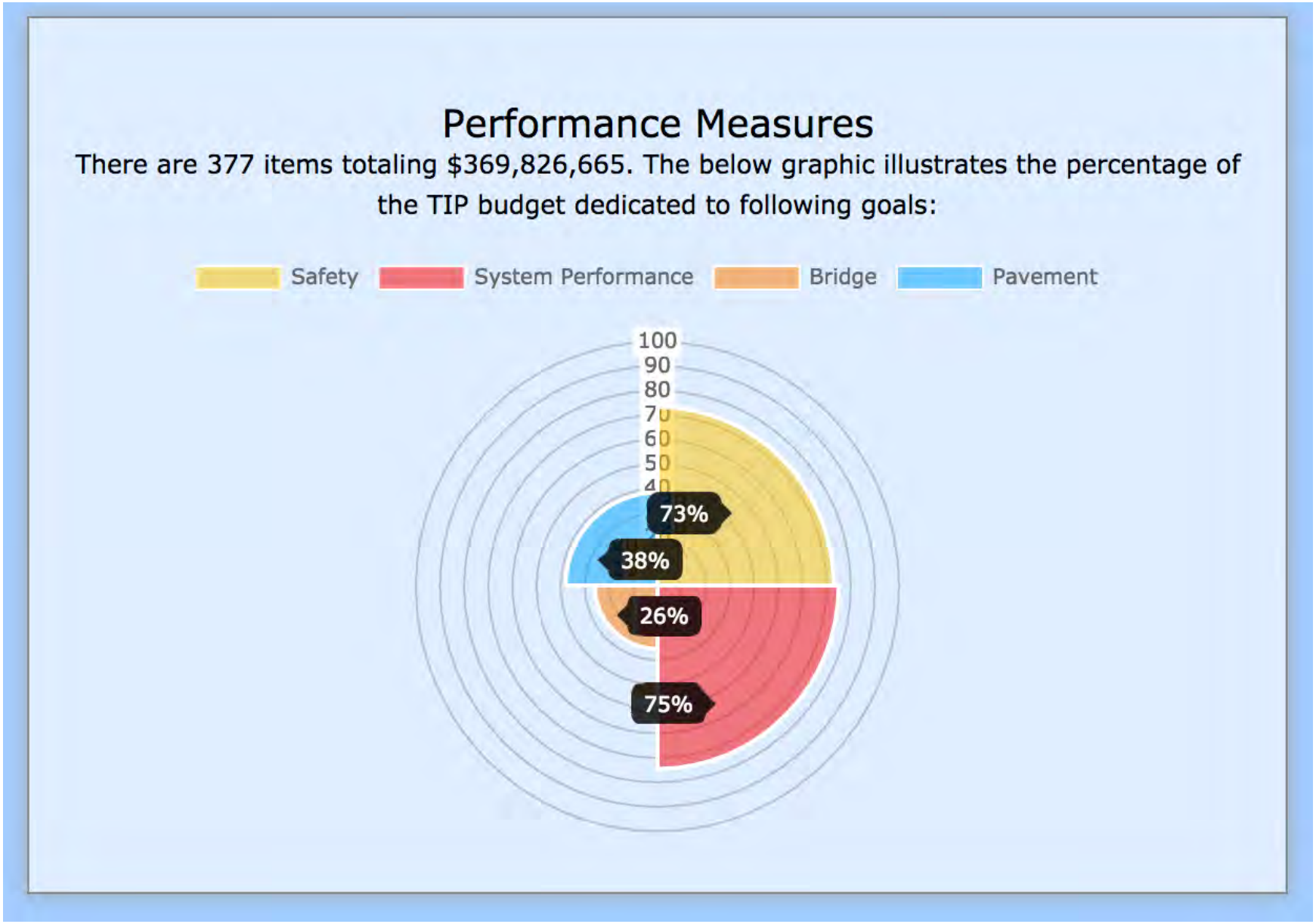
The TIP reflects the investment priorities established by the St. Lucie TPO in the Go2040 LRTP by including projects that support the goals and objectives of the Go2040 LRTP. By using the prioritization and project selection process described in Section B.3, the TIP has the anticipated effect of contributing toward the progress in meeting the performance targets. This anticipated effect and the progress toward meeting the performance targets are confirmed annually by the TIP/LRTP System Performance Report which also demonstrates the linking of the investment priorities to the targets. The TIP/LRTP System Performance Report is presented as follows:

TIP/LRTP System Performance Report

Go2040 LRTP Goals	Go2040 LRTP Objectives	Go2040 and/or FAST Act Performance Measures	Federal Requirement	Data					FDOT Performance Target	St. Lucie TPO Performance Target	Progress Towards Meeting Target
				2013	2014	2015	2016	2017			
Provide for efficient transportation that serves local and regional needs and stimulates economic prosperity and growth	Enable people and goods to move around efficiently.	% of person-miles traveled on the Interstate that are reliable	X		100	100	100	100			
		% of person-miles traveled on the non-Interstate National Highway System that are reliable	X		77	68	60	95			
		Truck travel time reliability index	X		1.13	1.11	1.10	1.12			
	Increase transportation options and improve access to destinations that support prosperity and growth.	% population within ¼ mile of Activity Centers					10 (2)	10.3 (2)		16	+
		Transit routes providing access to Activity Centers					7 (3)	7 (3)		7	+
Ensure transportation choices for all residents, visitors, and businesses	Improve bike/pedestrian and public transportation networks.	% of roadways with sidewalks and bike lanes					26 (4)	26.3 (4)		43	+
		% of transit stops with sidewalk access					86 (4)	86 (4)		86	+
	Provide for transportation needs of transportation disadvantaged that may include use of automated vehicles.	Miles of fixed route transit service					74 (5) / 98.9 (6)	82.5 (5) /		74	+
		% of low-income, older adults, persons with disabilities within ¼ mile of transit route					24.2 (2)	26.6 (2)		19	+
Maintain the condition and improve the efficiency of transportation assets and services	Maintain condition of existing transportation assets.	% of Interstate pavement in good condition	X								
		% of Interstate pavement in poor condition	X								
		% of non-Interstate National Highway System pavement in good condition	X								
		% of non-Interstate National Highway System pavement in poor condition	X								
		% of National Highway System bridges in good condition	X								
		% of National Highway System bridges in poor condition	X								
		% of equipment (non-revenue support/service and maintenance vehicles) met or exceeded Useful Life Benchmark	X				0 (3)	0 (3)		0	+
		% of rolling stock (fixed route vehicles) met or exceeded Useful Life Benchmark	X				0 (3)	0 (3)		0	+
		% of rolling stock (demand response vehicles) met or exceeded Useful Life Benchmark	X				0 (3)	0 (3)		0	+
		% of facilities (Fort Pierce/Port St. Lucie intermodal facilities) with condition rating below 3.0 on FTA TERM Scale	X				0 (3)	0 (3)		0	+
	Improve efficiency of existing transportation services.	Passenger trips per vehicle mile of service					0.4 (3)	0.52 (3)		0.57	+
Improve land use and transportation decision-making through community participation and intergovernmental cooperation	Facilitate unified transportation decision-making through intergovernmental cooperation.	Attendance at TPO meetings					484 (4)	527 (4)			
		Collaboration opportunities with local and resource agencies					34 (4)	61 (4)		8	+
	Ensure community participation is representative.	Collaboration opportunities with community and public groups					20 (4)	12 (4)		4	+
		Opportunities for engagement in traditionally underserved areas					6 (4)	6 (4)			
Protect and enhance public health and the environment	Support healthy living strategies, programs, and improvements.	Community walkscores					26 (8)	26.5 (8)			
		Number of bicycle riders					480 (9)	725 (9)			
	Make transportation investments that minimize impacts to natural environment and allocate resources toward mitigation.	Number of additional roadway lane miles impacting environmentally-sensitive areas					0 (4)	0 (4)		0	+
		Increase transit frequency and span of service					Rts 1-3: 60 min, Mon-Sat; Rts 4-7: 60 min, Mon-Fri	Rts 1-6: 60 min, Mon-Sat; Rts 7: 60 min, Mon-Fri			
Provide safer and more secure transportation	Improve safety of transportation system that may include incorporation of infrastructure in support of automated vehicles.	Number of fatalities	X	30 (10)	30 (10)	31 (10)	34 (10)		0	38/0 (12)	
		Fatality rate per 100 million vehicle miles traveled	X	0.98 (10)	0.96 (10)	0.96 (10)	1.01 (10)		0	1.10/0 (12)	
		Number of serious injuries	X	30 (10)	30 (10)	30 (10)	30 (10)		0	38/0 (12)	
		Serious injury rate per 100 million vehicle miles traveled	X	30 (10)	30 (10)	30 (10)	30 (10)		0	38/0 (12)	
		Number of fatalities/serious Injuries, non-motorized	X	30 (10)	30 (10)	30 (10)	30 (10)		0	38/0 (12)	
	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 + 5 inches					0 (11)			0	+

1-Tindale Oliver data; 2 - 2015 ACS 5-year estimates; 3 - St. Lucie County Community Service Department Transit Division; 4- St. Lucie TPO; 5 -Miles of fixed route on major road network, Tindale Oliver; 6 - Miles of fixed route on all road network, SLC; 7 - FDOT Transportation Data and Analytics Office; 8 – Estimation based on data from walkscore.com; 9 - Estimation based on 2016 Strava data; 10 - 5-year rolling average; 11 - Results from Florida Sea Level Scenario Sketch Planning Tool, based on USACE High projections in 2040; 12 - Interim Target/Final Target.

The following graphic further demonstrates how the TIP reflects the investment priorities established in the Go2040 LRTP and how those investment priorities are linked to the performance targets in the TIP:



Asset Management

MAP-21 and the FAST Act require transit providers to adopt performance targets for transit asset management, also known as "State of Good Repair" targets, in cooperation with the MPOs. The performance targets adopted to date by the St. Lucie TPO and St. Lucie County, which is the local transit provider, are identified in the TIP/LRTP System Performance Report.

In addition, MAP-21 and the FAST Act require the development of a risk-based TAMP for all pavement and bridges on the National Highway System. The initial Florida Transportation Asset Management Plan (TAMP) was completed by FDOT on April 30, 2018. The TAMP will serve as the basis for establishing in future TIPs the targets for the pavement and bridge condition performance measures identified in the TIP/LRTP System Performance Report.

The St. Lucie TPO will continue to coordinate with St. Lucie County and FDOT to establish performance targets and meet the other requirements of the Federal performance management process.

St. Lucie Transportation Planning Organization

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

AGENDA ITEM SUMMARY

Board/Committee:	Bicycle-Pedestrian Advisory Committee (BPAC)
Meeting Date:	May 17, 2018
Item Number:	6b
Item Title:	Congestion Management Process (CMP) Major Update Phase 2
Item Origination:	TPO Unified Planning Work Program (UPWP)
UPWP Reference:	Task 3.4 – CMP
Requested Action:	Review and recommend adoption of the CMP Major Update, recommend adoption with conditions, or do not recommend adoption.
Staff Recommendation:	It is recommended that the draft CMP Major Update be reviewed and recommended for adoption based on its consistency with the CMP goals and objectives

Attachments

- Staff Report
- CMP Major Update Phase 2 Report

St. Lucie Transportation Planning Organization

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

MEMORANDUM

TO: Bicycle-Pedestrian Advisory Committee (BPAC)

THROUGH Peter Buchwald
Executive Director

FROM: Edward DeFini
Bicycle/Pedestrian Program Manager

DATE: May 15, 2018

SUBJECT: Congestion Management Process (CMP) Major Update Phase 2

BACKGROUND

The Congestion Management Process (CMP) provides the information necessary to identify areas with congestion or safety issues and to prioritize projects which address the identified congestion and safety issues. These projects typically do not involve the widening of roadway segments and are intended to be implemented more quickly than roadway widening projects.

The primary element of the CMP is the CMP Implementation Plan that prioritizes CMP projects. The CMP projects from the Implementation Plan are added to the TPO's List of Priority Projects (LOPP) for future funding considerations. CMP Box Funds in the amount of $300,000-$400,000 are allocated annually toward CMP projects in the LOPP.

A major update of the CMP was last competed in October 2011. Because of the small number of CMP projects remaining in the CMP Implementation Plan, the need to prepare a major update of the CMP was established in the FY 2016/17 – FY 2017/18 Unified Planning Work Program (UPWP) in Task 3.4, *Congestion Management Process (CMP)*.

The major update to the CMP is being completed in two phases. Stanley Consultants, Inc. (SCI) was retained to complete both phases of the CMP Major Update.

Phase 1 consists of the identification of roadway segments and intersections that are experiencing congestion or safety issues. CMP objectives were identified, and performance measures were developed based on the Go2040 Long Range Transportation Plan performance measures to quantify the areas of concern prior to identifying the projects. A preliminary congestion management analysis was conducted of projects identified by stakeholders, areas of safety concern listed in crash databases, and segments that are experiencing unacceptable volume-to-capacity ratios. In order to effectively identify areas of congestion that are concerns of the local agencies, coordination among St. Lucie County, the City of Fort Pierce and the City of Port St. Lucie was conducted to obtain local input and identify additional CMP projects.

Phase 2 consists of a draft prioritized list of roadway segments and intersections that are prioritized based on the further investigation and analyses and a new CMP Implementation Plan that will be utilized to inform the TPO's LOPP and allocate the TPO's CMP Box Funds.

ANALYSIS

Phase 1 of the Congestion Management Process Major Update identified 12 roadway corridors and 4 intersections for further investigation. Staffs from St. Lucie County, the City of Fort Pierce, and the City of Port St. Lucie provided input on the congestion and safety issues identified in Phase 1.

Phase 2 includes a prioritized list of CMP projects based on a deeper investigation and analysis that was conducted at Phase 2 corridors and intersections.

The deeper investigation and analysis that was conducted for intersections includes crash statistics data review to identify crash patterns or trends and a site review to identify the existing lane configurations and observe operational traffic conditions to identify mitigation strategies at the intersections.

The deeper investigation and analysis that was conducted for corridor segments includes Artplan LOS analysis, review of corridor crash statistics for patterns/trends/high crash locations, and a site review to identify existing median access and driveway access conditions to identify mitigation strategies along the corridor segments.

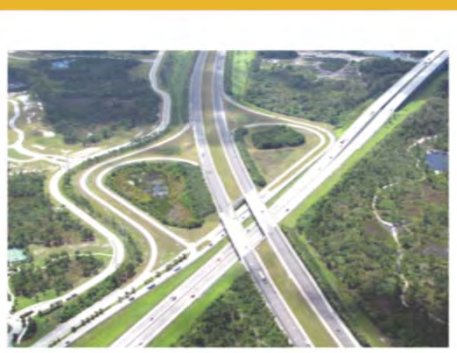
The new CMP Implementation Plan will be utilized to inform the TPO's LOPP and to allocate the TPO's CMP Box Funds for 5 years beginning with FY2019/2020.

RECOMMENDATIONS

It is recommended that the draft CMP Major Update be reviewed and recommended for adoption based on its consistency with the CMP goals and objectives.

St. Lucie Transportation Planning Organization

CONGESTION MANAGEMENT PROCESS MAJOR UPDATE – PHASE II



MAY 2018

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1.0 INTRODUCTION

To improve transportation system performance and reliability, the St. Lucie Transportation Planning Organization (TPO) has retained Stanley Consultants, Inc. to complete the Congestion Management Process (CMP) major update. The completed CMP major update will identify and prioritize CMP projects with potential for inclusion in the Florida Department of Transportation (FDOT) Five-Year Work Program, the TPO's List of Priority Projects (LOPP), and the TPO's Transportation Improvement Program (TIP). It is estimated that approximately $300,000 - $400,00 per year of federal funds will be allocated by the St. Lucie TPO to CMP projects.

1.1 WHAT IS A CMP?

The CMP is a systematic, performance-based planning approach for congestion management within the TPO area. It is part of the comprehensive, continuing, and cooperative process utilized to meet the needs, vision, and goals of the area. The CMP allows the TPO to evaluate up-to-date information about the area's transportation system using performance measures and enables decision makers to evaluate alternative strategies and potential projects for congestion mitigation. In addition, it aids in moving these projects into the funding and implementation stages. A flow chart of the CMP process can be seen in **Figure 1**.

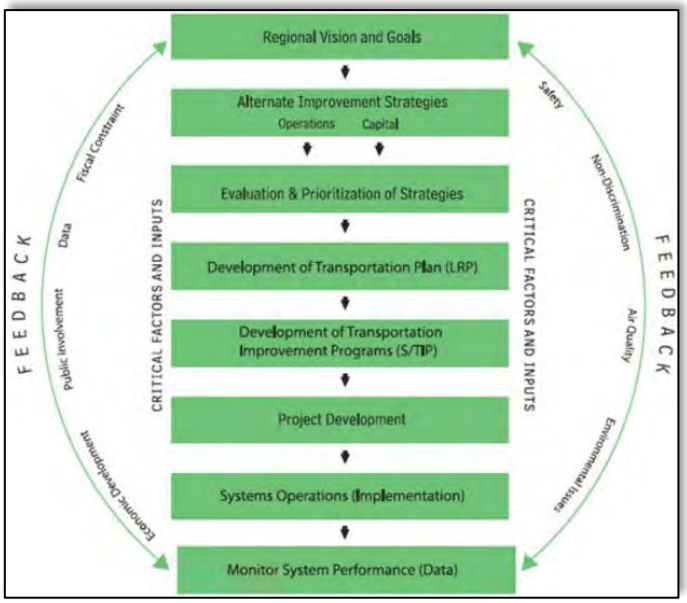

Figure 1 CMP Flow Chart (Source: FHWA)

This CMP major update has been broken into two phases: Phase 1 and Phase 2. Phase 1 is a system-wide screening evaluation of traffic count data and crash data that will identify roadway segments and intersections that experience undesirable levels of congestion and/or have safety issues. A prioritization ranking criteria using these performance measures will be utilized to assist in determining which projects should be further evaluated in Phase 2. Phase 2 of the CMP consists of a more in-depth analysis, developing congestion mitigation strategies and a priority ranking system for project implementation and planning.

1.2 BENEFITS OF A CMP

The CMP will benefit the TPO by providing a framework to respond to congestion and other operational issues. Benefits of the CMP include:

- A detailed identification of issues which enable the allocation of financial resources more effectively
- Reduced travel time delay
- Improved safety

Using the CMP's Phase 2 ranking system, the TPO will identify projects that will provide the most benefit to the multi-modal transportation network and then allocate the funds to these projects accordingly to reduce congestion and improve safety. Reducing travel time delay improves air quality conditions by reducing emissions from idling and helps motorists reduce fuel cost by spending less time in congested conditions.

1.3 GOALS AND OBJECTIVES

According to the Federal Highway Administration (FHWA), the CMP is an objective-driven, performance-based tool used for congestion management. This CMP major update supports the goals and objectives as outlined in the St. Lucie TPO's 2040 Long Range Transportation Plan (LRTP). The goal of the CMP major update is to identify, evaluate, and prioritize CMP projects for potential inclusion in the FDOT Work Program, the TPO's List of Priority Projects (LOPP), and the Transportation Improvement Program (TIP). The CMP Box Funds allocated by the TPO are approximately $300,000 - $400,000 annually.

Objectives of the CMP major update include collecting traffic and congestion performance measures, improving modal choice through improvements to bike/pedestrian and public transportation networks, improving efficiency of existing transportation services thru intelligent traffic systems (ITS), ensuring community participation is representative and prioritizing congestion projects.

1.4 CMP NETWORK

The CMP network is comprised of all major roadways in St. Lucie County that are included in the St. Lucie TPO's Traffic Count Data Management System. The Traffic Data Management System is available to the public through the St. Lucie TPO's website. This management system collects historic daily counts and peak hour traffic counts which are used to develop performance measure values. This network includes the City of Fort Pierce, the City of Port St. Lucie, and Unincorporated St. Lucie County. The homepage of the St. Lucie TPO Traffic Data Management System website is shown in **Figure 2**.

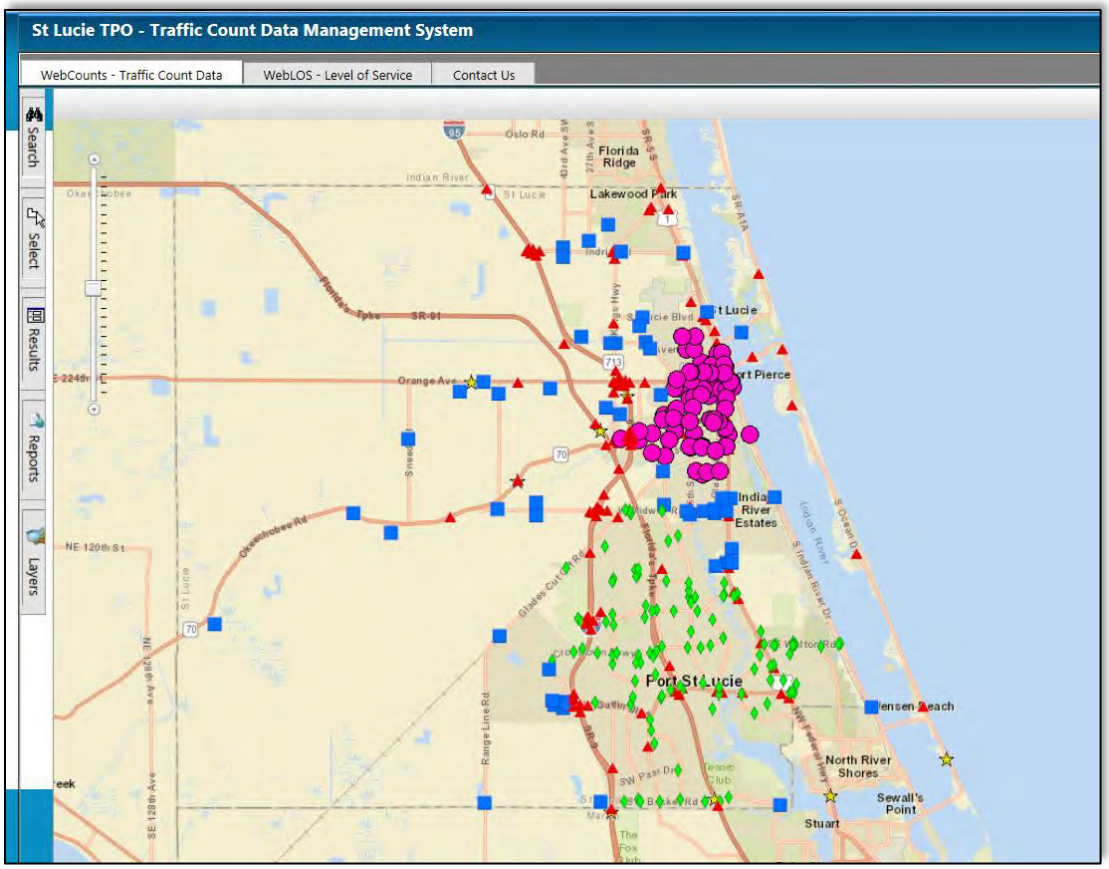

Figure 2 St. Lucie TPO - Traffic Count Data Management System

1.5 FEDERAL HIGHWAY ADMINISTRATION CMP GUIDEBOOK

The Federal Highway Administration's 'Congestion Management Process: A Guidebook' from April 2011, seen in **Figure 3**, was used as a reference guide for the development of the CMP Major Update. Other documents reviewed and used for this major update include the Federal Highway Administration (FHWA) Highway Capacity Manual (HCM), the Traffic Monitoring Guide (TMG), the St. Lucie TPO's Go2040 Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP).

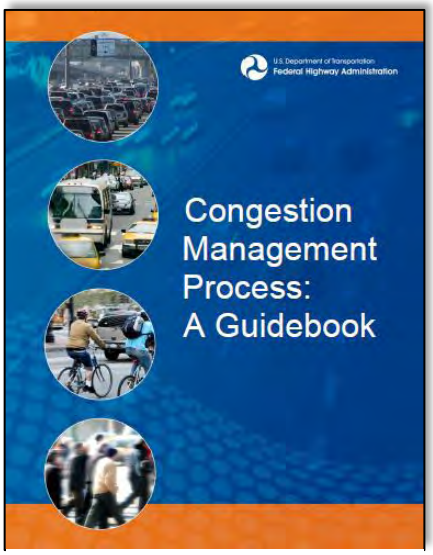

Figure 3 FHWA CMP Guidebook

2.0 PRIORITIZATION CRITERIA AND PERFORMANCE MEASURES

2.1 PERFORMANCE MEASURES

Per the Federal Highway Administration, a CMP must develop performance measures to support congestion management objectives and adequately assess system performance to clearly communicate problem areas. The developed performance measures should define and measure congestion within the CMP network using quantifiable measures. The performance measures developed for this major update considered regional objectives, and the availability of data sources to efficiently identify areas of congestion.

The CMP major update evaluated the network using a two-phase system. The first phase, Phase 1, used the performance measures to evaluate the CMP network on a macroscopic level. Intersections and segments were identified in Phase 1 and evaluated using the performance measures to determine which intersections and segments would be further analyzed in Phase 2. In Phase 2 congestion mitigation strategies were considered for the intersections and segments identified in Phase 1 and were evaluated using the performance measures listed below.

The proposed Phase 1 performance measures are shown below:

- Volume to Capacity ratio (V/C)
- Safety (intersections vs. segments)
- Key Stakeholder Input

The proposed Phase 2 performance measures are shown below:

- Type of Benefit (pedestrian, transit, etc.)
- Need based on safety and V/C
- Potential Issues
- Cost

2.2 PHASE 1 PRIORITIZATION CRITERIA

Three different performance measures were used to evaluate and rank Phase 1 segments and intersections: congestion, safety, and key stakeholder input. Phase 1 of this CMP major update focused on the CMP network on a larger macroscopic level.

For this CMP major update, congestion was measured using volume to capacity (V/C) ratios. These ratios assist in determining the level of service of a roadway or intersection. This measure allows for an understanding of the intensity and relative severity of the congestion that affects travel.

Crash data for the past three years provided by the St. Lucie TPO was used for the safety performance measure.

Lastly, key stakeholder-identified roadway segments and intersections were assigned a value in the prioritization system as a performance measure. The prioritization criteria for each performance measure can be seen in Table 1 below. Crash segments and intersections identified by Key Stakeholder Input were both given a maximum score of five points to highlight their specialized knowledge of the CMP roadway network.

Prioritization criteria for Phase 1 to identify and assess project ranking is shown in **Table 1**.

Table 1 Prioritization Criteria

	V/C Ratio	Safety	Key Stakeholder Input
Range of Points	<= 0.80; 1 0.80 – 0.94; 2 0.94 – 1.00; 3 1.00 – 1.10; 4 1.10 – 10; 5	Intersections = 3 Segments = 5	5

2.3 PHASE 2 PRIORITIZATION CRITERIA

Performance measures were developed and used to rank projects for the Phase 2 section of the CMP major update. The Phase 2 performance measures and prioritization criteria use a point based system and is described below and in **Figure 4**. The point system utilized assigns more points to intersections and/or segments with a higher measure or perception of congestion and/or safety issues. Criteria consistent with LRTP or other TPO goals and objectives were assigned larger weight by having higher point values.

Benefit: Depending on the type of benefit the congestion mitigation strategy provided a different range of points were assigned to the proposed mitigation strategy. Consistent with the TPO goals and objectives and local agency input, it was determined that real-time traffic data collection and multi-use paths would provide the largest project benefit. If a project provided multiple benefits (i.e. sidewalks and base capacity improvements) the points were added together.

Need: A score was assigned to each project based on the perceived need of the improvement due to historical crash data and volume to capacity ratio. Segments and intersections that have reported fatalities and current failing LOS received higher points.

Issues: A score was assigned to each project based on potential issues that might arise from the proposed solution. Due to the cost of right way, a proposed strategy that did not require right of way acquisition was scored higher points. If support was expressed for a project from the public, maintaining agency or stakeholder, it was assigned an additional 15 points in this category.

Cost: The CMP box funds are approximately $300,000 -$400,000 per year. Project improvements that were within this approximate range were assigned the most amount of points in the cost category. If a project was perceived to be less than $300,000 it was also assigned the maximum amount of points for this category. If a project improvement was estimated to be more that $1 million it was assigned the lowest score of one.

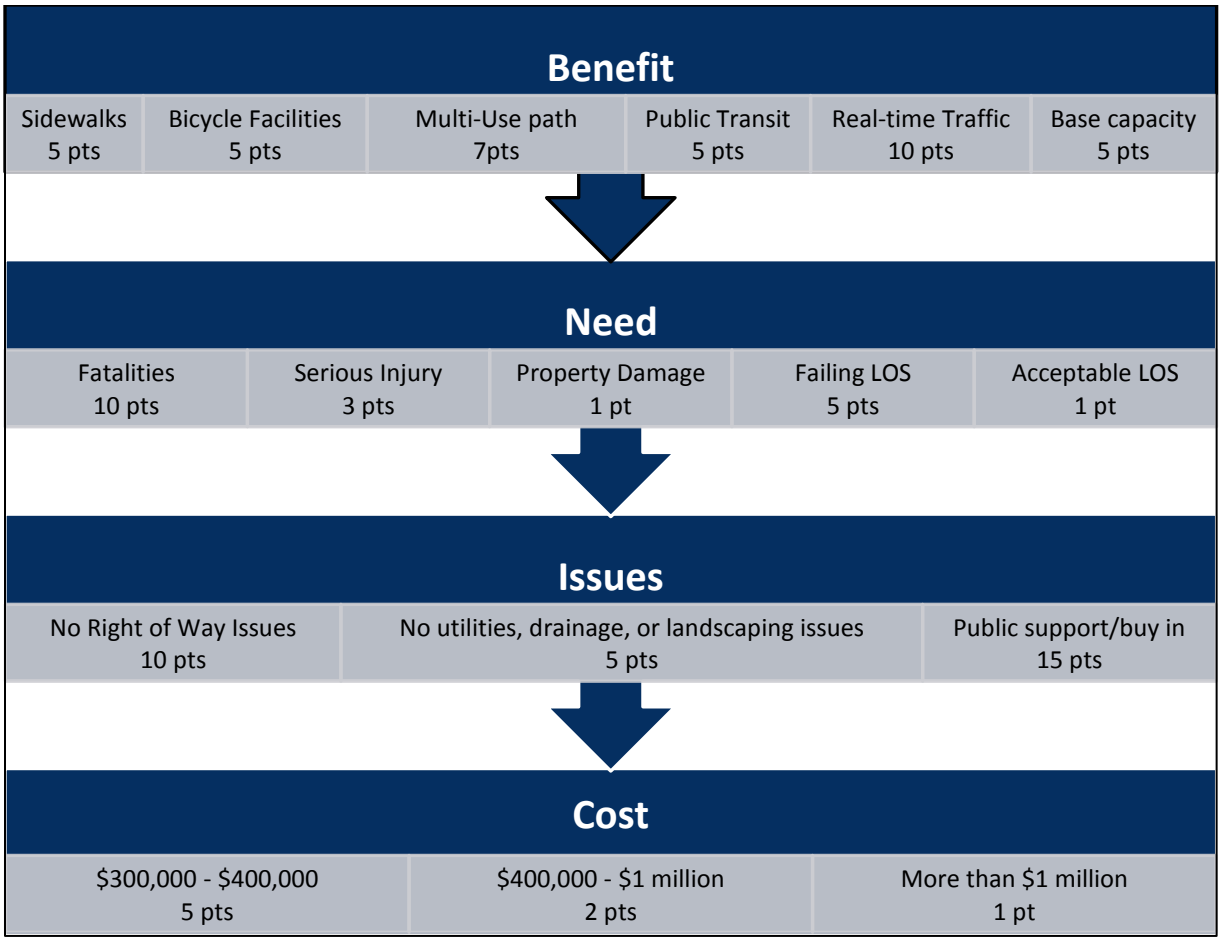

Figure 4 Phase 2 Ranking Criteria

2.4 ONGOING SYSTEM PERFORMANCE AND SYSTEM MONITORING

A main goal of a CMP is to keep an on-going data collection system to determine how efficient the strategies relieve congestion and where the congestion issues might be occurring in the CMP network. Currently the St. Lucie TPO has a Traffic Count Data Management System that collects daily and peak hour traffic counts on roadway segments located throughout the TPO area. The system has been integrated with a Level of Service Analysis System (LOSAS) which allows the TPO to calculate volume to capacity ratios of the segments. Segments with unacceptable volume to capacity ratio values are then used to identify congestion within the network. Unacceptable volume to capacity ratios are any values equal or greater than 1.0.

During the development stage of the update, TPO staff met and talked with several personnel at the City of Port St. Lucie and St. Lucie County. The City has recently implemented Travel-Time reliability data collection equipment at several of their major intersections. This infrastructure can alert traffic operation personnel when there is major congestion due to recurring or non-recurring incidents and readjust signal timing to alleviate congestion. Personnel at St. Lucie County expressed interest in this innovative infrastructure as a method to relieve congestion.

Using intelligent traffic systems (ITS) to collect real travel time data can help with calculating CMP network performance measures for future CMP major updates. Some of the data that can be collected and used to identify areas of congestion include vehicle throughput, person throughput and speed. These performance measures are summarized in **Table 2** below.

Table 2 Measurable Performance Measures

Measure	Definition	Units
Vehicle Throughput	The number of vehicles traversing a roadway section or passing a point per unit time	Vehicles per hour
Person Throughput	Number of persons (including private vehicle occupants, transit riders, pedestrians, and bicyclists) traversing a roadway section per unit time	Persons per hour
Speed	The average speed of vehicles measured in a single lane, for a single direction of flow, at a specific location on a roadway	Miles per hour

3.0 CMP TOOLBOX

The CMP toolbox is a federal guideline that identifies strategies developed to alleviate congestion. Federal guidelines state that a CMP shall include the identification and evaluation of the anticipated performance and expected benefits. Examples of congestion management strategies that can be considered are as follows:

- Demand management measures including growth management and congestion pricing
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- And where necessary, additional system capacity

The St. Lucie TPO CMP toolbox is comprised of 4 categories:

- Multimodal improvements
- Transportation systems management and operations improvements with real travel time data collection
- Transportation demand management
- Roadway capacity improvements

3.1 MULTIMODAL IMPROVEMENTS

Multimodal CMP strategies help support livable communities while providing users modal choice and decreasing vehicular congestion. Multimodal improvements include the following:

- Addition of sidewalks
- Addition of bicycle lanes
- Addition of multi-use paths
- Public transit

Implementing multimodal strategies can further benefit a community by:

- Decreasing household transportation costs
- Improving air quality
- Reducing greenhouse gas emissions
- Improving public heath

3.2 IMPLEMENT TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TMS&O)

Improving reliability of the roadway CMP network aids in enhancing customer expectations, making more efficient use of the existing transportation system. According to FHWA, TSM&O is more than a group of strategies or technologies and is founded on the guiding principles of managing and operating the transportation system in an integrated, active and performance-driven manner.

By implementing ITS infrastructure into the transportation network, real time traffic data can be collected and used to develop performance-based planning and programming. ITS technologies that collect data that can be used in the CMP include continuous point-based detectors, adaptive signal control cameras and Bluetooth technologies.

Figure 5 St. Lucie TPO ATMS Report

The St. Lucie TPO recognizes the need for adaptive traffic signal control (ATSC) and real-time traffic information. With Florida Department of Transportation District IV, a study was completed and a master plan for the Advanced Transportation Management System (ATMS) was developed and can be seen in **Figure 5**. The plan recommends improvements such as fiber optic cable, cameras for vehicle detection, surveillance Closed Circuit Television (CCTV) and traffic operations center. Implementing ATSC can reduce arterial travel time, travel delay, number of stops, intersection delay, queue lengths and increase arterial speed.

3.3 TRANSPORTATION DEMAND MANAGEMENT (TDM)

TDM tools try to help mitigate congestion by providing more trip choice and redistribute the timing of traffic demand to lessen the amount of peak period trips. Strategies that fall under this category include work site commuter choice programs, carpool and vanpool projects, providing park and ride lots and dedicating travel lanes for transit operations.

3.4 ADDING BASE CAPACITY

Where absolutely necessary and when other mitigation strategies cannot alleviate congestion, adding capacity to the roadway network is considered a strategy to assist in the mitigation of congestion. Capacity improvements include intersection improvements such as adding or extending turn lanes and roadway widening.

4.0 DATA COLLECTION

In order to determine where congestion is located in the CMP network, data collection was performed to calculate performance measures and identify key segments and intersections. The sections below describe the collection data process.

4.1 VOLUME TO CAPACITY RATIO

Volume to capacity information for the CMP network was collected from the St. Lucie TPO. The TPO currently manages a Traffic Count Data Management System (TCDMS), see **Figure 6**, that collects and reports traffic data information. The system contains approximately 485 count stations. The TCDMS has been enhanced with the Level of Service Analysis System which allows the TPO to evaluate congestion and operating conditions of the roadway network for performance. Volume to capacity ratios are calculated for AM and PM peak period. An example of the report that the TCDMS provides can be seen in **Figure 7.**

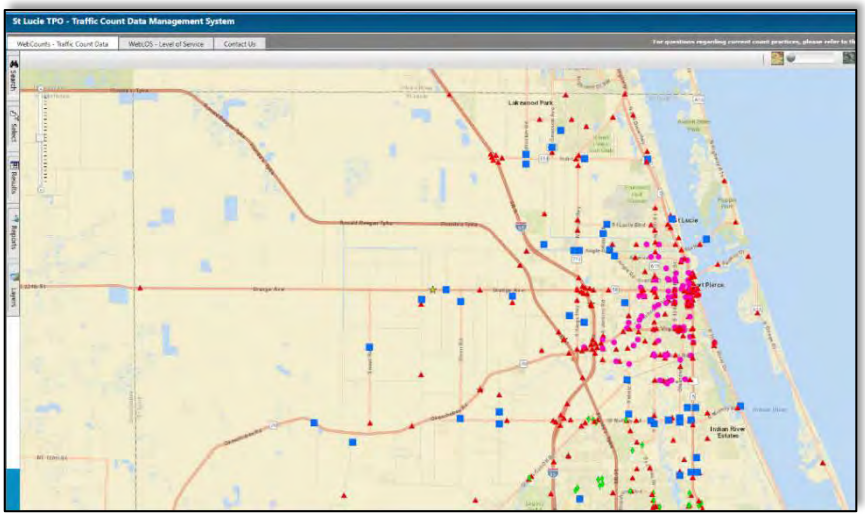

Figure 6 St. Lucie TPO Interactive TCDMS

St. Lucie Transportation Planning Organization

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

Traffic Counts and Level of Service Report
Fall 2017

Roadway Name	Location	STATION ID	AADT	Last Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
EAST TORINO PKWY	TORINO PKWY to MIDWAY RD	237	13,000	2017	880	889	F	1.010	844	D	0.959
EASY ST	US 1 to BUCHANAN DR	106	9,176	2016	750	825	F	1.031	636	D	0.848
EASY ST	BUCHANAN DR to YUCCA DR	106	9,176	2016	540	825	F	1.422	636	F	1.097

Figure 7 Traffic Counts and Level of Service Report (2017)

4.2 CRASH DATA

Crash data was collected using the Signal Four Analytics web-based system database. When the Phase 1 evaluation was completed the three most recent years of data was evaluated (2014-2016). The crash data provided from the Signal Four Analytics database is given in spreadsheet form but is also provided geo-spatially in an ArcGIS shapefile. A screenshot of the Signal Four Analytics user interface can be seen in **Figure 8**.

Figure 8 Signal Four Analytics Screenshot

4.3 STAKEHOLDERS/PUBLIC OUTREACH

The St. Lucie TPO receives public and stakeholder input regarding the CMP through meetings with local government officials, presentations to committees established by the TPO for coordination purposes, and having CMP documents available for public review.

As part of Phase 1, meetings were held with local government officials to obtain input on a list of congested corridors and intersections that should be considered for the CMP Major Update Phase 1 evaluation. Items that were discussed in the meeting included key intersections that should be considered for further evaluation, funding for future projects, CMP projects that have already been completed, multimodal needs and other areas need to be evaluated for improvements.

Phase 1 of the CMP major update was presented at the following public meetings:

- Citizens Advisory Committee (CAC) – Tuesday, March 14, 2017
- Technical Advisory Committee (TAC) – Tuesday, March 14, 2017
- Bicycle/Pedestrian Advisory Committee (BPAC) – Thursday, March 16, 2017
- TPO Board – Wednesday, April 5, 2017

Comments from the meetings were recorded and integrated into the major update Phase 1 analysis and used to develop a list of projects for Phase 2 analysis. A summary of these comments can be found in the **Appendix B**.

Stakeholder and public outreach was continued in Phase 2 of the major update and local government officials commented on proposed congestion management solutions and mitigation strategies. These comments were then integrated in the Phase 2 mitigation strategies and used in the priority ranking criteria.

Phase 2 proposed congestion management solutions and mitigation strategies were presented to the TPO at the following meetings.

- Citizens Advisory Committee (CAC) – Tuesday, May 15, 2018
- Technical Advisory Committee (TAC) – Tuesday, May 15, 2018
- Bicycle/Pedestrian Advisory Committee (BPAC) – Thursday, May 17, 2018
- Transportation Planning Organization Board (TPO) – Wednesday, June 6, 2018

5.0 PHASE 1 EVALUATION

The first phase of the CMP major update concentrated on providing a system-wide screening analysis to identify corridors and/or intersections that could require further analysis in the Phase 2 process.

Phase 1 analyzed the CMP Networks on a macro scale. Using ArcGIS, the network was analyzed to see which roadway segments and intersections experienced the most congestion based on volume to capacity information collected by the TPO on an annual basis. The concerned areas were then ranked and discussed with stakeholders to refine the list of concerned areas for further evaluation and ranking in the Phase 2 analysis.

5.1 VOLUME TO CAPACITY (V/C) – CONGESTION EVALUATION

Using a GIS database system, V/C ratios for the AM and PM peak hours were categorized and visually represented on a network map. The Traffic Data Management System does not provide V/C values for intersections so only segments were evaluated using this criterion. AM and PM peak hour V/C distribution for the County can be seen in **Figure 9**.

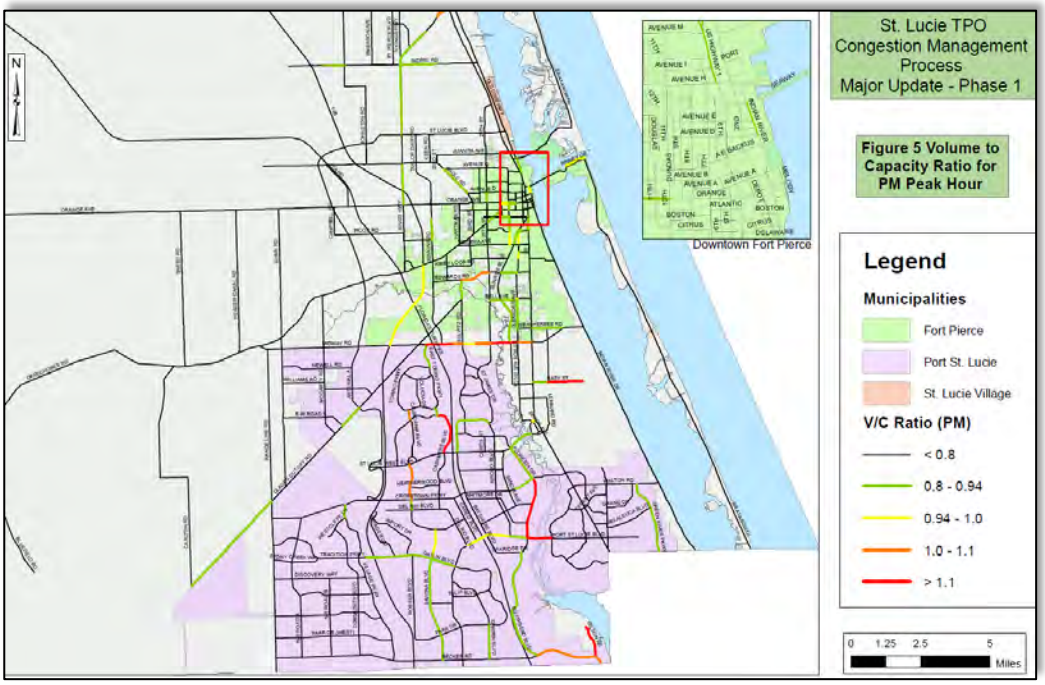

Figure 9 Phase 1 Volume to Capacity Ratio PM Peak

5.2 SAFETY EVALUATION

Crash history for the entire TPO area was collected for three years (2014-2016) for the Phase 1 evaluation. The data was analyzed further in GIS to determine areas that experienced the highest intensity of crashes. The roadway segments that experienced high crash incidents in the City of Port St. Lucie can be seen in **Figure 10**. The roadway segments that experienced high crash incidents in the City of Fort Pierce can be seen in **Figure 11**.

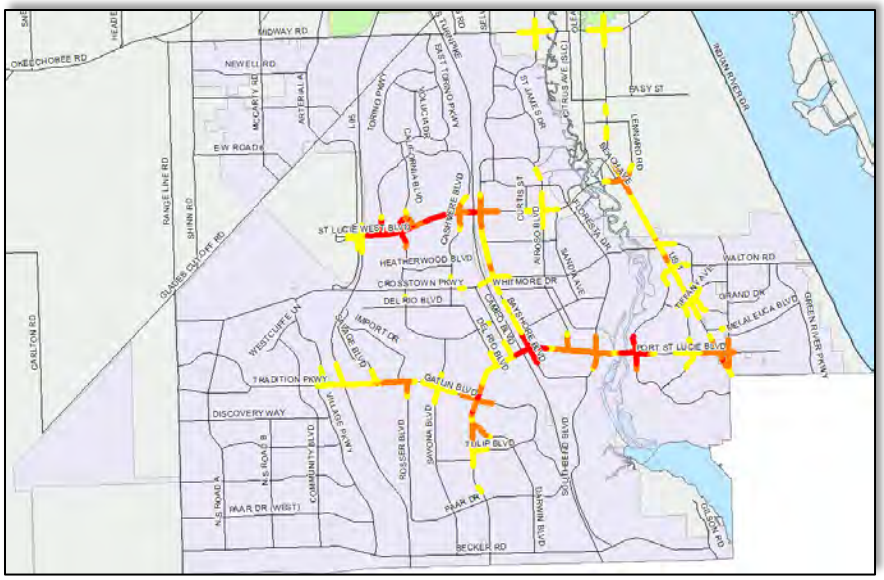

Figure 10 High Crash Locations for City of Port St. Lucie

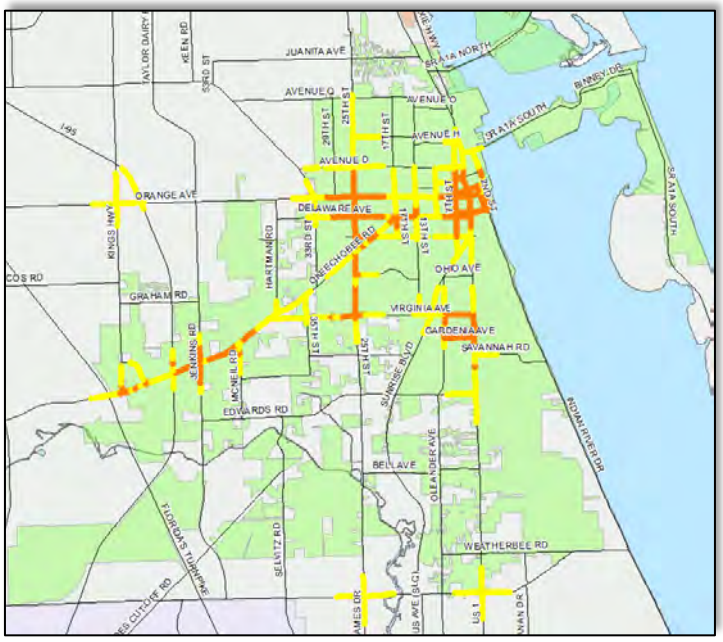

Figure 11 High Crash Locations for City of Fort Pierce

5.3 KEY STAKEHOLDER INPUT

To obtain key stakeholder input, meetings were held to discuss the intersections and corridors where congestion was a known issue throughout the community. A geographical representation of the key stakeholder input can be seen in **Appendix B**. In addition, all projects listed by key stakeholders were assigned a one-time maximum value of 5. Due to stakeholders having a large understanding of the roadway network, projects they recommended for the CMP Major Update were weighed heavily.

5.4 PHASE 1 RANKING

The Phase 1 of the CMP Major Update evaluated the St. Lucie TPO roadway network for congestion issues using an analytic system approach with performance measures to prioritize existing congestion. Problem segments and intersections within the CMP network were evaluated based on existing volume to capacity ratios, number of vehicle crashes and stakeholder input. A complete list of identified and evaluated segments for CMP Phase 1 can be seen in **Table 3**.

3Table 3 CMP Phase 1 Segments

ON STREET	FROM STREET	TO STREET	PHASE 1 PRIORITIZATION CRITERIA				TOTAL PTS
			V/C AM	V/C PM	SAFETY	STAKEHOLDERS	
Port St Lucie Blvd	Bayshore Blvd	Veterans Memorial Pkwy	5	5	5	0	15
Easy St	Buchanan Dr	Yucca Dr	5	5	0	5	15
Gatlin Blvd	W Of I-95	Port St Lucie Blvd	3	2	5	5	15
Floresta Dr	Port St Lucie Blvd	Prima Vista Blvd	5	5	0	5	15
Becker Rd	Southbend Blvd	Gilson Rd	4	4	0	5	13
Easy St	US 1	Buchanan Dr	5	2	0	5	12
California Blvd	Crosstown Pkwy	St Lucie West Blvd	3	4	0	5	12
Midway Rd	25th St	Oleander Ave	5	5	0	0	10
Cashmere Blvd	St Lucie West Blvd	Peacock Blvd	5	5	0	0	10
Gilson Rd	Becker Rd	Lakeridge Dr	5	5	0	0	10
Midway Rd	Milner Dr	W of Selvitz Rd	5	5	0	0	10
Crosstown Pkwy	Manth Ln	Floresta Dr	3	2	0	5	10
Port St Lucie Blvd	Tulip Blvd	Gatlin Blvd	0	0	5	5	10
St Lucie West Blvd	I 95	Bayshore Blvd	0	0	5	5	10
California Blvd	Peacock Blvd	Torino Pkwy	5	4	0	0	9
Midway Rd	East Torino Pkwy	Milner Dr	4	5	0	0	9
Midway Rd	Oleander Ave	US 1	4	4	0	0	8
Edwards Rd	Selvitz Rd	25th St	4	4	0	0	8

SECTION 5

ON STREET	FROM STREET	TO STREET	PHASE 1 PRIORITIZATION CRITERIA				TOTAL PTS
			V/C AM	V/C PM	SAFETY	STAKEHOLDERS	
Gilson Rd	Martin C.L.	Becker Rd	4	4	0	0	8
Midway Rd	W of Selvitz Rd	Selvitz Rd	4	4	0	0	8
Turnpike Feeder Rd	Turnpike Feeder Rd SB Ramp	US 1	4	4	0	0	8
Midway Rd	Christensen Rd	25th St	4	4	0	0	8
Port St Lucie Blvd	Del Rio Blvd	Bayshore Blvd	4	3	0	0	7
Prima Vista Blvd	Naranja Ave	Rio Mar Dr	5	2	0	0	7
Oleander Ave	Wisteria Ave	Gardenia Ave	4	3	0	0	7
Midway Rd	Selvitz Rd	Christensen Rd	3	3	0	0	6
Oleander Ave	Virginia Ave	Sunrise Blvd	3	3	0	0	6
Oleander Ave	Bell Ave	Farmer's Market Rd	3	3	0	0	6
Prima Vista Blvd	Floresta Dr	Naranja Ave	4	2	0	0	6
Southbend Blvd	Becker Rd	Floresta Dr	4	2	0	0	6
Bayshore Blvd	Prima Vista Blvd	Floresta Dr	3	2	0	0	5
Kings Hwy	St Lucie Blvd	Indrio Rd	3	2	0	0	5
Okeechobee Rd	25th St	Georgia Ave	3	2	0	0	5
Weatherbee Rd	US 1	Midway Rd	3	2	0	0	5
Rio Mar Dr	Beach Ave	US 1	2	3	0	0	5
I-95	Midway Rd	Okeechobee Rd	2	3	0	0	5
East Torino Pkwy	Torino Pkwy	Midway Rd	3	2	0	0	5
Savona Blvd	Gatlin Blvd	California Blvd	2	3	0	0	5
SR A1A South	Ocean Dr	Binney Dr	2	3	0	0	5
Savona Blvd	Paar Dr	Gatlin Blvd	3	2	0	0	5
Bayshore Blvd	Floresta Dr	Selvitz Rd	3	2	0	0	5
Bayshore Blvd	Selvitz Rd	25th St	3	2	0	0	5
Cashmere Blvd	Peacock Blvd	Torino Pkwy	3	2	0	0	5
Orange Ave	17th St	13th St	2	3	0	0	5
California Blvd	Del Rio Blvd	Crosstown Pkwy	3	2	0	0	5
Edwards Rd	Sunrise Blvd	Oleander Ave	3	2	0	0	5
Darwin Blvd	Becker Rd	Paar Dr	3	2	0	0	5
Glades Cut-Off Rd	Reserve Blvd	Commerce Center Dr	3	2	0	0	5
Indian River Dr	Avenue D	Seaway Dr	2	3	0	0	5
Indrio Rd	Kings Hwy	Slash Pine Trl	3	2	0	0	5
Okeechobee Rd	King HWY	Virginia AVE	0	0	5	0	5
25th ST	Virginia Ave	Orange Ave	0	0	5	0	5
S 2nd St	Citrus Blvd	Ave A	0	0	5	0	5
US 1	Florida Ave	Seaway	0	0	5	0	5
US 1	Gardenia	Virginia Ave	0	0	5	0	5
Bayshore Blvd	Crosstown Pkwy	St Lucie West Blvd	0	0	5	0	5

ON STREET	FROM STREET	TO STREET	PHASE 1 PRIORITIZATION CRITERIA				TOTAL PTS
			V/C AM	V/C PM	SAFETY	STAKEHOLDERS	
US 1	Dyer	Rio Mar	0	0	5	0	5
Crosstown Pkwy	Airoso Blvd	Floresta Dr	0	0	0	5	5
Lennard Rd	Mariposa Ave	Walton Rd	0	0	0	5	5
Alt A1A	N 4th St	End of Bridge	0	0	0	5	5
St James Dr	Royce Ave	Lazy River	0	0	0	5	5
Port St Lucie Blvd	Morningside Blvd	US 1	3	1	0	0	4
Floresta Dr	Oaklyn St	Port St Lucie Blvd	3	1	0	0	4
13th St	Virginia Ave	Nebraska Ave	1	3	0	0	4
35th St	Cortez Blvd	Virginia Ave	3	1	0	0	4
Mc Neil Rd	Kirby Loop Rd	Edwards Rd	3	1	0	0	4
Ft Pierce Blvd	Indrio Rd	Emerson Ave	3	1	0	0	4

Roadway segments located on the State Highway System or are currently under construction or undergoing a Project Development and Environment (PD&E) study were eliminated from being carried into the CMP Phase 2 analysis. This included major roadways such as Port St. Lucie Blvd, Midway Road, Crosstown Parkway, US 1 and Okeechobee Road. Due to safety being a key objective of the CMP Major Update and St. Lucie TPO, roadway segments that received five safety points have been included in the list of recommended projects for Phase 2 analysis regardless of total score. Segments identified in this safety analysis that are currently under construction, have planned funds or are on the State Highway System were not carried forward to Phase 2. A list of recommended roadway segments for Phase 2 analysis are listed in **Table 4.**

Table 4 Segments Recommended for Phase 2 Analysis

	ON STREET	FROM STREET	TO STREET
1	Easy St	US 1	Yucca Dr
2	Gatlin Blvd	W Of I-95	Port St Lucie Blvd
3	Floresta Dr	Port St Lucie Blvd	Prima Vista Blvd
4	Becker Rd	Southbend Blvd	Gilson Rd
5	California Blvd	Crosstown Pkwy	St Lucie West Blvd
6	Cashmere Blvd	St Lucie West Blvd	Peacock Blvd
7	Gilson Rd	Becker Rd	Lakeridge Dr
8	Crosstown Pkwy	Manth Ln	Floresta Dr
9	St Lucie West Blvd	I 95	Bayshore Blvd
10	S 2nd St	Citrus Blvd	Ave A
11	Bayshore Blvd	Crosstown Pkwy	St Lucie West Blvd
12	Port St. Lucie Blvd	Tulip Blvd	Gatlin Blvd

Intersections within the CMP network were evaluated based on key stakeholder and safety performance measures since volume to capacity ratios cannot be calculated for intersections. A complete list of identified and evaluated intersections for CMP Phase 1 is presented in **Table 5**.

Table 5 CMP Phase 1 Intersections

ROADWAY 1	ROADWAY 2	PHASE 1		TOTAL PTS.
		STAKEHOLDERS	SAFETY	
Mariposa Ave	US 1	5	3	8
Port St. Lucie Blvd	Gatlin Blvd	5	3	8
Gatlin Blvd	Savona Blvd	5	3	8
Prima Vista Blvd	Airoso Blvd	5	3	8
US 1	Virginia	5	3	8
Orange Ave	25th St	5	3	8
US 1	Georgia Ave	5	3	8
Orange Ave	Kings Hwy	5	3	8
Prima Vista Blvd	US 1	5	0	5
US 1	Edwards Rd	5	0	5
Virginia	25th St	5	0	5
US 1	SR-68	5	0	5
US 1	Ave H	5	0	5
Ft Pierce	Winter Garden	5	0	5
Okeechobee Rd	Midway Rd	5	0	5
Glades Cut Off Rd	Sevitz	5	0	5
Kings Hwy	Angle Rd	5	0	5
Village Green	Spanish Lakes	5	0	5
St. Lucie West	Peacock Blvd	5	0	5
Bayshore Blvd	Lakehurst Dr	5	0	5
Port St. Lucie Blvd	Cameo	5	0	5
Torino	Cashmere Blvd	5	0	5
St. James Dr	Peachtree	5	0	5
Gatlin Blvd	Brigantine	5	0	5
Port St. Lucie Blvd	Bayshore Blvd	0	3	3
Port St. Lucie Blvd	Veterans Memorial	0	3	3
Midway Rd	US 1	0	3	3
Midway Rd	25th St	0	3	3
Lennard Rd	Mariposa Ave	0	3	3

Intersections that were given points for both the safety and stakeholder performance measures or received the maximum amount of points for safety and are not on the State Highway System or currently under construction were recommended for the Phase 2 analysis. Intersections that were eliminated from Phase 2 due to being on the State Highway System include US Highway 1, Orange Avenue, Port St. Lucie Boulevard and Midway Road. **Table 6** illustrates the intersections recommended for Phase 2 analysis.

Table 6 Intersections Recommended for Phase 2 Evaluation

	ROADWAY 1	ROADWAY 2
1	Mariposa Ave	US 1
2	Gatlin Blvd	Savona Blvd
3	Prima Vista Blvd	Airoso Blvd
4	Lennard Road	Mariposa Ave

6.0 PHASE 2 EVALUATION

6.1 EXISTING CONDITIONS

To develop congestion management strategies for each intersection and segment, collected data was further analyzed. Volume to capacity ratios and calculated level of service based on capacity was analyzed for the past three years for all Phase 2 segments. The results from this analysis can be seen in **Table 7** below.

Table 7 Phase 2 Volume to Capacity Analysis

ON STREET	FROM	TO	2015		2016		2017	
			AM	PM	AM	PM	AM	PM
EASY ST	US 1	YUCCA DR	F (1.543)	F (1.212)	D (0.981)	D (0.757)	F (1.543)	F (1.212)
GATLIN BLVD	WEST of I-95	PORT ST. LUCIE BLVD	C (0.997)	C (0.813)	--	---	--	---
FLORESTA DR	PORT ST LUCIE BLVD	PRIMA VISTA BLVD	F (1.387)	F (1.207)	F (1.401)	F (1.163)	F (1.387)	F (1.207)
BECKER RD	SOUTHBEND BLVD	GILSON RD	F (1.076)	F (1.065)	F (1.134)	F (1.122)	F (1.157)	F (1.195
CALIFORNIA BLVD	CROSSTOWN PKWY	ST LUCIE WEST BLVD	D (0.952)	F (1.062)	F (1.074)	C (0.959)	D (0.989)	F (1.073)
CASHMERE BLVD	ST LUCIE WEST BLVD	PEACOCK BLVD	F (1.22)	F (1.188)	F (1.149)	F (1.132)	F (1.22)	F (1.188)
GILSON RD	BECKER RD	LAKERIDGE DR	F (1.376)	F (1.341)	F (1.555)	F (1.517)	F (1.619)	F (1.691)
CROSSTOWN PKWY	MANTH LN	FLORESTA DR	C (0.996)	C (0.930)	C (0.978)	C (0.915)	D (0.506)	C (0.948)
ST. LUCIE WEST BLVD	I-95	BAYSHORE BLVD	C (0.852)	C (0.795)	C (0.763)	C (0.735)	C (0.858)	C (0.832)
2nd STREET	CITRUS AVE	AVE A	C (0.781)	C (0.641)	C (0.781)	C (0.641)	C (0.496)	C (0.467)
BAYSHORE BLVD	CROSSTOWN PKWY	ST. LUCIE WEST BLVD	C (0.573)	C (0.562)	C (0.706)	C (0.742)	C (0.596)	C (0.580)
PORT ST. LUCIE BLVD	TULIP BLVD	GATLIN BLVD	C (0.534)	C (0.521)	C (0.555)	C (0.501)	C (0.538)	C (0.546)

In-depth crash analysis of each Phase 2 intersection and segment was completed in order to determine specific safety needs or concerns for these areas. The results from this analysis can be seen in **Table 8** for segments and **Table 9** for intersections. The top three (or four when tied) crash types for each segment and intersection are highlighted for clarity.

Table 8 Phase 2 Segment Crash Analysis

	ON STREET	FROM STREET	TO STREET	Angle	Animal	Bike	Head On	Left Turn	Off Road	Pedestrian	Rear End	Right Turn	Rollover	Sideswipe	Other
1	Easy Street	US 1	Yucca Drive	0%	0%	0%	0%	7%	18%	0%	42%	0%	0%	15%	18%
2	Gatlin Blvd	W Of I-95	Port St Lucie Blvd	6%	0%	0%	0%	9%	3%	0%	45%	2%	1%	12%	22%
3	Floresta Dr	Port St Lucie Blvd	Prima Vista Blvd	7%	0%	0%	2%	10%	4%	0%	56%	2%	1%	9%	10%
4	Becker Rd	Southbend Blvd	Gilson Rd	7%	5%	0%	2%	10%	7%	0%	41%	3%	0%	12%	12%
5	California Blvd	Crosstown Pkwy	St Lucie West Blvd	2%	0%	2%	0%	13%	10%	0%	61%	0%	0%	7%	6%
6	Cashmere Blvd	St Lucie West Blvd	Peacock Blvd	6%	0%	1%	0%	9%	2%	0%	52%	2%	1%	9%	18%
7	Gilson Rd	Becker Rd	Lakeridge Dr	8%	0%	0%	0%	13%	4%	0%	63%	4%	0%	0%	8%
8	Crosstown Pkwy	Manth Ln	Floresta Dr	7%	0%	0%	2%	10%	4%	0%	56%	2%	1%	9%	10%
9	St Lucie West Blvd	I 95	Bayshore Blvd	4%	0%	1%	0%	7%	2%	1%	52%	2%	1%	9%	22%
10	S 2nd St	Citrus Blvd	Ave A	4%	0%	0%	0%	4%	4%	2%	6%	0%	2%	8%	71%
11	Bayshore Blvd	Crosstown Pkwy	St Lucie West Blvd	3%	0%	1%	1%	4%	5%	1%	54%	2%	1%	14%	14%
12	Port St. Lucie Blvd	Tulip Blvd	Gatlin Blvd	3%	0%	1%	0%	12%	2%	1%	53%	2%	1%	11%	14%

Table 9 Phase 2 Intersection Crash Analysis

	Roadway 1	Roadway 2	Angle	Animal	Bike	Head On	Left Turn	Off Road	Pedestrian	Rear End	Right Turn	Rollover	Sideswipe	Other
1	Mariposa Ave /Port St. Lucie Blvd	US 1	4%	0%	1%	0%	4%	3%	0%	68%	0%	0%	17%	3%
2	Gatlin Blvd	Savona Blvd	4%	0%	0%	1%	8%	3%	1%	65%	2%	0%	6%	10%
3	Prima Vista Blvd	Airoso Blvd	7%	0%	2%	3%	13%	3%	0%	28%	7%	0%	16%	21%
4	Lennard Road	Mariposa Ave	9%	0%	0%	9%	0%	0%	0%	55%	9%	0%	9%	9%

6.2 ANALYSIS AND RECOMMENED IMPROVEMENTS

SEGMENTS

1. Easy Street from US-1 to Yucca Drive (Unincorporated St. Lucie County)

The level of service for the Easy Street corridor from US-1 to Yucca Drive was reported as failing in year 2015 and 2017. With coordination of the maintaining agency, St. Lucie County, a congestion mitigation strategy to improve the east leg of the intersection of Easy Street and US-1 Highway was developed. Currently there is a bulb-out raised median on this approach which can be confusing to drivers and causes congestion. An aerial of the existing intersection can be seen in **Figure 12.** It is recommended that this approach be improved to provide a narrow consistent width median with three lanes westbound and two lanes eastbound merging into the existing roadway. Sidewalks and wide paved shoulders for bike lanes should be included along with this proposed improvement. A preliminary sketch of the improvements can be seen in **Figure 13**.

Figure 12 Existing Easy St and US 1 Intersection

Figure 13 Proposed Mitigation Strategy

2. Gatlin Boulevard from West of I-95 to Port St. Lucie Boulevard (City of Port St. Lucie)

The Gatlin Boulevard corridor from west of I-95 to Port St. Lucie Boulevard is a six-lane divided arterial with turn lanes at each intersection, good access management, sidewalks and public transit. The corridor has several signalized intersections as can be seen in **Figure 14.** Currently there is fiber optic cable that runs along Gatlin Boulevard. It is recommended that camera or video detection to collect travel-time data is implemented at these closely spaced intersections to improve progression. The travel-time traffic data could then be used to optimize signal timing plans to optimize green time for the corridor. If it is found that off-peak traffic or special event traffic is causing the majority of congestion, the City could consider utilizing adaptive signal control along this major corridor to help mitigate congestion.

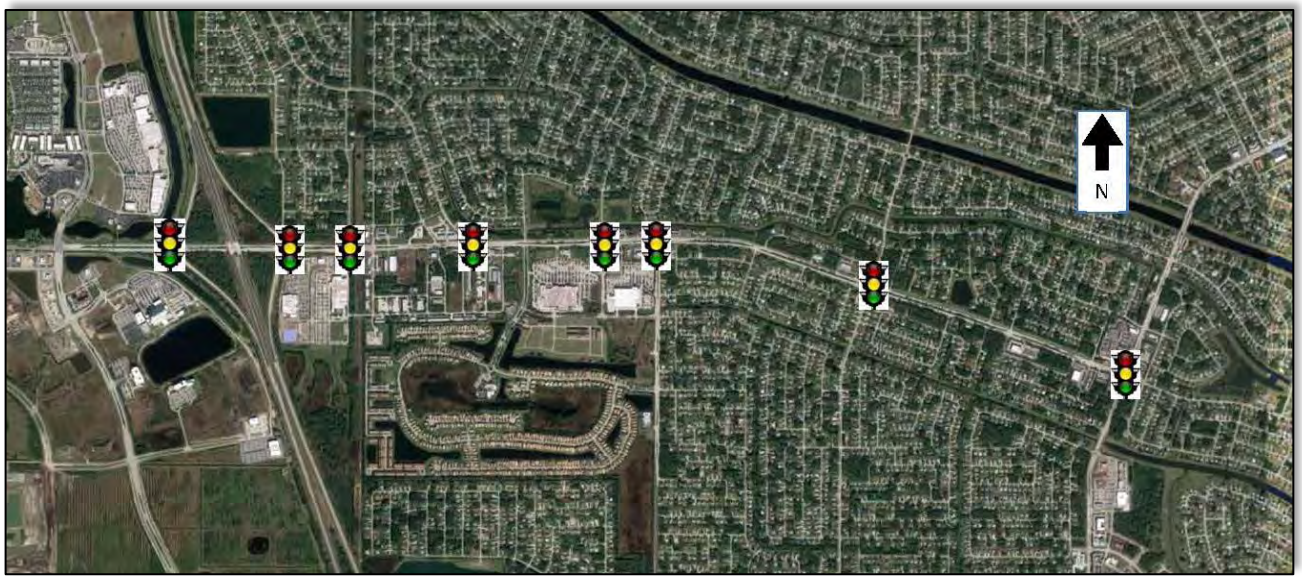

Figure 14 Gatlin Blvd Signalized Intersections

3. Floresta Drive from Port St. Lucie Boulevard to Prima Vista Boulevard (City of Port St. Lucie)

This segment is currently being evaluated by the City of Port St. Lucie. The City of Port St. Lucie recognized the need for improvements on this corridor and on the 30th of October of 2017, a 2-Lane Conceptual Improvement Roadway Plan for Floresta Drive was approved by the City Council. The Master Plan for the Floresta Drive corridor enhances surrounding residential lane use with proposed roundabouts at cross streets, 8-foot wide concrete sidewalks and 7-foot buffered bicycle lanes. Exhibits, provided on the City of Port St. Lucie website, from the Floresta Drive Corridor Master Plan can be found in the **Appendix C**. **Figure 15** shows the existing typical section of Floresta Drive.

Figure 15 Existing Floresta Drive

After coordination with the City of Port St. Lucie and with St. Lucie County, it was determined that the congestion issue on Floresta Drive corridor will be mitigated with the City's planned improvements. However, the intersection of Floresta Drive and Prima Vista Boulevard is owned and maintained by St. Lucie County. This segment has been reduced to the intersection of Floresta Drive and Prima Vista Boulevard. Currently this intersection is not equipped with fiber optic cable and conduit or real-time traffic data collection infrastructure.

Figure 16 Wawa Plan Site

Furthermore, a future Wawa convenience store and gas station, as shown in **Figure 16,** is planned at the southwest corner of Floresta Drive and Prima Vista Boulevard and will generate many trips at the intersection. By collecting real-time traffic data at this intersection, the maintaining agency, can mitigate congestion by redefining traffic signal timing plans or set up queue zones a certain distance from the intersection. Additional improvements to Prima Vista Boulevard are discussed later in this section.

4. Becker Road from Southbend Blvd to Gilson Road (City of Port St. Lucie)

The corridor of Becker Road from Southbend Blvd to Gilson Road has two signalized intersections and two t-intersections that are stop sign control. During discussions with the City of Port St. Lucie, the roadway maintaining agency, it was identified that a local developer is responsible to widen the eastern portion of Becker Road to four lanes in the future.

A mitigation strategy to reduce current congestion in this corridor is to provide real-time traffic technology at the signalized intersections. This data could then be used to enhance progression along the corridor by refining signal timing plans. If performance measures don't show enhanced operations for the roadway, adaptive signal control could be considered. If adaptive signal control is considered, the project limits should be extended west to include Florida Turnpike's Interchange intersections for optimum corridor flow.

The proposed real-time traffic data collection and adaptive signal control mitigation improvements could utilize existing fiber optic cable along the corridor and the majority of cost would be incurred from the purchase of cameras for the intersections. The location of the signalized intersections along the Becker Road segment can be seen in **Figure 17.**

Figure 17 Signalized Intersections along Becker Road

5. California Boulevard from Crosstown Parkway to St. Lucie West Boulevard (City of Port St. Lucie)

The corridor of California Boulevard from Crosstown Parkway to St. Lucie West Boulevard has three signalized intersections: Crosstown Parkway, SW Heatherwood Boulevard and St. Lucie West Boulevard. Manatee Elementary School is located on SW Heatherwood Boulevard just east of the intersection of California Boulevard and generates traffic congestion during peak morning and afternoon periods. Furthermore, long southbound traffic queues have been observed at the intersection. The City of Port St. Lucie has $1 million planned for year 2027/2028 to widen this corridor to four lanes. The St. Lucie TPO Go2040 LRTP identifies the California Boulevard segment from Crosstown Parkway to SW Heatherwood Boulevard as a potential CMP concern with a V/C ratio of 1.00 – 1.10.

Base capacity improvements at several intersections could help improve congestion along the California Boulevard corridor prior to widening. **Figure 18** and **Figure 19** illustrate the following congestion management strategies:

At SW Heatherwood Boulevard

- Extend westbound right turn lane
- Extend southbound right turn lane
- Extend northbound right turn lane

At Crosstown Parkway

- Extend southbound dual left turn lanes
- Add an additional SB through lane at California

Figure 18 California Boulevard and Heatherwood Boulevard Improvements

Figure 19 California Boulevard and Crosstown Parkway Improvements

Extending the turn lanes listed above will provide more storage and allow more through traffic to be filtered by the intersections. High visibility crosswalks should also be considered at the intersection of SW Heatherwood Boulevard due to the nearby school. Potential drainage issues with widening SW California Boulevard to the west at Crosstown Parkway will need to be considered. Additionally, the signal timing between the two intersections should be analyzed for coordination and offset.

6. Cashmere Boulevard from St. Lucie West Boulevard to Peacock Boulevard (City of Port St. Lucie)

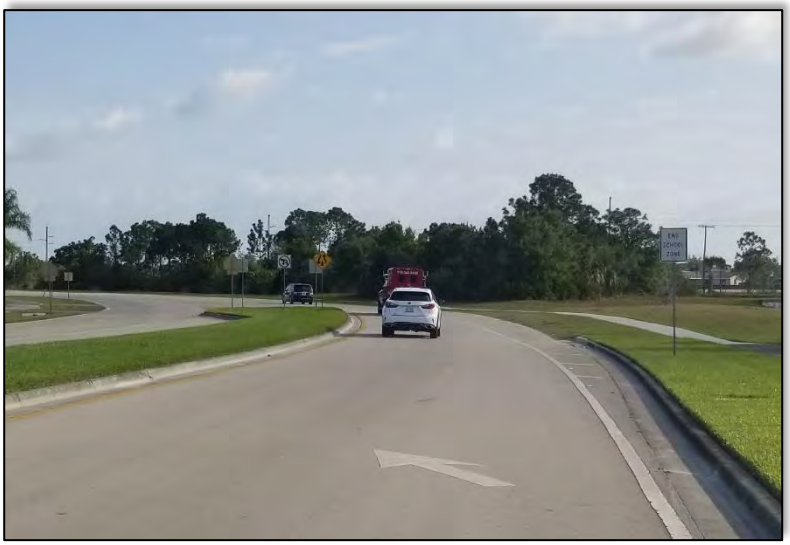

Figure 20 Cashmere Boulevard Merge

Congestion mitigation strategies for Cashmere Boulevard from St. Lucie West Boulevard to Peacock Boulevard include a combination of intersection and base capacity improvements. The base capacity solution is to extend the 4-lane divided section to north of Swan Lake Circle. The merge back to a two-lane section would occur north of this intersection and would require re-striping and minimal asphalt. **Figure 20** shows the existing northbound merge. The intersection strategy is to complete a signal warrant analysis for the intersection of Cashmere Boulevard and the main entrance of the West Gate K-8 school. The signal timing plan could be adjusted to service school traffic at peak periods and have a loop detector of the school entrance for non-peak periods. The location of the proposed signal is shown in **Figure 21**.

Figure 21 Cashmere Boulevard looking north at West Gate School

7. Gilson Road from Becker Road to Lakeridge Drive (Unincorporated St. Lucie County)

The base capacity improvement of a roundabout at the intersection of Gilson Road and Becker Road could potentially mitigate much congestion in this corridor. As seen in the existing aerial in **Figure 22**, the intersection is currently a t-intersection with stop sign control on Becker Road. The geometry of a roundabout at this intersection could optimize current right of way and provide enhanced service. The geometry of a roundabout would provide the eastbound right turns from Becker Road more gaps for turning and reduce conflicts points. Pedestrian and bicycle improvements should also be accommodated in the design of the roundabout.

Figure 22 Existing Becker Road and Gilson Road Intersection

8. Crosstown Parkway from Manth Lane to Floresta Drive (City of Port St. Lucie)

This corridor is currently under construction and was eliminated from the Phase 2 evaluation.

9. St Lucie West Boulevard from I-95 to Bayshore Boulevard (City of Port St. Lucie)

The corridor of St. Lucie West Boulevard from I-95 to Bayshore Boulevard is currently a four-lane divided roadway with paved shoulders and 8-foot sidewalks on both sides. There is current transit on the corridor provided by St. Lucie County's Treasure Coast Connector Plus. This corridor is included in Route 6 and operates Monday thru Friday from 6 am to 8 pm and Saturday from 8 am to 11 am and 1 pm to 4 pm. The headway between buses is approximately one hour. An overview of the corridor can be seen in **Figure 23**.

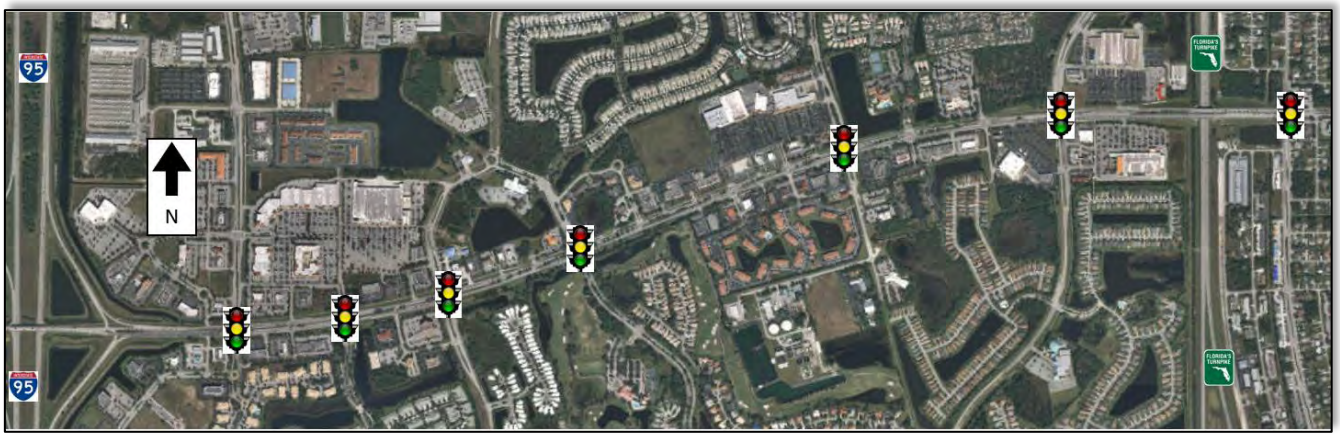

Figure 23 Overview of St. Lucie West Boulevard Segment

The City of Port St. Lucie has implemented adaptive traffic signal control along this corridor since November 2017. Congestion appears to have been alleviated since the implementation of this technology according to the City of Port St. Lucie. In a memorandum from the City of Port St. Lucie Public Works Department to the Mayor and City Council, provided in **Appendix C**, performance measure results of the pre vs. post signal adaptive coordination are listed. **Table 10** shows the results from the most conservative case for the eastbound direction for both AM and PM peak periods.

Table 10 Results of Adaptive Signal Control for Eastbound Condition

PERFORMANCE MEASURE	AM PEAK	PM PEAK
Travel time	-32.88% (131.2 seconds)	-12.61% (63.2 seconds)
Number of stop	-65.79% (2.5 less stops)	-24% (1.2 less stops)
Average Speed	49.34% (11.3 mph)	14.21% (2.6 mph)
Total Delay	-63.66% (112.8 seconds)	-20.6% (56.4 seconds)

Crash data analysis discovered four fatalities at the intersection of St. Lucie West Boulevard and California Boulevard. Due to the large safety need, further study of this intersection was considered. A base capacity strategy to assist in the mitigation of congestion could be to add another southbound left turn lane on California Boulevard. There is a lot of traffic exiting the Walmart shopping center and making a left turn. Providing dual left turns would provide more room for vehicles to stack and queue at the intersection. Furthermore, northbound dual lefts would also enhance intersection operations. The City provided turning movement counts for the intersections from the adaptive signal control system and peak hour northbound left turn volumes are over 300 vehicles per hour during peak periods. It is recommended that dual lefts be provided when turning volumes exceed 300 vehicles per hour. Intersection widening could be needed to accommodate both dual left movements. Turning movement counts can be found in **Appendix C**.

10. South 2nd Street from Citrus Boulevard to Ave A (City of Fort Pierce)

Multimodal improvements could be made to the corridor of South 2nd Street from Citrus Boulevard to Ave A. This roadway segment is located in a highly commercial urban area. There are several shopping stores and restaurants that are adjacent to the roadway. The existing roadway typical section for this segment can be seen in **Figure 24**. This roadway segment was added to the list of projects in Phase 1 due to potential for safety improvements. In Phase 2, further crash analysis was completed.

In order to make the roadway safer and friendlier for all users it is recommended that on-street parking be eliminated to provide wider sidewalks and bike lanes. Removed parking spaces will be mitigated with a local shuttle service (i.e. 8-person golf cart) and new parking facility to service South 2nd Street and major points of interest within the Ft. Pierce downtown area.

Figure 24 South 2nd Street Facing North

11. Bayshore Boulevard from Crosstown Parkway to St. Lucie West Boulevard (City of Port St. Lucie)

The only signalized intersections along this corridor are located at the intersections with Crosstown Parkway and St. Lucie West Boulevard which are the segment limits. Therefore, adaptive signal control was not used as a mitigation strategy for this corridor. During coordination with the City of Port St. Lucie, it was identified that the intersection of Bayshore Boulevard and Lakehurst warrants signalization but funding for design and construction has not occurred. An overview of Bayshore Boulevard is shown in **Figure 25**.

Figure 25 Overview of Bayshore Boulevard

12. Port St. Lucie Boulevard from Tulip Boulevard to Gatlin Boulevard (City of Port St. Lucie)

Portions of this roadway segment are included in other improvement projects in the TIP. The first project is for intersections improvements at Port St. Lucie Boulevard and Gatlin Boulevard. The second project is a widening project for Port St. Lucie Boulevard from Paar Drive to Darwin Boulevard. These planned improvements will address congestion issues for the segment. As a TSM&O solution, ITS should be equipped at the SW Aurelia Ave and SW Darwin Boulevard intersections to mitigate congestion with real travel time information along the corridor. It is recommended to install fiber optic cable along the Port St. Lucie Boulevard corridor to interconnect the traffic signals to optimize signal timing. An overview of the segment is illustrated in **Figure 26**.

Figure 26 Overview of Port St. Lucie Blvd from Tulip Blvd to Gatlin Blvd

INTERSECTIONS

1. Mariposa/Port St. Lucie Boulevard and US 1 (City of Port St. Lucie)

Currently real-time traffic data is being collected at this intersection with traffic camera technology. The City of Port St. Lucie provided turning movements counts for this intersection. Reviewing the count data, it was found that the predominant movements are the northbound thru, southbound thru and eastbound right turn. **Figure 27** shows the current dual eastbound right turn lanes with no turn on red designation. A channelized right turn could be provided for the eastbound right turn movement, like what is provided for the southbound right turn and shown in **Figure 28.** This recommended improvement would require relocating signal mast arms and providing a receiving lane on US 1. Potential drainage, utility, right of way and lighting conflicts could arise.

Figure 27 Existing Eastbound Approach with Dual Right

Figure 28 Southbound Free Flow Channelized Right

2. Gatlin Boulevard and Savona Boulevard (City of Port St. Lucie)

Base capacity improvements are recommended for the intersection. Congestion could be mitigated by providing additional right turn lanes on the northbound and southbound Savona Boulevard approaches. Adding a right turn lane on Gatlin Boulevard for the westbound approach was also evaluated but eliminated due to numerous utility, lighting and drainage conflicts. Proposed widening for the intersection can be seen in **Figure 29**.

Furthermore, adding real-time traffic data collection infrastructure to the intersection could help enhance performance measures and operations of the intersection. As stated previously in this section, it is recommended that the corridor of Gatlin Boulevard be equipped with fiber optic cable to enhance video detection at the intersections, connection between signalized intersection and the green time progression of the corridor. If congestion is not mitigated through real-time data collection and refinement of signal timing plan coordination because of the presence of recurring non-peak congestion or incident driven congestion, adaptive signal control could be implemented.

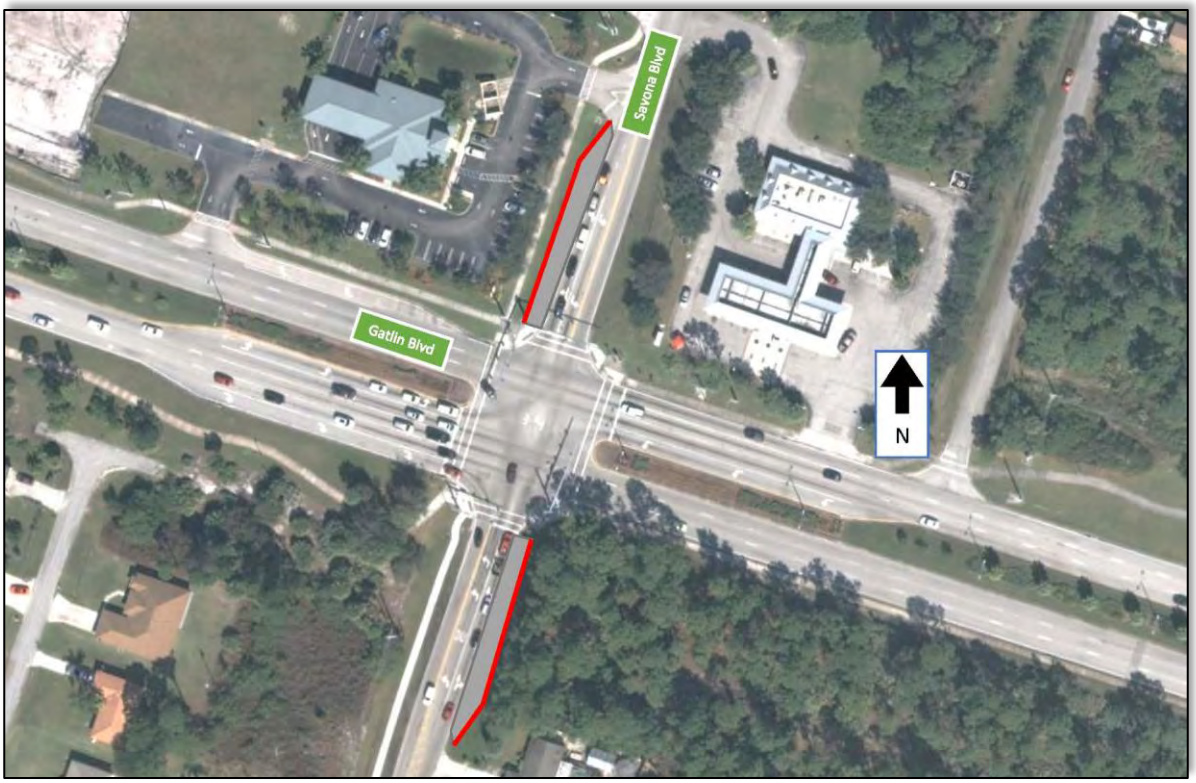

Figure 29 Gatlin Boulevard and Savona Boulevard

3. Prima Vista Boulevard and Airoso Boulevard (Unincorporated St. Lucie County)

Congestion at the intersection of Prima Vista Boulevard and Airoso Boulevard could be lessened with access management improvements. Currently the south approach is the only approach with a raised traffic separator. Adding a raised traffic separator or median can help restrict access and increase safety of the intersection. Crash data for the intersection was analyzed. It was found that 13% of crashes were classified as left turn crashes, 16% as sideswipe and 28% as rear-end.

A fire station is located to the south of the intersection of SW Ravenswood Lane and Prima Vista Boulevard. Difficulties of fire engines not being able to access Prima Vista Boulevard due to congestion at the Airoso Boulevard intersection have been identified. Mitigation strategies for the eastbound queues blocking the intersection of SW Ravenswood Lane to fire trucks was further analyzed. It is recommended that "Don't block the intersection" or "Don't block the box" signs are put in place along with appropriate pavement markings. Further strategies, that are more costly include, the addition of an emergency signal control at the intersection. The emergency signal improvement was analyzed as the congestion mitigation strategy for the Phase 2 analysis.

A mid-block crosswalk also needs to be analyzed for Prima Vista Boulevard between SW Ravenswood Lane and Irving Street due to the area being a Major Activity Center (MAC). The MAC is comprised of Sportman's Park, Ravenswood Pool, Indian River State College and the St. Lucie County Library generating many pedestrian trips. **Figure 30** shows the location for the proposed emergency signal and mid-block crosswalk.

Figure 30 Proposed Mitigation Strategies for Prima Vista Boulevard and Airoso Boulevard

4. Lennard Road and Mariposa Avenue (City of Port St. Lucie)

The Lennard Road and Mariposa Avenue is a four-legged signalized intersection. The intersection is currently experiencing heavy congestion issues and was added to the Phase 1 intersection list due to stakeholder input. A base capacity strategy of adding a westbound right turn lane could assist in mitigating the issue. Overhead utilities run east to west along the north side of Mariposa Avenue and could be a potential conflict with widening the east approach for the dedicated right turn lanes. An aerial of the intersection with the proposed improvement can be seen in **Figure 31.**

Figure 31 Mariposa Avenue and Lennard Road

6.3 PHASE 2 PRIORITY RANKING RESULTS

The final ranking scores for the Phase 2 project priority criteria can be seen in **Table 11** for roadway segments and **Table 12** for intersections. The roadway segment of Floresta Drive from Port St. Lucie Boulevard to Prima Vista Boulevard has been reassigned as an intersection improvement project due to previous planning by the City of Port St. Lucie on the Floresta Drive corridor and stakeholder concern for the intersection at Prima Vista Boulevard and Floresta Drive.

Table 11 Roadway Segment Phase 2 Results

On Street	From Street	To Street	Final Score
Easy St	US 1	Yucca Dr	59
St. Lucie West Blvd	I-95	Bayshore Blvd	40
Becker Rd	West of Florida's Turnpike	Gilson Rd	39
Gilson Rd	Becker Rd	Lakeridge Dr	36
Gatlin Blvd	W OF I-95	Port St Lucie Blvd	35
Port St Lucie Blvd	Tulip Blvd	Gatlin Blvd	35
Cashmere Blvd	St Lucie West Blvd	Peacock Blvd	31
2nd Street	Citrus Ave	Ave A	27
Bayshore Blvd	Crosstown Pkwy	St. Lucie West Blvd	27
California Blvd	Crosstown Pkwy	St Lucie West Blvd	26
Crosstown Pkwy	Manth Ln	Floresta Dr	0

* Improvements to Floresta Drive from Crosstown Pkwy to Prima Vista Blvd to be completed by City of Port St. Lucie

Table 12 Roadway Intersection Phase 2 Results

Roadway 1	Roadway 2	Final Score
Prima Vista Blvd	Airoso Blvd	46
Floresta Dr	Prima Vista Blvd	36
Gatlin Blvd	Savona Blvd	19
Mariposa/Port St. Lucie Blvd	US1	16
Lennard Road	Mariposa Ave	14

The top six ranking projects can be seen in **Table 13**. A detailed spreadsheet of the project ranking can be found in **Appendix A**.

Table 13 Top Six ranking Projects

Project Description	Score
Easy Street from US 1 to Yucca Drive	59
Prima Vista Boulevard and Airoso Boulevard	46
St. Lucie West Blvd from I-95 to Bayshore Boulevard	40
Becker Road from West of I-95 to Gilson Road	39
Gilson Road from Becker Road to Lakeridge Drive	36
Prima Vista Boulevard and Floresta Drive	36

6.4 IMPLEMENTATION PLAN

Implementation of CMP strategies is a critical process and includes the following steps:

Step 1 – Determine funding sources

Step 2 – Prioritizing strategies

Step 3 – Programming projects in the Transportation Improvement Program (TIP)

The funding source that is the $300,000 per year will be available for the St. Lucie TPO for the implementation of CMP strategies. The prioritization of CMP strategic projects is detailed in Section 6.3 of this report. Prior to programming projects in the TIP, estimated construction costs based on current generalized construction costs will need to be updated. The CMP Implementation Plan is provided in Appendix A.

APPENDIX A

A detailed spreadsheet of the project rankings

Roadway Segments

			Benefit						Need					Issues			Cost			
Segment	From	To	sidewalk	bike	multi-use	public transit	real-time traffic info	Base capaciity	Fatalaties	serious injury	PD	Fail LOS	acceptable LOS	ROW	utilities, drainage, landscaping	public support	$300-$400	$400-$1,000,000	over $1,000,000	Total
EASY ST	US 1	YUCCA DR	5	5				5		3	1	5		10	5	15	5			59
GATLIN BLVD	W OF I-95	PORT ST LUCIE BLVD					10			3	1		1	10	5		5			35
BECKER RD	SOUTHBEND BLVD	GILSON RD					10			3	1	5		10	5		5			39
CALIFORNIA BLVD	CROSSTOWN PKWY	ST LUCIE WEST BLVD						5		3	1	5		10				2		26
CASHMERE BLVD	ST LUCIE WEST BLVD	PEACOCK BLVD						5		3	1	5		10	5			2		31
GILSON RD	BECKER RD	LAKERIDGE DR	5	5				5		3	1	5		10			5			39
CROSSTOWN PKWY	MANTH LN	FLORESTA DR																		0
ST. LUCIE WEST BLVD	I-95	BAYSHORE BLVD						5	10	3	1		1	10	5		5			40
2nd STREET	CITRUS AVE	AVE A	5	5		5				3	1		1		5			2		27
BAYSHORE BLVD	CROSSTOWN PKWY	ST. LUCIE WEST BLVD						5		3	1		1	10	5			2		27
PORT ST LUCIE BLVD	TULIP BLVD	GATLIN BLVD					10			3	1		1	10	5		5			35

Intersections

		Benefit						Need					Issues			Cost			
Roadway 1	Roadway 2	sidewalk	bike	multi-use	public transit	real-time traffic info	Base capaciity	Fatalaties	serious injury	PD	Fail LOS	acceptable LOS	ROW	utilities, drainage, landscaping	public support	$300-$400	$400-$1,000,000	over $1,000,000	Total
Mariposa/Port St. Lucie Blvd	US1						5		3	1	5						2		16
Gatlin Blvd	Savona Blvd						5		3	1	5					5			19
Prima Vista Blvd	Airoso Blvd	5				10	5		3	1	5		10	5		5			49
Lennard Drive	Mariposa Ave						5		3	1	5				15				29
FLORESTA DR	PRIMA VISTA BLVD					10			3	1	5		10	5	15		2		51

The CMP Implementation Plan

Rank	Project	Improvement Description	Estimated Cost	1	2	3	4	5
1	Easy Street from US 1 to Yucca Drive	Reconstruct East approach at US 1 to consist of three lanes westbound include sidewalk and wide paved shoulders for bike lanes	$275,000	$275,000				
2	Prima Vista Boulevard at Floresta Drive	Provide real-time traffic technology at the signalized intersection and incorporate signal timing adjustments	$45,000		$45,000			
3	Prima Vista Boulevard at Airoso Boulevard	Add raised medians at intersection approaches, emergency signal at SW Ravenswood Ln and mid-block crosswalk	$200,000		$200,000			
4	St. Lucie West Blvd from I-95 to Bayshore Boulevard	Add southbound and northbound dual left turn lanes at the intersection of St. Lucie West Blvd at California Blvd	$75,000		$75,000			
5	Becker Road from West of I-95 to Gilson Road	Provide real-time traffic technology at the signalized intersections and incorporate signal timing adjustments	$80,000			$80,000		
5	Gilson Road from Becker Road to Lakeridge Drive	Construct roundabout at Gilson Road and Becker Road with pedestrian features	$350,000				$350,000	
		Estimated Available Revenue (From CMP box funds)		$300,000	$300,000	$300,000	$300,000	$300,000
		Revenue Rollover from Previous Years		--	$25,000	$5,000	$225,000	$175,000
		Total Available Revenue		$300,000	$325,000	$305,000	$525,000	$475,000
		Revenue Used for Improvements		$275,000	$320,000	$80,000	$350,000	$0
		Remaining Balance		$25,000	$5,000	$225,000	$175,000	$475,000

St. Lucie Transportation Planning Organization

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AGENDA ITEM SUMMARY

Board/Committee:	Bicycle-Pedestrian Advisory Committee (BPAC)
Meeting Date:	May 17, 2018
Item Number:	6c
Item Title:	Strategic Intermodal System (SIS) 2045 Cost Feasible Plan (CFP)
Item Origination:	Florida Department of Transportation District 4 (FDOT)
UPWP Reference:	Task 3.1 - Long Range Transportation Planning and MAP-21/FAST Act Implementation
Requested Action:	Review and recommend endorsement of the draft SIS 2045 CFP, recommend endorsement with conditions, or do not recommend endorsement.
Staff Recommendation:	It is recommended that the draft SIS 2045 CFP be recommended to the TPO Board for endorsement if it is confirmed that the local projects identified in the SIS 2045 Multimodal Unfunded Needs Plan are included appropriately in the draft SIS 2045 CFP.

Attachments

- Staff Report
- SIS 2045 Multimodal Unfunded Needs Plan Projects

St. Lucie Transportation Planning Organization

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MEMORANDUM

TO: Bicycle-Pedestrian Advisory Committee (BPAC)

FROM: Peter Buchwald
Executive Director

DATE: May 9, 2018

SUBJECT: Strategic Intermodal System (SIS) 2045 Cost Feasible Plan (CFP)

BACKGROUND

The SIS is Florida's statewide network of high priority transportation facilities which include airports, highways, railroads, seaports, spaceports, and transit facilities. The Florida Department of Transportation (FDOT) plans for the SIS in coordination with Metropolitan Planning Organizations and other partners. FDOT is continuing the process to update the SIS CFP from the current horizon year of 2040 to the year 2045.

The SIS CFP identifies the capacity projects to be allocated future funding from the projects needed for the SIS that were identified in the SIS 2045 Multimodal Unfunded Needs Plan (MMUNP). The SIS 2045 MMUNP was reviewed and endorsed by the TPO Advisory Committees and Board in March and April of 2017.

In June 2017, FDOT adopted the SIS 2045 MMUNP, and in July 2017, FDOT began developing the SIS 2045 CFP. The SIS 2045 CFP covers the period of FY 2028/29 to FY 2044/45 and is based on 2045 revenue estimates. FDOT District 4 will present the draft SIS 2045 CFP for review, comment, and endorsement.

ANALYSIS

The SIS projects in the St. Lucie TPO area in the SIS 2045 MMUNP are identified in the attached excerpt from the presentation provided last year by FDOT District 4. These projects include a new I-95 interchange (Treasure

Coast Airport Connector), a SIS highway connector modification (St. Lucie Boulevard), additional interregional transit terminal capacity in Port St. Lucie in the vicinity of Gatlin Boulevard and I-95, the establishment of passenger rail service on the Florida East Coast Railway such as Tri-Rail Coastal Link and/or Amtrak, and 12 projects for the Port of Fort Pierce including bulkheads, shore stabilization, dredging, and internal rail and road improvements. Florida's Turnpike needs under evaluation include widening of the mainline through the TPO area, reconstruction of the Port St. Lucie Boulevard Interchange, and new interchanges at Midway Road and Angle Road (Treasure Coast Airport Connector).

The draft SIS 2045 CFP should be reviewed to confirm if any of the above-summarized local projects are included in the plan. Unfortunately, the draft SIS 2045 CFP was not provided by FDOT for review by TPO Staff prior to completion of this report and for inclusion in the agenda packets for the TPO Advisory Committees. Therefore, the inclusion of local projects in the draft SIS 2045 CFP will need to be confirmed during the meetings of the TPO Advisory Committees.

RECOMMENDATION

It is recommended that the draft SIS 2045 CFP be recommended to the TPO Board for endorsement if it is confirmed that the local projects identified in the SIS 2045 MMUNP are included appropriately in the draft SIS 2045 CFP.

D4 Needs to 2045 – Highways

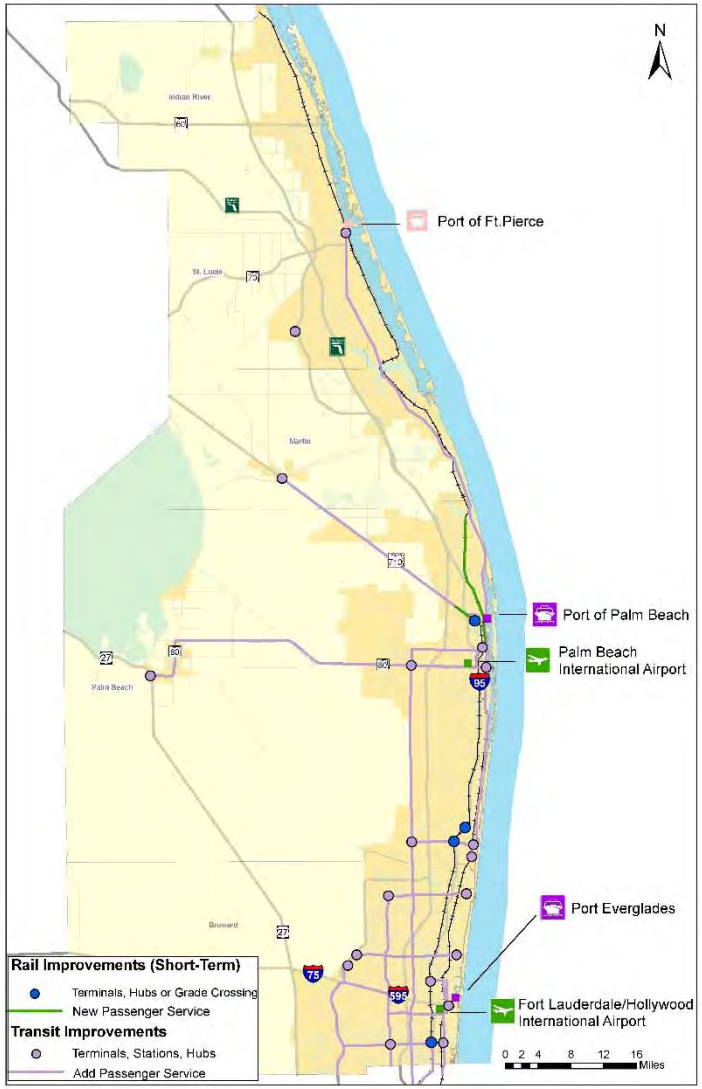
Total of 41 Highway Projects, $5.4 B

- 39 projects "Designated SIS," two projects "Potential SIS"

Projects in Treasure Coast Counties – Martin, St. Lucie, and Indian River

- I-95 Auxiliary Lanes (Becker Road to SR 70)
- I-95 Interchange Modifications in Martin County
- New I-95 Interchanges in St. Lucie and Indian River Counties
- SR 710 Widening (Martin Powerplant Road to Martin/Okeechobee County Line)
- SR 710 Bypass (Indiantown)
- SIS highway connector modification

2045 D4 Needs -Transit and Rail



Total of 33 Transit Projects as Network, $8.7 B
Total of 51 Rail Projects, $1.6 B

- One transit project "Designated SIS," 32 transit projects "Potential SIS,"
- All rail projects "Designated SIS"

Projects in Treasure Coast Counties – Martin, St. Lucie, and Indian River

- Add passenger service and passenger terminals: US 1 (West Palm Beach to Fort Pierce) and SR 710 (Indiantown to Mangonia Park Tri-Rail station)
- New interregional passenger terminal in Port St. Lucie (Gatlin Boulevard at I-95 vicinity)
- Grade separation at SR 714/Monterey Road on Florida East Coast Railway

SIS 2045 MMUNP Statewide Component

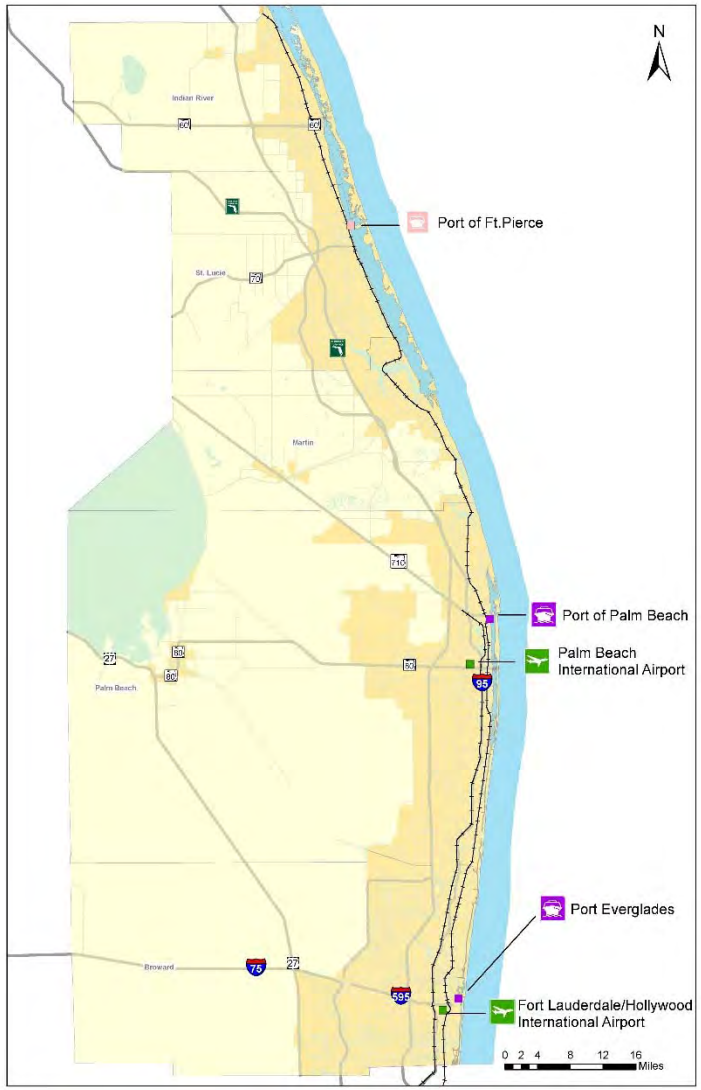
Multiple FDOT District Rail Projects

- Add passenger service on Florida East Coast Railway and South Florida Rail Corridor

  Tri-Rail Coastal Link (Miami to Jupiter)
  Amtrak (Miami to Jacksonville)

- New rail line on US 27 in Miami-Dade, Broward and Palm Beach Counties as "Potential SIS"

D4 Needs to 2045 – Seaports



Total of 57 Projects for Port Everglades, Port of Palm Beach, and Port of Fort Pierce, $1.9 B

12 Projects for Port of Fort Pierce, $111 M

- Bulkheads
- Shore stabilization and dredging
- Internal rail and road improvements

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AGENDA ITEM SUMMARY

Board/Committee:	Bicycle-Pedestrian Advisory Committee (BPAC)
Meeting Date:	May 17, 2018
Item Number:	6d
Item Title:	Complete Streets Candidate Corridors Prioritization
Item Origination:	Unified Planning Work Program (UPWP)
UPWP Reference:	Task 4.1 – Complete Streets Study
Requested Action:	Review and recommend adoption of the Complete Streets Candidate Corridors Prioritization, recommend adoption with conditions, or do not recommend adoption
Staff Recommendation:	Based on the Complete Streets Candidate Corridors Prioritization reflecting the adopted methodology and that the local jurisdictions appear to be represented equitably across the prioritization, it is recommended that the draft Complete Streets Candidate Corridors Prioritization be recommended for adoption by the TPO Board.

Attachments

- Staff Report
- Draft Complete Streets Candidate Corridors Prioritization

St. Lucie Transportation Planning Organization

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MEMORANDUM

TO: Bicycle-Pedestrian Advisory Committee (BPAC)

FROM: Peter Buchwald
Executive Director

DATE: May 9, 2018

SUBJECT: Complete Streets Candidate Corridors Prioritization

BACKGROUND

A "Complete Street" generally is defined as a street that accommodates all users, regardless of their ages or abilities, in a safe and balanced environment. The users include motorists, transit riders, bicyclists, and pedestrians.

Task 4.1 of the FY 2016/17 - FY 2017/18 Unified Planning Work Program (UPWP) of the St. Lucie TPO includes the preparation of a Complete Streets Study. The purpose of the study is to improve multimodal access, safety, and connections and to encourage the development of complete street corridors within the St. Lucie TPO area.

The Complete Streets Study includes the following:

- Development of an inventory of complete streets within the TPO area
- Identification of candidate corridors for complete street improvements
- Preparation of Complete Street Action Plans for selected corridors

It is planned for the corridors to be selected for the preparation of Complete Streets Action Plans based on the Complete Streets Candidate Corridors Prioritization. The draft Complete Streets Candidate Corridors Prioritization has been completed for review and adoption.

ANALYSIS

The proposed methodology for prioritizing the candidate corridors for complete street improvements was reviewed and adopted by the TPO Advisory Committees and Board at the end of last year. The adopted methodology consists of assigning the following points to the candidate corridors based on the following criteria:

Criterion	Points
Vulnerable Road User Crash History (VU)	10
Title VI/Environmental Justice Community (EJ)	10
Major Activity Center (MAC)	10
Redevelopment/Economic Development (CRA)	10
Dedicated Local Funding (LFND)	10
Acceptable Level of Service (LOS)	5
No Right-of-Way Acquisition Needed (ROW)	10
Fills in a Gap in the Complete Street Network (CSG)	10
Within 1/2 Mile of a Bus Stop (BUS)	10
Connects to St. Lucie Walk-Bike Network (WBN)	10
Posted Speed Limit is 35 MPH or Less (MPH)	5
TOTAL	100

The points are totaled for each corridor, and the corridors are ranked based on the total points assigned to each corridor. The resulting Complete Streets Candidate Corridors Prioritization is attached. Upon review of the Complete Streets Candidate Corridors Prioritization, the local jurisdictions appear to be represented equitably across the prioritization.

Upon adoption of the Complete Streets Candidate Corridors Prioritization, corridors will be selected from the list for the preparation of Complete Street Action Plans over the next two fiscal years as part of Task 3.5, *Complete Streets Planning*, of the new FY 2018/19 – FY 2019/20 Unified Planning Work Program.

RECOMMENDATION

Based on the Complete Streets Candidate Corridors Prioritization reflecting the adopted methodology and that the local jurisdictions appear to be represented equitably across the prioritization, it is recommended that the draft Complete Streets Candidate Corridors Prioritization be recommended for adoption by the TPO Board.

MUNI	ROAD	VU	EJ	MAC	CRA	LFND	LOS	ROW	CSG	WBN	BUS	MPH	SCORE	RANK	ROAD	FROM	TO
PSL	VILLAGE GREEN DR	10	10	10	10	10	5	10	10	10	10	5	100	1	VILLAGE GREEN DR	US HIGHWAY 1	TIFFANY AVE
FP	AE BACKUS AVE	10	10	10	10	0	5	10	10	10	10	5	90	2	AE BACKUS AVE	US 1	INDIAN RIVER DRIVE
PSL	HILLMOOR DR	10	10	10	10	0	5	10	10	10	10	5	90	2	HILLMOOR DR	TIFFANY AVE	LENNARD ROAD
SLC	WALTON RD	10	10	10	10	0	5	10	10	10	10	0	85	4	SE WALTON RD	LENNARD RD	INDIAN RIVER DR
FP	AVE H	10	10	10	10	0	5	10	0	10	10	5	80	5	AVE H	13 ST	N 7 ST
FP	AVE O	10	10	10	10	0	5	10	0	10	10	5	80	5	AVE O	N 17 ST	US 1
FP	AVE Q	10	10	10	10	0	5	10	0	10	10	5	80	5	AVE Q	ANGLE RD	N 17 ST
PSL	MELALEUCA BLVD	10	0	10	10	0	5	10	10	10	10	5	80	5	MELALEUCA BLVD	LENNARD RD	GREEN RIVER PKWY
FP	N 29 ST	10	10	10	10	0	5	10	0	10	10	5	80	5	N 29 ST	AVENUE I	AVENUE T
FP	OHIO AVE	10	10	10	0	10	5	10	0	10	10	5	80	5	OHIO AVE	11th ST	US 1
PSL	AIROSO BLVD	10	10	10	0	0	5	10	0	10	10	5	70	5	AIROSO BLVD	PORT ST LUCIE BLVD	ST JAMES DR
FP	AVE A	10	10	10	10	0	5	0	0	10	10	5	70	12	AVE A	N 7 ST	US HIGHWAY 1
FP	AVE C	10	10	0	10	0	5	10	0	10	10	5	70	12	AVE C	11 ST	N 7 ST
FP	AVE D	10	10	0	10	0	5	10	0	10	10	5	70	12	AVE D	ANGLE RD	N 25 ST
FP	CITRUS AVE	10	0	10	10	0	5	10	0	10	10	5	70	12	CITRUS AVE	US HIGHWAY 1	INDIAN RIVER DRIVE
FP	DELAWARE AVE	10	10	0	10	0	5	10	0	10	10	5	70	12	DELAWARE AVE	Hartman Rd	33RD ST
FP	GEORGIA AVE	10	10	10	0	0	5	10	0	10	10	5	70	12	GEORGIA AVE	S 25 TH	OKEECHOBEE RD
SLC	HARTMAN RD	10	10	0	0	0	5	10	10	10	10	5	70	12	HARTMAN RD	OKEECHOBEE RD	ORANGE AVE
PSL	IMPORT DR	10	0	10	0	10	5	10	0	10	10	5	70	12	IMPORT DR	GATLIN BLVD	SAVAGE BLVD
PSL	MARIPOSA AVE	10	0	10	10	0	5	10	0	10	10	5	70	12	MARIPOSA AVE	LENNARD RD	MARIPOSA ELEM
FP	N 17 ST	10	10	0	10	0	5	10	0	10	10	5	70	12	N 17 ST	GEORGIA AVE	AVENUE Q
SLC	N 25 ST	10	10	10	10	0	5	0	0	10	10	5	70	12	N 25 ST	AVE I	VIRGINIA AVE
FP	N 7 ST	10	10	0	10	0	5	10	0	10	10	5	70	12	N 7 ST	Parkway Drive	Georgia Ave
FP	NEBRASKA AVE	10	10	10	0	0	5	10	0	10	10	5	70	12	NEBRASKA AVE	25th ST	LANWOOD CIRCLE
FP	NORTH CSWY A1A	10	0	10	0	10	5	0	10	10	10	5	70	12	NORTH CSWY A1A	US 1	SHOREWINDS DR
SLC	OLEANDER AVE	10	10	10	0	0	5	10	0	10	10	5	70	12	OLEANDER AVE	VIRGINIA AVE	BEACH AVE
FP	ORANGE AVE	10	10	10	10	0	5	0	0	10	10	5	70	12	ORANGE AVE	S 13 ST	US HIGHWAY 1
PSL	ROSSER BLVD	10	0	10	0	10	5	10	0	10	10	5	70	12	ROSSER BLVD	NEWPORT ISLES	OPENVIEW DR
FP	S 13 ST	10	10	10	10	0	5	0	0	10	10	5	70	12	S 13 ST	AVE Q	GEORGIA Ave

MUNI	ROAD	VU	EJ	MAC	CRA	LFND	LOS	ROW	CSG	WBN	BUS	MPH	SCORE	RANK	ROAD	FROM	TO
FP	S 17 ST	10	10	10	10	0	5	0	0	10	10	5	70	12	S 17 ST	AVE Q	GEORGIA Ave
SLC	S 35 ST	10	10	10	0	0	5	10	0	10	10	5	70	12	S 35 ST	OKEECHOBEE RD	VIRGINIA AVE
PSL	SANDIA DR	10	10	10	0	0	5	10	0	10	10	5	70	12	SANDIA DR	DOAT ST	PRIMA VISTA BLVD
PSL	SAVAGE BLVD	10	0	10	0	10	5	10	0	10	10	5	70	12	SAVAGE BLVD	IMPORT	GATLIN BLVD
PSL	SAVONA BLVD	10	10	10	0	0	5	10	0	10	10	5	70	12	SAVONA BLVD	BECKER RD	GATLIN BLVD
PSL	TULIP BLVD	10	10	0	0	10	5	10	0	10	10	5	70	12	TULIP BLVD	CHERRY HILL RD	PORT ST LUCIE BLVD
FP	US HIGHWAY 1	10	10	10	10	0	5	0	0	10	10	5	70	12	US HIGHWAY 1	CAUSEWAY DR	GARDENIA AVE
PSL	WESTMORELAND BLVD	10	0	10	10	0	5	10	0	10	10	5	70	12	WESTMORELAND BLVD	PORT ST LUCIE BLVD	MORNINGSIDE BLVD
PSL	BAYSHORE BLVD	10	10	10	0	0	0	10	0	10	10	5	65	38	BAYSHORE BLVD	PRIMA VISTA	PORT ST LUCIE BLVD
PSL	CALIFORNIA BLVD	10	0	10	0	0	0	10	10	10	10	5	65	38	CALIFORNIA BLVD	ST LUCIE WEST BLVD	HEATHERWOOD BLVD
PSL	FLORESTA DR	10	10	10	0	0	0	10	0	10	10	5	65	38	FLORESTA DR	BAYSHORE BLVD	SOUTHBEND BLVD
SLC	PRIMA VISTA BLVD	10	10	10	0	0	5	10	0	10	10	0	65	38	PRIMA VISTA BLVD	BAYSHORE BLVD	RIO MAR DR
SLC	S 25 ST	10	10	10	10	0	5	0	0	10	10	0	65	38	S 25 ST	MIDWAY ROAD	VIRGINIA AVE
PSL	ST LUCIE WEST BLVD	10	0	10	0	0	5	10	10	10	10	0	65	38	ST LUCIE WEST BLVD	CASHMERE BLVD	BAYSHORE BLVD
PSL	ST LUCIE WEST BLVD	10	0	10	0	0	5	10	10	10	10	0	65	38	ST LUCIE WEST BLVD	PEACOCK BLVD	CASHMERE BLVD
SLC	BEACH AVE	10	0	10	0	0	5	10	0	10	10	5	60	45	BEACH AVE	NE CAMINO ST	OLEANDER AVE
PSL	CAMEO BLVD	10	10	0	0	0	5	10	10	10	0	5	60	45	CAMEO BLVD	PORT ST LUCIE BLVD	CROSSTOWN PKWY
PSL	COMMERCE CTR DR	10	0	10	0	0	5	10	10	0	10	5	60	45	COMMERCE CTR DR	GLADES CUTOFF RD	RESERVE BLVD
PSL	DEL RIO BLVD	10	10	0	0	0	5	10	0	10	10	5	60	45	DEL RIO BLVD	PORT ST LUCIE BLVD	MCKENZIE ST
PSL	JENNINGS RD	10	0	0	10	0	5	10	0	10	10	5	60	45	JENNINGS RD	US 1	LENNARD ROAD
PSL	LAKEHURST DR	10	0	0	0	0	5	10	10	10	10	5	60	45	LAKEHURST DR	BAYSHORE BLVD	AIROSO BLVD
PSL	LENNARD RD	10	0	10	10	0	5	10	0	10	0	5	60	45	LENNARD RD	JAGUAR LN	WALTON RD
PSL	LENNARD RD	10	0	10	10	0	5	0	0	10	10	5	60	45	LENNARD RD	MARIPOSA AVE	US HIGHWAY 1
SLC	NE CAMINO ST	10	0	10	0	0	5	10	0	10	10	5	60	45	NE CAMINO ST	PRIMA VISTA BLVD	ENTRADA AVE
SLC	NE RIOMAR DR	10	0	10	0	0	5	10	0	10	10	5	60	45	NE RIOMAR DR	PRIMA VISTA	US 1
PSL	OAKRIDGE DR	10	0	10	0	10	5	10	0	10	0	5	60	45	OAKRIDGE DR	SOUTHBEND BLVD	TURNPIKE ACCESS RD
FP	OKEECHOBEE RD	10	10	10	0	0	5	0	0	10	10	5	60	45	OKEECHOBEE RD	VIRGINIA AVE	DELAWARE AVE
PSL	PRIMA VISTA BLVD	10	10	10	0	0	5	0	0	10	10	5	60	45	PRIMA VISTA BLVD	BAYSHORE BLVD	RIO MAR DR
SLC	S INDIAN RIVER DR	10	0	10	10	0	5	10	0	10	0	5	60	45	S INDIAN RIVER DR	CITRUS AVE	COUNTY LINE

MUNI	ROAD	VU	EJ	MAC	CRA	LFND	LOS	ROW	CSG	WBN	BUS	MPH	SCORE	RANK	ROAD	FROM	TO
SLC	SUNRISE BLVD	10	0	10	10	0	5	10	0	10	0	5	60	45	SUNRISE BLVD	VIRGINIA AVE	MIDWAY RD
PSL	THORNHILL DR	10	0	0	0	10	5	10	0	10	10	5	60	45	THORNHILL DR	AIROSO BLVD	SW BAYSHORE BLVD
PSL	WHITMORE DR	10	10	0	0	0	5	10	0	10	10	5	60	45	WHITMORE DR	BAYSHORE BLVD	AIROSO BLVD
PSL	CALIFORNIA BLVD	10	0	10	0	0	0	10	10	10	0	5	55	62	CALIFORNIA BLVD	PEACOCK BLVD	W TORINO PARKWAY
PSL	FLORESTA DR	10	0	0	0	0	5	10	10	10	10	0	55	62	FLORESTA DR	SOUTHBEND BLVD	STREAMLET
SLC	JENKINS RD	10	0	10	0	TBD	5	10	0	10	10	0	55	62	JENKINS RD	EDWARDS RD	ORANGE AVE
SLC	MIDWAY RD	10	0	0	0	0	5	10	10	10	10	0	55	62	MIDWAY RD	US HIGHWAY 1	BUCHANAN DR
PSL	PORT ST LUCIE BLVD	10	0	10	0	0	5	10	0	10	10	0	55	62	PORT ST LUCIE BLVD	DARWIN BLVD	US HIGHWAY 1
SLC	ANGLE RD	10	10	0	0	0	5	10	0	10	0	5	50	67	ANGLE RD	Avenue D	GODWIN RD
PSL	BAYSHORE BLVD	10	0	0	0	0	5	10	10	0	10	5	50	67	BAYSHORE BLVD	ST JAMES DR	SOUTHBEND BLVD
PSL	DARWIN BLVD	10	0	10	0	0	5	10	0	10	0	5	50	67	DARWIN BLVD	SW LISA ST	TULIP BLVD
SLC	FORT PIERCE BLVD	10	0	0	0	0	5	10	0	10	10	5	50	67	FORT PIERCE BLVD	EMMERSON AVE	INDRIO RD
SLC	JUANITA AVE	10	10	0	0	0	5	10	0	0	10	5	50	67	JUANITA AVE	25th ST	US 1
PSL	OAKRIDGE DR	10	0	0	0	10	5	10	0	10	0	5	50	67	OAKRIDGE DR	OAKLYN STR	MOUNTWELL ST
PSL	ROSSER BLVD	10	0	0	0	10	5	10	0	0	10	5	50	67	ROSSER BLVD	OPENVIEW DR	BAMBERG ST
PSL	SELVITZ RD	10	0	0	0	0	5	10	10	10	0	5	50	67	SELVITZ RD	MILNER DR	PEACHTREE BLVD
PSL	W TORINO PARKWAY	10	0	10	0	0	5	10	10	0	0	5	50	67	W TORINO PARKWAY	CALIFORNIA BLVD	E TORINO PARKWAY
SLC	WEATHERBEE RD	0	0	0	0	0	5	10	10	10	10	5	50	67	WEATHERBEE RD	US 1	INDIAN RIVER DRIVE
PSL	WHITMORE DR	10	0	0	0	0	5	10	0	10	10	5	50	67	WHITMORE DR	AIROSO BLVD	PORT ST LUCIE BLVD
PSL	CASHMERE BLVD	10	0	10	0	0	5	10	0	0	10	0	45	78	CASHMERE BLVD	CROSSTOWN PKWY	DEL RIO BLVD
PSL	FLORESTA DR	10	0	0	0	0	0	10	0	10	10	5	45	78	FLORESTA DR	PORT ST LUCIE BLVD	STREAMLET AVE
PSL	ST JAMES DR	10	0	0	0	10	5	10	10	0	0	0	45	78	ST JAMES DR	ROYCE AVENUE	LAZY RIVER PKWY
PSL	BECKER ROAD	10		0	0	0	5	10	10	0	0	5	40	81	BECKER ROAD	VILLAGE PKWY	PORT ST LUCIE BLVD
SLC	BELL AVE	0	0	10	0	0	5	10	0	0	10	5	40	81	BELL AVE	25th ST	OLEANDER AVE
PSL	CASHMERE BLVD	10	0	10	0	0	0	10	10	0	0	0	40	81	CASHMERE BLVD	PEACOCK BLVD	E TORINO PARKWAY
FP	CORTEZ BLVD	10	0	0	0	0	5	10	0	0	10	5	40	81	CORTEZ BLVD	35th ST	SUNRISE BLVD
PSL	E TORINO PARKWAY	10	0	0	0	0	5	10	10	0	0	5	40	81	E TORINO PARKWAY	CASHMERE BLVD	MIDWAY RD
SLC	EMERSON AVE	10	0	0	0	0	5	10	0	0	10	5	40	81	EMERSON AVE	COUNTY LINE	HIBISCUS RD
SLC	FARMERS MARKET RD	0	10	0	0	0	5	0	0	10	10	5	40	81	FARMERS MARKET RD	OLEANDER AVE	US 1

MUNI	ROAD	VU	EJ	MAC	CRA	LFND	LOS	ROW	CSG	WBN	BUS	MPH	SCORE	RANK	ROAD	FROM	TO
SLC	INDRIO RD	10	0	0	0	0	5	10	0	0	10	5	40	81	INDRIO RD	KINGS HWY	US HIGHWAY 1
SLC	KITTERMAN RD	0	0	0	0	0	5	10	0	10	10	5	40	81	KITTERMAN RD	OLEANDER AVE	SAVANNA RIDGE ELEM
PSL	MANVILLE DR	10	0	0	0	0	5	10	10	0	0	5	40	81	MANVILLE DR	SELVITZ RD	ST JAMES DR
SLC	MCNEIL RD	10	0	0	0	0	5	10	0	0	10	5	40	81	MCNEIL RD	OKEECHOBEE RD	EDWARDS RD
PSL	MORNINGSIDE BLVD	10	0	10	0	0	5	10	0	0	0	5	40	81	MORNINGSIDE BLVD	TREASURE ISLAND RD	CAMBRIDGE ST
SLC	N 53 ST	0	10	0	0	0	5	10	0	0	10	5	40	81	N 53 ST	Angle RD	Juanita AVE
SLC	OLD DIXIE HWY	10	0	0	0	0	5	0	0	10	10	5	40	81	OLD DIXIE HWY	COUNTY LINE	US 1
PSL	PAAR DR	10	0	0	0	10	5	10	0	0	0	5	40	81	PAAR DR	DARWIN BLVD	PSL BLVD
FP	PARKWAY DR	0	0	0	0	0	5	10	0	10	10	5	40	81	PARKWAY DR	GEORGIA AVE	US 1
FP	SAVANNAH RD	0	0	0	0	0	5	10	10	10	0	5	40	81	SAVANNAH RD	US 1	COMPOUND RD
PSL	SELVITZ RD	10	0	0	0	10	5	10	0	0	0	5	40	81	SELVITZ RD	FLORESTA	BAYSHORE BLVD
PSL	SOUTHBEND BLVD	10	0	0	0	0	5	10	10	0	0	5	40	81	SOUTHBEND BLVD	FLORESTA DR	SNOW RD
SLC	ST LUCIE BLVD	0	0	0	0	0	5	10	0	10	10	5	40	81	ST LUCIE BLVD	N 25 ST	US 1
PSL	TIFFANY AVE	0	0	0	0	10	5	10	10	0	0	5	40	81	TIFFANY AVE	SLCSB SITE	GREEN RIVER PKWY
SLC	WINTER GARDEN PKWY	0	0	0	0	0	5	10	0	10	10	5	40	81	WINTER GARDEN PKWY	SEMINOLE RD	TURNPIKE FEEDER RD
PSL	BECKER ROAD	10	0	0	0	0	0	10	10	0	0	5	35	93	BECKER ROAD	PORT ST LUCIE BLVD	WATERFALL LN
SLC	EDWARDS RD	10	0	0	0	0	5	10	0	0	10	0	35	93	EDWARDS RD	JENKINS ROAD L	25TH STREET
PSL	GROSSTOWN PKWY	10	0	0	0	0	5	10	0	0	10	0	35	93	GROSSTOWN PKWY	FAIRGREEN	MANTH
SLC	HEADER CANAL RD	0	0	0	0	0	5	10	0	10	10	0	35	93	HEADER CANAL RD	ORANGE AVE	OKEECHOBEE RD
SLC	INDRIO RD	0	0	0	0	0	5	10	10	0	10	0	35	93	INDRIO RD	SEMINOLE RD	EMERSON AVE
SLC	JOHNSTON RD	10	0	0	0	0	5	10	0	10	0	0	35	93	JOHNSTON RD	Angle Road	COUNTY LINE
SLC	KINGS HWY	0	0	0	0	0	5	10	10	0	10	0	35	93	KINGS HWY	INDRIO RD	ST LUCIE BLVD
SLC	MIDWAY RD	10	0	0	0	0	5	10	10	0	0	0	35	93	MIDWAY RD	OKEECHOBEE RD	GLADES CUT OFF RD
SLC	OKEECHOBEE RD	10	0	0	0	0	5	10	0	10	0	0	35	93	OKEECHOBEE RD	COUNTY LINE	CARLTON RD
SLC	ORANGE AVE	10	0	0	0	0	5	10	0	10	0	0	35	93	ORANGE AVE	COUNTY LINE	KINGS HWY
SLC	RANGE LINE RD	10	0	0	0	0	5	10	0	0	10	0	35	93	RANGE LINE RD	COUNTY LINE	GLADES CUT OFF RD
SLC	ST LUCIE BLVD	0	0	0	0	0	5	10	10	0	10	0	35	93	ST LUCIE BLVD	N 25 ST	KINGS HWY
PSL	TORINO PARKWAY	0	0	10	0	0	5	10	10	0	0	0	35	93	TORINO PARKWAY	CASHMERE BLVD	CALIFORNIA BLVD
SLC	TURNPIKE FEEDER RD	10	0	0	0	0	5	10	0	0	10	0	35	93	TURNPIKE FEEDER RD	SPANISH LAKES BLVD	US HIGHWAY 1

MUNI	ROAD	VU	EJ	MAC	CRA	LFND	LOS	ROW	CSG	WBN	BUS	MPH	SCORE	RANK	ROAD	FROM	TO
SLC	US HIGHWAY 1	10	0	10	0	0	5	10	0	0	0	0	35	93	US HIGHWAY 1	25 ST	EUCLID ST
SLC	BUCHANAN DR	10	0	0	0	0	5	10	0	0	0	5	30	108	BUCHANAN DR	EASY ST	MIDWAY RD
SLC	EASY ST	0	0	0	0	0	5	10	0	10	0	5	30	108	EASY ST	US HIGHWAY 1	YUCCA DRIVE
SLC	NE INDIAN RIVER DR	0	0	10	0	0	5	0	0	10	0	5	30	108	NE INDIAN RIVER DR	MIDWAY ROAD	CITRIS AVENUE
PSL	PEACHTREE BLVD	0	0	0	0	0	5	10	10	0	0	5	30	108	PEACHTREE BLVD	SELVITZ RD	ST JAMES DR
PSL	PORT ST LUCIE BLVD	0	0	0	0	0	5	10	0	10	0	5	30	108	PORT ST LUCIE BLVD	BECKER RD	COUNTY LINE
FP	SAEGER AVE	0	0	0	0	0	5	10	0	10	0	5	30	108	SAEGER AVE	CITRUS AVE	US 1
PSL	SELVITZ RD	0	0	0	0	10	5	10	0	0	0	5	30	108	SELVITZ RD	BAYSHORE BLVD	MACEDO BLVD
SLC	SEMINOLE RD	0	0	0	0	0	5	10	0	0	10	5	30	108	SEMINOLE RD	INDRIO RD	IMMOKOLEE RD
PSL	BECKER RD	10	0	0	0	0	0	10	0	0	0	5	25	116	BECKER RD	WATERFALL LN	COUNTY LINE
SLC	GLADES CUT OFF RD	10	0	0	0	0	5	10	0	0	0	0	25	116	GLADES CUT OFF RD	SW BURNSIDE ST	SELVITZ RD
PSL	PAAR DR	0	0	0	0	10	5	10	0	0	0	0	25	116	PAAR DR	PSL BLVD	BAMBERG ST
PSL	RANGE LINE RD	10	0	0	0	0	5	10	0	0	0	0	25	116	RANGE LINE RD	COUNTY LINE	GLADES CUT OFF RD
PSL	ALCANTARRA BLVD	0	0	0	0	0	5	10	0	0	0	5	20	120	ALCANTARRA BLVD	PORT ST LUCIE BLVD	SW SAVONA BLVD
FP	BINNEY DR	0	0	0	0	0	5	10	0	0	0	5	20	120	BINNEY DR	SEAWAY DR	A1A
SLC	BLUEFIELD DAIRY RD	0	0	0	0	0	5	10	0	0	0	5	20	120	BLUEFIELD DAIRY RD	GLADES CUTOFF RD	
PSL	GALIANO RD	0	0	0	0	0	5	10	0	0	0	5	20	120	GALIANO RD	SAVAGE BLVD	IVY ST
PSL	GILSON RD	0	0	0	0	0	5	10	0	0	0	5	20	120	GILSON RD	BECKER ROAD	MARTIN COUNTY LINE
SLC	MCCARTY RD	0	0	0	0	0	5	10	0	0	0	5	20	120	MCCARTY RD	OKEECHOBEE RD	MIDWAY ROAD
SLC	PICOS RD	0	0	0	0	0	5	10	0	0	0	5	20	120	PICOS RD	25th ST	CAMPBELL RD
SLC	CAMPBELL RD	0	0	0	0	0	5	10	0	0	0	0	15	127	CAMPBELL RD	ORANGE AVE	PICOS RD
SLC	CARLTON RD	0	0	0	0	0	5	10	0	0	0	0	15	127	CARLTON RD	GLADES CUTOFF RD	OKEECHOBEE RD
SLC	FFA RD	0	0	0	0	0	5	10	0	0	0	0	15	127	FFA RD	ANGLE RD	TEN MILE CREEK
SLC	KEEN RD	0	0	0	0	0	5	10	0	0	0	0	15	127	KEEN RD	ANGLE RD	ST LUCIE BLVD
SLC	KIRBY LOOP RD	0	0	0	0	0	5	10	0	0	0	0	15	127	KIRBY LOOP RD	35th ST	MCNEIL RD
SLC	SNEED RD	10	0	0	0	0	5	0	0	0	0	0	15	127	SNEED RD	OKEECHOBEE RD	ORANGE AVE
SLC	SHINN RD	0	0	0	0	0	5	0	0	0	0	0	5	133	SHINN RD	C24 CANAL RD	ORANGE AVE