



**INDIAN RIVER COUNTY  
METROPOLITAN PLANNING ORGANIZATION**

**MARTIN COUNTY METROPOLITAN PLANNING ORGANIZATION**

**ST. LUCIE COUNTY TRANSPORTATION PLANNING ORGANIZATION**

**TREASURE COAST TECHNICAL ADVISORY COMMITTEE (TCTAC)  
MEETING**

**DATE: JUNE 1, 2018**

**TIME: 10:00 AM**

**LOCATION: INDIAN RIVER COUNTY ADMINISTRATION BUILDING B  
CONFERENCE ROOM B1-501  
1800 27<sup>TH</sup> STREET  
VERO BEACH, FL 32960**

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**AGENDA**

- 1. Call to Order**
- 2. Roll Call**
- 3. Approval of Minutes  
May 4, 2017**
- 4. Consideration of 2018 Transportation Regional Incentive Program (TRIP) Application**
- 5. Discussion of Future US 1 Corridor Retrofit Study**
- 6. Other Business**
- 7. Public Comments**
- 8. Discussion of Next Meeting**

## 9. Adjournment

An agenda of items to be considered will be available to the public through the St. Lucie TPO office located in the Coco Vista Centre, 466 SW Port St. Lucie Blvd, Suite 111, Port St. Lucie, FL or on the St. Lucie TPO website: [www.stluciempo.org](http://www.stluciempo.org).

An agenda of items also will be available through the Martin MPO office on the 2nd Floor of the Martin County Administration Center, 2401 SE Monterey Road, Stuart, Florida or on the Martin MPO website: <http://martinmpo.com>. 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.

An agenda of items to be considered will be available to the public through the Indian River County MPO office on the 1st Floor of the Indian River County Administration Building A, 1801 27<sup>th</sup> Street, Vero Beach, Florida or on the Indian River County MPO website: [www.irmpo.com](http://www.irmpo.com).

Any St. Lucie County resident with a disability requiring accommodation to attend this meeting should contact the St. Lucie County Community Services Manager at (772) 462-1777 or TDD (772) 462-1428 at least forty-eight (48) hours prior to the meeting.

Any Martin County resident with a disability requiring accommodation to attend this meeting should contact the Martin County Administrators Office at (772) 288-5420 or TDD (772) 288-5940. Non-English speaking, deaf, or visually impaired persons needing an interpreter should contact the Martin County Administrators office at (772) 288-5240 or the TDD number listed above.

Any Indian River resident who needs special accommodation for this meeting will need to contact the County's Americans with Disabilities Act (ADA) Coordinator at (772) 567-800, ext. 223 at least 48 hours in advance of the meeting.

If any person decides to appeal any decision made with respect to any matter considered at the meetings or hearings of any board, committee, agency, council, or advisory group, that person will need a record of proceedings and, for such purpose, may need to insure that a verbatim record of the proceedings is made, which record should include testimony and evidence upon which the appeal is to be based. Any questions concerning this agenda may be referred to the St. Lucie MPO at (772) 462-1593 or the Martin MPO at (772) 288-5484.

If any Indian River resident has questions concerning the items on this agenda, please contact MPO Staff at (772) 226-1455. Anyone who may wish to appeal any decision which may be made at this meeting will need to ensure that a verbatim record of the proceedings is made which included the evidence and testimony upon which the appeal will be based.

**TREASURE COAST TECHNICAL ADVISORY COMMITTEE  
(TCTAC) MEETING**

Martin County Administrative Center  
4th Floor Workshop Conference Room  
2401 SE Monterey Road  
Stuart, FL 34996  
(772) 221-1498  
[www.martinmpo.com](http://www.martinmpo.com)

**Friday, May 4, 2017 at 2:30 p.m.**

**1. CALL TO ORDER**

Mr. Sam Amerson, Chair, called the meeting to order at 2:38 p.m.

**2. ROLL CALL**

Members in Attendance:

Craig Hauschild  
Marianne Arbore  
Richard Szpyrka  
Chris Stephenson (Alt.)  
Sam Amerson, Chair  
Lisa Dykstra  
George Dzama, (Alt.)

**Members Excused:**

None

**Members Absent**

None

**Staff in Attendance:**

Beth Beltran, MPO Administrator  
Alice Bojanowski, Senior Planner  
Margaret Brassard, Administrative Assistant III

**Others Present:**

Jeremy Upchurch, FDOT  
Peter Buchwald, St. Lucie TPO Director  
Srin Varanasi, Corradino  
Brian Freeman, Indian River MPO  
Phil Matson, Indian River MPO  
Lisa Wichser, Martin County Engineering  
Michael Williamson, Cambridge Systematics, Inc.  
Stewart Robertson, Kimley-Horn

**A quorum was present for this meeting.**

**3. APPROVE AGENDA**

A motion was made by Mr. Craig Hauschild to approve the Agenda which was seconded by Mr. Richard Szyrka. The motion passed unanimously.

**4. APPROVE MINUTES**

A motion to approve the February 17, 2017 Treasure Coast Technical Advisory Committee (TCTAC) minutes was made by Mr. Richard Szyrka and seconded by Mr. Craig Hauschild. There was no objection and the minutes were approved unanimously.

**5. PUBLIC COMMENTS**

None.

**6. BUSINESS ITEMS**

**A DRAFT REGIONAL LONG RANGE TRANSPORTATION PLAN (RLRTP)**

Ms. Beltran introduced Stewart Robertson of Kimley-Horn. Mr. Robertson stated that he would provide an overview of the Draft Regional Long Range Transportation Plan (RLRTP) which was included in the Agenda Package sent to this committee last week. He clarified that this document is to build on the individual T/MPOs 2040 LRTPs, creating a regional overlay which analyzes projects from the local plans that appear on the regional roadway network. Mr. Robertson said that it will provide guidance for the distribution and application for the State's Regional Transportation Funds towards projects that have been vetted and valued by the Treasure Coast region. He stated that the three local LRTPs along with the State's Regional LRTP will provide for a complete multi-modal transportation system which will meet the local, County and Regional Transportation needs. Mr. Robertson provided an outline of the report to familiarize the committee with how the report is laid out, which delineates the goals, the purpose, the four main maps, and roadway needs. Mr. Robertson added that the Regional Freight Component is essentially the Executive Summary of the stand-alone Regional Freight Plan which is a *sister element* that is also going on. He reminded the committee of Mr. Jeremy Upchurch's presentation of the Regional Freight Plan to the TCTAC last February. Mr. Robertson mentioned that the Regional Prioritization Criteria, which describes the multimodal approach, provides the framework of the ranking of the projects; the Regional Revenue Resources provides information on revenue from Federal, State and local levels. Mr. Robertson stated that in previous TCTAC meetings, the majority of these items were reviewed. He said that at the meeting in July, 2016 the TCTAC reviewed the existing plans, regulations, the Conditions Report as well as the goals that were developed on the outset of the project. This information was forwarded to the Treasure Coast Transportation Council (TCTC) and endorsed. Mr. Robertson said in February, the TCTAC reviewed the primary information of the RLRTP, developed Performance Measures, Objectives, the Needs and Transportation Network, the Needs Assessment and discussed the Regional Prioritization Criteria. He advised that a draft of the Criteria intended to use for the ranking of the projects, incorporated the input from

this committee; the project team went back and conducted the analysis of the ranking. Mr. Robertson briefly highlighted the five goals that were endorsed by the TCTC last summer, noting the updated format since it was last presented to the Committee. Mr. Robertson continued on to the Regional Network mentioning at the last meeting there was much discussion about the merits of having Primary and Secondary Regional Networks. He said the Primary Network is the Strategic Intermodal Systems (SIS) plus the Arterials from the Functional Classification that meet at least one of the eligibility criteria listed in this document. Minor Arterials may qualify but they have to meet additional criteria. Mr. Robertson said that the Secondary facilities are comprised of the Minor Arterials and the Collectors which meet one or more of the primary regional facility criteria. He provided a map showing results from the prior meeting discussions, noting that this version contains the SIS seaports and airports. Mr. Robertson said that the Needs Plan is essentially the individual County Plans overlaid on the Regional Roadway Network. He clarified that there was an error in the symbology on the map that was included in the Agenda but it has been corrected as shown on the slide. There was discussion as to the way that "Developer Funded" appears on the map in an area between the Turnpike and I-95, it was noted that a color change was needed and Mr. Robertson affirmed that the correction would be made. Mr. Robertson explained that basically the same procedure was followed for transit use, the projects that follow the regional network. He highlighted the transit service along US 1, routes of a regional nature, express bus routes on I-95 or the Turnpike and facilities such as Park-n-Rides. Mr. Robertson mentioned the Regional Non-motorized Needs Plan which consists of projects from the State's Department of Environmental Protection (DEP); trail mappings, paddling trails and bicycle/pedestrian projects from the individual LRTPs focusing on ECG connections. Mr. Robertson stated that the Regional Freight Element is summarized in this report which is comprised with highlights of the individual LRTPs. He noted in this section, that some of the highlights are identifying key Freight and Logistic Network Elements, i.e. key freight roadways, railways, seaports, waterways as well as key distribution centers and truck parking facilities to list a few mentioning the notable lack of truck parking in Counties south of Martin. Mr. Robertson commented that there are a lot of economic development opportunities within key corridors such as the Port of Fort Pierce and the Treasure Coast International Airport. He added that the Prioritization Criteria was updated with information from the previous meeting, like ensuring that non-motorized safety benefits could apply to either the bike lanes or a sidewalk. Mr. Robertson advised that he has provided the link to the online interactive tool so you may see maps of the crash locations and other data sources used on the Bicycle/Pedestrian Crash Hot Spot Report. He stated that the bike/ped analysis report is housed under Appendix G. Mr. Robertson continued to the Regional Prioritization Criteria. He advised that the project ranking list is multimodal with all transportation modes included but the Appendix G mentioned previously contains the regional project rankings by mode. Mr. Robertson touched briefly on each of the Top Ten Projects Prioritizations adding that the top stand-alone bike-ped project came in on the 12<sup>th</sup> spot. He stated that he is of the opinion that given the prioritization criteria the results are a very balanced, providing a good mix of multimodal projects. Mr. Hauschild noted that a lot of the Top Ten Projects fall

within their Cost Feasible Plan (CFP) asking why number nine was not on the list. Mr. Robertson advised that the regional list isn't just in the CFP it could also be on the Unfunded Needs Plan list. When asked, Mr. Robertson informed that the Unfunded Needs Plan is a ranked list of all the needs that have been identified in the Plan; there are no additional ratings or scores for a project that appears in the CFP. Mr. Matson clarified that it may be a "Need" in the LRTP, but once it's in the CFP it still needs to have funding. Mr. Matson said he is of the opinion that both categories need to be shown. Mr. Robertson advised that the Regional Revenue Chapter is a new product since the last time this Committee met. It essentially draws upon each of the individual T/MPO Plans, dividing out the Federal and State Revenue sources, local revenues are shown as well as additional funding sources. Mr. Robertson advised that the way the table is set up is essentially to show each T/MPO separately and then it provides a regional total at the bottom of each of the funding horizons of the LRTP. The key interest is the inclusion of the Transportation Regional Incentive Program (TRIP) funding source and the expectation that the TRIP funding source will continue. Being regional in nature, they provided tables showing Federal, State and Local revenue sources i.e. the Local Option Fuel Tax, the Sales Tax projected in Indian River, as well as local revenues that go to the operation of transit. Concluding that chapter is a brief discussion on Additional Funding Sources adding that a bonus for having a Regional LRTP is to be able to leverage those funds towards other potential/discretionary grant funding sources such as Transportation Investment Generating Economic Recovery (TIGER), Developer Funding which are funds tied to land development in certain areas which are potentially an exploration of public/private partnerships which has the potential to grow. Mr. Robertson said that the Appendices of this document follows, and the predominate focal point would be Appendix G, as that has the provision of the rankings as well as how we got to this point with the development of the overall Plan. He said that they had planned to add the results of the Travel Plan Modeling which was a report completed by Florida Department of Transportation (FDOT) which will provide additional context about traffic flow benefits, combinations of projects which were selected by the T/MPOs for analysis within the FDOT Travel Demand Environment. In conclusion, Mr. Robertson said the vision for this Plan going forward is that this regional Plan will be a living document so it may be modified as implementation occurs, new information about projects or new projects not currently in the LRTPs arise. He added that this will be a guide toward maintaining the flow of regional transportation dollars and a new way to view the ranking list regionally having been updated from ten years ago with new criteria. Mr. Robertson advised that he will take comments or questions at this time. Ms. Lisa Dykstra advised the committee that FDOT is still reviewing the documents especially in the revenue section and wanted to ask the committee if it's okay for FDOT to get in touch with Kimley-Horn prior to the finalization of this document to include any comments FDOT may have. Mr. Amerson inquired if there is a timetable set up on this project. Ms. Beltran advised that it is supposed to be approved by the end of June so after this meeting we need to sit down and discuss the funding with the TCTC Members. To your point, Mr. Matson said I was reading agenda page 77 and it says that spent money would go to the Trust Fund to the tune of \$297 million about half of what it was in 2005. Will it be split between

Transportation Regional Incentive Plan (TRIP) and State Economic Enhancement and Development (SEED), or the Governor's Office of Management and Business (OMB)? Could you find that out because this is a lot less than when it started? He said according to page 77, the Trust Fund itself is getting a lot less money than what it formerly got and little of that tax is finding its way to TRIP, it's probably going to the SEED program or somewhere else. Ms. Dykstra said she'd see what she could find on it. Mr. Peter Buchwald mentioned it would be interesting who had those priorities as we've never had that chart showing how the deduction actually gets to transportation. Mr. Matson said if you guys reconcile it that would be great; we can look at the chart again. Ms. Dykstra mentioned SUN Trail Funding, and though there wasn't any new funding available for this year the program is still in place, she'd like to work with Mr. Robertson to put some information in here. Mr. Robertson stated that it's [SUN Trail funding] a good example of a regional funding source specific to the bike/ped component. Mr. Peter Buchwald asked what project is reflected on the SIS chart in 2031-2040 showing \$442.2 million. Ms. Dykstra said that the two projects that come to mind would be I-95 and State Road (SR) 710 widening but she can look into it. Mr. Buchwald inquired if the Turnpike is included in the SIS funding, as normally they have their own funding. Ms. Dykstra commented that normally Cost Feasible isn't shown that far out. Mr. Robertson said that he thinks it's primarily the I-95 widening in Martin County. Ms. Dykstra stated that some of these SIS projects have been advanced so in the new SIS CFP update that will happen within the next year, the projects advanced will come off. She added that there are continuous changes to the SIS projects, as well as with the T/MPO projects. Mr. Matson said that to some extent this is governed by a separate process of the CFP development and this is just reflecting what's in that CFP. Mr. Robertson stated that if there was Turnpike widening in one of the SIS Plans through 2040, he is of the opinion that it was included in one of the SIS tables in the LRTPs. He clarified that it was an SIS facility but not SIS money. Mr. Matson noted that those things in Martin are more complex than in Indian River, adding that the widening in Indian River is only \$120 million for the entire County. Mr. Buchwald added inflation would play a factor given the year of expenditure. Ms. Dykstra said maybe she needs to double check to see if that money was included in that \$400 + figure that is being discussed. Mr. Buchwald asked if the Turnpike project is also included in the SIS 2031-2040 Plan. Ms. Dykstra mentioned that the pages referenced here are District IV Projects, but she's unaware if the Turnpike projects are included. Mr. Robertson said if the Turnpike project appeared, we [Kimley-Horn] would have had it because it is essentially an SIS facility. Mr. Matson restated that the money is not SIS but the facility is SIS.

Ms. Beltran asked Ms. Dykstra if she wanted to address the model as part of this item. Ms. Dykstra advised that the team is here if there are any questions. She informed that the report was provided. There are some additional statistical information which will show what the system can provide, there were multiple runs performed, the model is done, it provided new information and the portion of the plan that deals with capacity. Mr. Robertson said that information can be integrated into this document. Ms. Dykstra said that the Freight Coordinator, Mr. Jeremy Upchurch, is here and

this will be a separate document but will be incorporated in an Executive Summary into the plan. There's a list of projects that should be looked at which down the road would qualify for some of the grant funding that we could coordinate with Mr. Upchurch and the Office of Modal Development. She mentioned that some of those comments were associated with the original LRTP. There was some success over the past year in Palm Beach in applying for projects. Mr. Upchurch said they were able to submit some projects on their own.

**Mr. Chris Stephenson made a motion to accept the Draft Regional Long Range Transportation Plan (RLRTP) document. Mr. George Dzama provided a second. There was no additional discussion. The motion carried unanimously.**

**7. COMMENTS FROM COMMITTEE MEMBERS**

Mr. Phil Matson stated that on May 1, 2017 there was an article in the Palm Beach Post titled US 27 Road Rail Project Revived. He said the article quotes Mr. Michael Busha extensively and it talks about a \$1.3 billion railway that is utilizing *South Central Florida Express Railroad (SCXF)*. Mr. Matson stated that this implies that the project will begin at some point and it will connect somewhere in south Florida, one of the ports to the west side of Lake Okeechobee all the way up to Orlando. He said what caught his attention in this article, was that it states that it will relieve the freight demand on the Florida East Coast (FEC) corridor. Mr. Matson commented that if this comes to fruition, it will affect us [the Treasure Coast] adding that this is the western alignment that so many are seeking. He stated that he's unsure of the validity of the article or if others read it, but it's a by-pass that could affect the FEC plans. Ms. Lisa Dykstra said that she worked on a "Planning and Conceptual Engineering Study" a few years ago seeing if Commissioner Ed Fielding from Martin County had any interest in getting a stakeholders group together to begin discussions about the possibility of this freight railroad corridor on US 27. She said that FDOT doesn't have anything going on with this currently, but they are seeking interest in the project. Ms. Dykstra noted something that started in the Legislature in 2008, some funds were appropriated to FDOT to study a freight rail corridor on US 27 coming out of Miami Dade County. It would go to the port and bring some of the freight traffic west to US 27, go north toward Palm Beach and connect on the south side of Lake Okeechobee. She stated that at that time they were looking at the feasibility of this from engineering and cost perspectives. She said FDOT will continue to provide information to and work with Commissioner Fielding adding that she came to the last meeting and the Board voted to continue to support this project and she'll keep working to discover if there is interest in setting up a stakeholder's group. She said that they'll continue to collect information to provide to that group. Mr. Buchwald asked if this is a new railroad, to which Ms. Dykstra affirmed stating that they are not sure who will be the owner operator at this time. Mr. Buchwald mentioned that would be between FEC and the CSX to work that out. Discussion ensued about the possibility of the rail being double tracked, the recent purchase of the FEC by a Mexican firm and that this corridor would require a lot of coordination between FDOT, Broward County, Palm Beach County and Mike Busha. Ms. Dykstra did confirm that the success of this project would depend on an interested rail



operating company, adding that it couldn't be a Government operation there would need to be some private industry involved. No additional comments were forthcoming.

#### 8. COMMENTS FROM THE STAFF

Ms. Beltran expressed gratitude for this meeting and that staff will send out a "When is good" scheduler tomorrow to get dates for the TCTC meeting. It was learned by the consultant that the meeting needed to take place by mid-June. Mr. Matson affirmed that mid-June sounded good and asked if there is a process of taking these individually to each Board, is that to transpire after the TCTC has met, or is that at our discretion? Ms. Beltran said that this will be agreed to by the TCTC as each Board is represented. Mr. Matson said that it's up to the individual T/MPO to take results to their Board as it doesn't require individual Board action prior to the TCTC decision. Mr. Buchwald directed that once a date has been determined, for simplicity, he desires any correspondence to go through him so that he may be the contact person for notification to his Board. Mr. Buchwald stated that he wants this process to go through him and he will learn who on his Board will be around. It was decided that Ms. Beltran will gather availability of her Board members, provide those dates to Mr. Buchwald and Mr. Matson with each of them checking their Board's available dates. Mr. Hauschild inquired what else would be on the Agenda, to which Ms. Beltran advised TRIP applications. Ms. Beltran stated that the Indian River and St. Lucie County discussed their submittals at the last TCTAC meeting. Mr. Matson stated that they were submitted by the deadline so who will rank them? Ms. Beltran advised that it will be included in the agenda package and will be the decision of the TCTC to rank the projects. Ms. Beltran confirmed with the other T/MPO staff that at the last TCTAC meeting the potential TRIP projects were discussed to which they affirmed. It was determined that the potential applications were not submitted to the TCTC to date, but that they would be sent to the Martin MPO for inclusion into the TCTC Agenda. Mr. Matson inquired what protocol would be for determining funding split. It was learned that it would be up to the TCTC Board members to make that dividing split whether it's winner take all or partial. Discussion ensued as to a staff recommendation and it was decided to allow the Board to make that determination as each County would request funding for their own projects that are on the list. Ms. Beltran advised that the Regional 2040 LRTP would be the first item on the agenda, with the TRIP applications being second. Everyone agreed. Mr. Amerson inquired if there would be presentations on the applications. Ms. Beltran stated that it would be helpful to have a brief presentation describing each application. It was decided that there would be no slide shows, the members would have the application and it will be brought up on the screen at the meeting so each party may speak about their intermodal projects as presented in the agenda package.

#### 9. NEXT MEETING

To be determined.

**10. ADJOURN**

Seeing no further business items the chair adjourned the meeting at 3:26 PM.  
RONR (10<sup>th</sup> ed.), P. 233, c. (9).

**Recorded and Prepared by:**

\_\_\_\_\_  
Margaret H. Brassard, Administrative Specialist III

Date: \_\_\_\_\_

**Approved by:**

\_\_\_\_\_  
Sam Amerson, Chair

Date: \_\_\_\_\_



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## **MEMORANDUM**

**TO:** Treasure Coast Technical Advisory Committee (TCTAC)

**FROM:** Beth Beltran  
Martin MPO Administrator

Peter Buchwald  
St. Lucie TPO Executive Director

Phil Matson  
Indian River MPO Staff Director

**DATE:** May 18, 2018

**SUBJECT:** **Consideration of 2018 TRIP Program Application Cycle**

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### **BACKGROUND**

In 2005, the Transportation Regional Incentive Program (TRIP) was created by Florida legislation for the purpose of providing funds to improve regionally significant transportation facilities in regional transportation areas. In 2006, the Treasure Coast Transportation Council (TCTC), consisting of two members each from the St. Lucie TPO and the Indian River and Martin Metropolitan MPOs was created as a regional transportation entity to develop regional plans and to pursue TRIP funds for the three-county region.

Shortly after the formation of the TCTC, FDOT hired the consulting firm Renaissance Planning Group to develop a Regional Long Range Plan and list of potential TRIP projects. That list was used to prioritize TRIP projects until last year, when a new Regional Project Prioritization was developed by the Consultant firm Kimley-Horn and Associates as part of the 2040 Regional Long Range Transportation Plan Update approved by the TCTC on June 29, 2017. The updated Regional Prioritization is included as Attachment 1.

On March 9, 2018, FDOT announced the availability of \$608,567 in additional TRIP funding spanning FY 18/19 – 21/22 as follows:

FY 18/19	\$134,320
FY 20/21	\$432,149
FY 21/22	\$42,098
FY 23/24	*
<b>Total</b>	<b>\$608,567</b>

\*Allocation unknown until programming cycle in Fall 2018

## **ANALYSIS**

This year, the Treasure Coast T/MPO's have submitted a single application for TRIP grant funding (Attachment 2). That project is from the Indian River MPO, which is requesting FY 2020/21 & FY 2021/22 funding for the widening of 66<sup>th</sup> Avenue (north of 49<sup>th</sup> Street). As the project will not be production ready in 2018/19, Indian River County is not requesting FY 18/19 funds.

The project is identified as a high-ranking priority in the 2040 Regional Long Range Transportation Plan and Regional Project Prioritization. The criteria used to prioritize potential projects include congestion relief; intermodal connectivity; regional connectivity; and freight benefits. In addition, the project represents one of the most congested links in Indian River County; serves one of the highest concentrations of employment on the Treasure Coast; provides critical emergency access in the event of blockages on nearby I-95; and is one of only three arterials countywide that connect the North Indian River and South Indian River County areas.

## **RECOMMENDATION**

Based on the ranking of the project in the Regional Project Prioritization, it is recommended that the 66<sup>th</sup> Avenue Project is allocated the TRIP grant funding available in 2020/21 and 2021/22.

## **ATTACHMENTS**

1. 2040 RL RTP Regional Project Prioritization
2. Indian River MPO TRIP Grant Application

Regional Project Prioritization - Roadway

2040 Regional Long Range Transportation Plan for Martin, St. Lucie and Indian River Counties

County	Project Name	Description	Project Type	Priority	Value	Score	Weighted Score	Rank	Value	Score	Weighted Score	Rank	Value	Score	Weighted Score	Rank
St. Lucie	Kings Highway	North of I-95 Overpass to Indro Road	Widen 2 to 4L	1	1	1	0.56	1	1	1	0.6	1	0.6	9.18	1	
Indian River	Robeeland Road	CR 512 to US 1	Widen 2 to 4L	1	1	1	0.33	1	1	1	0.4	1	0.4	8.73	2	
Martin/St. Lucie/Indian River	US 1	Cove Road to Indian River County/Brevard County Line	Corridor Retrofit	1	1	0.5	0.64	1	1	1	0.4	1	0.4	8.64	3	
Indian River	CR 512	I-95 to CR 510	Widen 4 to 6L	0.6	1	0.5	0.40	1	1	1	0.2	1	0.2	7.70	5	
St. Lucie	St. Lucie West Boulevard	E of I-95 to Cashmere Boulevard	Widen 4 to 6L	0.8	0.5	0.5	0.47	1	1	1	0.4	1	0.4	7.67	6	
St. Lucie	Midway Road	Glades Cut-Off Road to Selvitz Road	Widen 2 to 4L	0.8	0.5	0.5	0.63	1	1	1	0.5	1	0.6	7.63	7	
Indian River	Indian River Boulevard	US 1/4 Street to 37 Street	Widen 4 to 6L	0.4	1	1	0.41	1	0	1	0.6	1	0.6	7.41	8	
St. Lucie	Glades Cut-Off Road	Commerce Center Drive to Selvitz Road	Widen 2 to 4L	0.4	0.5	0.5	0.63	1	1	1	0.5	1	0.6	7.13	9	
St. Lucie	Port St. Lucie Boulevard	Becker Road to Pear Drive	Widen 2 to 4L	0	1	0.5	0.38	1	1	1	0.2	1	0.2	7.06	10	
St. Lucie	Port St. Lucie Boulevard	Pear Drive to Darwin Boulevard	Widen 2 to 4L	1	1	0.5	0.29	0	1	1	0.2	1	0.2	6.95	11	
Martin	Indian Street	SR 78/Kanner Highway to Willoughby Boulevard	Widen 4 to 6L	0.8	1	0.5	0.38	1	0	1	0.4	1	0.4	6.89	13	
Indian River	86 Avenue	49 Street to Butler Street	Widen 2 to 4L	0.4	1	1	0.32	1	0	1	0.5	1	0.6	6.82	14	
Martin	I-95	S of Budge Road to S of High Meadows Avenue	Widen 8 to 8L	0.2	1	0.5	0.66	1	1	1	0	1	0.4	6.76	16	
St. Lucie	I-95	Northern Connector	New Interchange	0	1	0.5	0.63	1	1	1	0	1	0.6	6.73	17	
St. Lucie	I-95	N of Becker Road to N of Glades Cut Off Road	Widen 8 to 8L	0.2	1	0.5	0.59	1	1	1	0	1	0.4	6.69	18	
Indian River	27 Avenue	St. Lucie County Line to Colo Road	Widen 2 to 4L	0.2	1	0.5	0	0.38	1	1	1	1	0.6	6.68	19	
Indian River	CR 512	Willow Street to I-95	Widen 2 to 4L	1	0	0.5	0.40	1	1	1	0.5	1	0.2	6.60	20	
Martin	I-95	S of High Meadows Avenue to St. Lucie County	Widen 8 to 8L	0.2	1	0.5	0.64	1	1	1	0	1	0.2	6.54	23	
Martin	I-95	Palm Beach County Line to Bridge Road	Widen 8 to 8L	0.2	1	0.5	0.54	1	1	1	0	1	0.2	6.44	24	
Martin	CR 713/High Meadow Avenue	I-95 to CR 714/Martin Highway	Widen 2 to 4L	1	1	0.5	0	0.34	1	1	1	0.5	0	6.34	26	
St. Lucie	SR 91/Florida's Turnpike	Becker Road to Port St. Lucie Boulevard	Widen 4 to 6L	0	1	0.5	0.61	1	1	1	0	1	0.2	6.21	27	
Martin	Cove Road	Willoughby Road to SR 5/US 1	Widen 2 to 4L	1	1	1	0.6	0.38	1	0	0	1	0.4	6.29	29	
St. Lucie	Jankins Road	Midway Road to St. Lucie Boulevard	Widen 2 to 4L	0	0.5	0.5	0.80	1	1	0	1	0.4	6.20	30		
Indian River	43 Avenue	25 Street SW to 26 Street	Widen 2 to 4L	0.2	1	0.5	0.36	1	0	1	0.5	1	0.6	6.16	32	
Indian River	CR 510	CR 512 to Intracoastal Waterway	Widen 2 to 4L	0.2	1	0.5	0.32	1	0	1	0.5	1	0.6	6.12	33	
Indian River	26 Street/Aviation Boulevard	86 Avenue to US 1	Widen 2 to 4L	1	0.5	0.5	0	0.45	1	0	1	1	0.8	6.05	34	
Martin	SR 91/Florida's Turnpike	Jupiter/Indiantown Road to CR 714/Stuart	Widen 4 to 6L	0	0.5	0.5	0.67	1	1	1	0	1	0.4	5.97	41	
Martin	SR 91/Florida's Turnpike	SR 714/Stuart to Becker Road	Widen 4 to 6L	0.2	0.5	0.5	0.55	1	1	1	0	1	0.2	5.95	42	
Indian River	US 1	63 Street to CR 510	Widen 4 to 6L	0.4	0.5	0.5	0.42	1	0	1	0.5	1	0.6	5.92	43	
Martin	Cove Road	SR 5/US 1 to CR A1A	Widen 2 to 4L	0.6	1	1	0.5	0.38	1	0	0	1	0.4	5.88	45	
Indian River	I-95	Oso Road	New Interchange	0	1	0.5	0.46	0	1	1	1	0.5	0.4	5.86	46	
St. Lucie	I-95	Glades Cut Off Road to S of SR 70	Widen 8 to 8L	0.2	1	0.5	0.63	0	1	1	0	1	0.6	6.83	47	
St. Lucie	Sevans Boulevard	Gatlin Boulevard to California Boulevard	Widen 2 to 4L	0.4	1	0.5	0	0.51	1	0	1	1	0.4	6.81	48	
Martin	SR 714/Martin Highway	CR 78A/Citrus Boulevard to Martin Downs Boulevard	Widen 2 to 4L	0.2	1	0.5	0.5	0.45	1	1	0	1	0	5.85	56	
Indian River	Oso Road	I-95 to 58 Avenue	Widen 2 to 4L	0	0.5	0.5	0.5	0.22	1	1	1	0.5	0.4	5.83	58	
Indian River	I-95	53 Street	New Interchange	0	1	0.5	0.39	0	1	1	1	0.6	0.2	5.93	64	
St. Lucie	Airport Connector	I-95 to Kings Highway	New 4L	0	0	1	0	0.49	1	1	1	0.5	0.6	5.89	65	
St. Lucie	Northern Connector	SR 91/Florida's Turnpike to I-95	New 4L	0	0	1	0	0.49	1	1	1	0.5	0.6	5.89	65	
St. Lucie	SR 91/Florida's Turnpike	Northern Connector	New Interchange	0	1	0.5	0.47	0	1	1	1	0	0.6	5.57	67	
St. Lucie	SR 91/Florida's Turnpike	Port St. Lucie Boulevard to SR 70 (Fort Pierce)	Widen 4 to 6L	0	0	0.5	0.73	0	1	1	0	0.6	4.83	87		
Indian River	25 Street SW	27 Avenue to 58 Avenue	New 2L	0	0.5	0.5	0	0.38	1	1	0	1	0.4	4.78	84	
St. Lucie	Selvitz Road	Glades Cut Off Road to Edwards Road	Widen 2 to 4L	0.6	0.5	0.5	0.22	0	0	1	0.5	0.2	4.78	86		
St. Lucie	SR 91/Florida's Turnpike	SR 70 (Fort Pierce) to Yeehaw Junction	Widen 4 to 6L	0	0	0.5	0.58	0	1	1	0	0.6	4.68	100		
St. Lucie	East Tanno Parkway	NW Cashmere Boulevard to Midway Road	Widen 2 to 4L	0.2	0.5	0.5	0	0.53	1	0	1	0.5	0.4	4.63	101	

Regional Project Prioritization - Roadway

2040 Regional Long Range Transportation Plan  
for Martin, St. Lucie and Indian River Counties

County	Project Name	Project Description	0.8	0	1	0.5	0.49	0	0	0.5	0.4	0.59	184
Martin	Cove Road	SR 70/Karver Highway to Willoughby Boulevard	0.8	0	1	0.5	0.49	0	0	0.5	0.4	0.59	184
St. Lucie	North-Mid County Connector	SR 9/Ford's Turnpike to Midway Road	0	0	1	0	0.49	1	0	0.5	0.6	4.59	184
St. Lucie	SR 8/Ford's Turnpike	Midway Road	0	1	0.5	1	0.62	0	0	0	0.4	4.52	188
Indian River	SR 8/Ford's Turnpike	28 Street to Lacombe Street	0	1	0.5	0	0.38	0	0	1	0.7	4.59	183
Indian River	SR 8/Ford's Turnpike	82 Avenue to SE Avenue	0	0.5	1	0	0.34	0	0	0.2	0.4	3.78	147
Indian River	SR 8/Ford's Turnpike	SR 8/Ford's Turnpike to Cape Road	0	0.5	1	0	0.28	0	0	0.5	0.4	3.88	154
Indian River	SR 8/Ford's Turnpike	Fallmar N-S Road 1 to BE Avenue	0	0	1	0	0.35	0	0	0.5	0.2	3.09	153
St. Lucie	Armit A	Glades Cut-Off Road to Midway Road	0	0	0.5	0	0.43	1	0	0.5	0.6	3.03	184
St. Lucie	Becker Road	Rango Line Road to Village Parkway	0	0	0.5	0	0.34	0	0	0.5	0.6	2.94	183
St. Lucie	Crossstorm Parkway	Rango Line Road to Village Parkway	0	0	0.5	0	0.34	1	0	0.5	0.6	2.94	183

## Transportation Regional Incentive Program (TRIP) Project Application

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

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

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

**Regional Transportation Area:** SEFTC  or TCTC  (Check one)

**Implementing Local Agency:**

**Local Agency:** Indian River County

**Address:** 1801 27<sup>th</sup> Street Vero Beach, FL 32960

**Project Manager:** Rich Szpyrka, P.E.

**Phone:** 772-226-1221

**E-mail:** rszpyrka@ircgov.com

D4 Total funding for this cycle:

FY 18/19	\$134,320
FY 20/21	\$432,149
FY 21/22	\$42,098
FY 23/24	*
<b>Total</b>	<b>\$608,567</b>

\*Allocation unknown until programming cycle in Fall 2018

Note: The funding is an estimated allocation from FDOT, and is subject to change. While the Department strives to statutorily divide the funding between the two regional transportation areas, programming will be subject to updating existing project cost estimates, the number of submitted eligible applications, and their associated cost estimates.

**Project Information:**

**Project Name:** 66<sup>th</sup> Avenue Widening

**County Location:** Indian River County

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

Road number (if applicable): \_\_\_\_\_

Project limits (include begin/end limits): 49<sup>th</sup> Street to 81<sup>st</sup> Street \_\_\_\_\_

A location map with an aerial view is attached (Location\_Map.pdf)

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

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

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

Typical section is attached (Typical\_Section.pdf)

Explain how the project enhances the regional transportation system.

It is anticipated that this project, which complements the widening of 66th avenue from 49th Street to SR 60, will enhance the regional transportation system by providing a major north/south corridor in Indian River County.

Describe the project and what it will accomplish.

Is the project consistent with:

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

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

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

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

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

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

Describe how the project will improve regional mobility within the Regional Transportation Area: (For example, describe how this transit project facilitates the intermodal or multimodal movement of people and/or goods.)

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



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

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

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

How will TRIP funding accelerate the project's implementation?

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

Provide detailed project cost estimates for each phase requested (required). Construction estimates shall be broken down to FDOT typical pay items to allow for verification of eligible project costs. Estimates are to be prepared and signed by a Professional Engineer from the Local Agency's Engineering office. Each phase requested (ie, design, right-of-way, construction, CEI) requires a 50% local agency match.

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

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

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

Local County Matching Funds.

Phases requested:	FY requested	FDOT Amount requested	Local Match
<input type="checkbox"/> Design	_____	_____	_____
<input type="checkbox"/> Right of Way	20/21	\$432,149	\$432,149
<input checked="" type="checkbox"/> Construction	21/22	\$42,098	\$42,098
<input type="checkbox"/> CEI	_____	_____	_____

**Project Qualification information:**

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

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

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

No.

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

The Department's process for complying with federal and state historic preservation requirements is found in the Project Development and Environment Manual; Part 2, Chapter 12 (Archeological and Historical Resources). If the local agency does not have its own process, we recommend they use the Department's.

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

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

**Please also provide, in addition to this application, location map, scope, typical section, and cost estimate requested above, the following information:**

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

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

**Attachment C:** Project support data, as appropriate.

**Attachment D:** Provide implementation schedules for all appropriate phases.

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

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

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

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

**Supporting narrative:**

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

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

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

**SCOP/CI/GP/TRIP SAMPLE ENGINEERS COST ESTIMATE**  
**FW#123456-1-58-01**  
**Project Description: 66TH Ave Widening (49th Street to 81st Street)**  
**Date: 2/9/2017**

Pay Item Num	Pay Item Description	FOOT Participating			ROOT Non-participating (Local Funds)			Total Quantity	Total Engineer's Cost
		Quantity	Unit	Engineer's Unit Cost	Quantity	Unit	Engineer's Unit Cost		
1	Mobilization	1	LS	2,000,000.00				\$ 2,000,000.00	
2	PROJECT PHOTOGRAPHS/VIDEOS & AERIAL PHOTOGRAPHY	1	LS	50,000.00				\$ 50,000.00	
3	MAINTENANCE OF TRAFFIC	1	LS	400,000.00				\$ 400,000.00	
4	TRAFFIC CONTROL OFFICER (OFF DUTY LAW ENFORCEMENT)	3,000	MH	60				\$ 60,000.00	
5	CHANGEABLE VARIABLE MESSAGE SIGN (4)	3,000	PO	30				\$ 90,000.00	
6	SEMI-TRAILER BARRIER	42,000	LF	1				\$ 42,000.00	
7	FLOATING TURBOIDITY BARRIER	2,000	LF	9				\$ 18,000.00	
8	SOIL TRACING PREVENTION DEVICE	20	EA	2,000.00				\$ 40,000.00	
9	INLET PROTECTION SYSTEM	200	EA	300				\$ 60,000.00	
10	AS-BUILT DRAWING (BY REGISTERED SURVEYOR)	1	LS	50,000.00				\$ 50,000.00	
11	SURVEY CONTROL (INSTALL THE ESTABLISH)	1	LS	25,000.00				\$ 25,000.00	
12	FIELD OFFICE 500 SF	770	PO	400				\$ 770,000.00	
13	FIELD OFFICE 500 SF	1	LS	250,000.00				\$ 250,000.00	
14	CLEANING & REPAIRS	5	EA	10,000.00				\$ 50,000.00	
15	PLUGGING & WATER WELL (DEPTH UNKNOWN)	50,000	CY	3.5				\$ 175,000.00	
16	REZONATION/REGULAR	60,000	CY	8				\$ 3,000,000.00	
17	EMBANKMENT, COMPACTED IN PLACE	100	CY	150				\$ 15,000.00	
18	FLOWABLE FILL	765,000	SY	2				\$ 1,530,000.00	
19	TYPE 1 STABILIZATION - (1" SUBGRADE LBR 40)	3,200	SY	9.5				\$ 30,400.00	
20	TURNOUT CONSTRUCTION - ASPHALT	400	TN	200				\$ 80,000.00	
21	MILLING EXISTING ASPHALT PAVEMENT (1" AVG.)	1,000	SY	3				\$ 3,000.00	
22	SUPERPAVE ASPHALTIC CONCRETE (TRAFFIC C) (SP-3) (1.25")	748,000	SY	9				\$ 6,732,000.00	
23	ASPHALTIC CONCRETE SURFACE COURSE (TRAFFIC C) (SP-3) (1.25")	3,000	TN	120				\$ 360,000.00	
24	MISCELLANEOUS ASPHALT PAVEMENT	1,000	SY	30				\$ 300,000.00	
25	CONCRETE CLASS HS, GRAVITY WALL	20	CY	600				\$ 12,000.00	
26	CONCRETE CLASS II, ENDWALLS	30	CY	800				\$ 24,000.00	
27	REINFORCING STEEL, BOWWAY	25	EA	3,000.00				\$ 75,000.00	
28	INLETS, CURB, TYPE "B-S" <10"	30	EA	3,500.00				\$ 105,000.00	
29	INLETS, CURB, TYPE "F" <20"	5	EA	5,000.00				\$ 25,000.00	
30	INLETS, CURB, TYPE "J-S" <30"	2	EA	2,000.00				\$ 4,000.00	
31	INLETS, DITCH BOTTOM (TYPE "C") <30"	4	EA	2,500.00				\$ 10,000.00	
32	INLETS, DITCH BOTTOM (TYPE "E") <30"	6	EA	1,500.00				\$ 9,000.00	
33	INLETS, SPECIAL <10"	7	EA	3,500.00				\$ 24,500.00	
34	MANHOLES, 12' <10"	5	EA	2,000.00				\$ 10,000.00	
35	CONTROL STRUCTURE	10	EA	7,500.00				\$ 75,000.00	
36	CONCRETE PIPE CULVERT 6"	11,000	LF	50				\$ 550,000.00	
37	CONCRETE PIPE CULVERT 18"	6,000	LF	60				\$ 360,000.00	
38	CONCRETE PIPE CULVERT 30"	2,000	LF	70				\$ 140,000.00	
39	CONCRETE PIPE CULVERT 42"	1,000	LF	80				\$ 80,000.00	
40	CONCRETE PIPE CULVERT 54"	1,000	LF	100				\$ 100,000.00	
41	CONCRETE PIPE CULVERT 60"	3,000	LF	120				\$ 360,000.00	
42	CONCRETE PIPE CULVERT 72"	1,000	LF	200				\$ 200,000.00	
43	CONCRETE PIPE CULVERT 84"	1,000	LF	500				\$ 500,000.00	
44	HANDRAIL-GUIDERAIL, STEEL	130,000	LF	40				\$ 5,200,000.00	
45	SIDEWALK CONCRETE, 6" THICK	30,000	SY	35				\$ 1,050,000.00	
46	PATTERNED/TEXTURED PAVEMENT, CONCRETE	10,000	SY	60				\$ 600,000.00	
47	RP 600 SAND CEMENT	50	TN	120				\$ 60,000.00	
48	GUARDRAIL - ROADWAY (INCLUDES PIPE RAIL LENGTH)	24,000	LF	25				\$ 590,000.00	
49	FENCING, BELLOCATE EXISTING	20,000	LF	12				\$ 240,000.00	
50	MAST ARM TRAFFIC SIGNAL ASSEMBLY (COMPLETE AT INTERSECTIONS)	4	EA	350,000.00				\$ 1,400,000.00	

Pay Item Number	Pay Item Description*	FOOT Participating			FOOT Non-Participating			Engineer's Unit Cost	Engineer's Subtotal Cost	Total Quantity	Total Engineer's Cost
		Quantity	Unit	Engineer's Unit Cost	Quantity	Unit	Engineer's Unit Cost				
54	SIEM SINGLE POST (76)	300	AS	\$ 40,800.00							\$ 40,800.00
55	R.P.M	3,000	EA	\$ 15,000.00							\$ 15,000.00
64	TERMOPLASTIC SOLID TRAFFIC STRIP (6" WHITE)	15	MM	\$ 75,000.00							\$ 75,000.00
65	TERMOPLASTIC SOLID TRAFFIC STRIP (12" WHITE)	1	MM	\$ 5,000.00							\$ 5,000.00
66	TERMOPLASTIC SOLID TRAFFIC STRIP (12" WHITE)	1,500	LF	\$ 3,000.00							\$ 3,000.00
67	TERMOPLASTIC SOLID TRAFFIC STRIP (12" WHITE)	1	MM	\$ 5,000.00							\$ 5,000.00
68	TERMOPLASTIC SOLID TRAFFIC STRIP (12" WHITE)	1,500	LF	\$ 3,000.00							\$ 3,000.00
69	TERMOPLASTIC SOLID TRAFFIC STRIP (24" WHITE)	500	LF	\$ 2,000.00							\$ 2,000.00
70	TERMOPLASTIC SOLID TRAFFIC STRIP (24" WHITE)	15	MM	\$ 75,000.00							\$ 75,000.00
71	TERMOPLASTIC SOLID TRAFFIC STRIP (6" WHITE 6-101)	2,000	LF	\$ 2,000.00							\$ 2,000.00
72	TERMOPLASTIC SOLID TRAFFIC STRIP (6" WHITE 2-1)	300	EA	\$ 1,500.00							\$ 1,500.00
73	TERMOPLASTIC SOLID TRAFFIC STRIP (6" WHITE 2-1)	300	EA	\$ 1,500.00							\$ 1,500.00
74	TERMOPLASTIC SOLID TRAFFIC STRIP (6" YELLOW)	8	MM	\$ 40,000.00							\$ 40,000.00
75	TERMOPLASTIC SOLID TRAFFIC STRIP (6" YELLOW)	500	LF	\$ 1,000.00							\$ 1,000.00
76	TERMOPLASTIC SOLID TRAFFIC STRIP (6" YELLOW)	1,000	LF	\$ 2,000.00							\$ 2,000.00
77	TERMOPLASTIC DOTTED GUIDANCE (6" YELLOW 6-SID GAP EXTENSION)	200,000	SY	\$ 400,000.00							\$ 400,000.00
78	PERFORMANCE TURF (ST AUGUSTINE)	100,000	SY	\$ 300,000.00							\$ 300,000.00
79	LANDSCAPING & BRINGATION	3	LS	\$ 500,000.00							\$ 500,000.00
80	BRIDGE - 66TH AVENUE OVER NORTH RELIEF CANAL	1	LS	\$ 800,000.00							\$ 800,000.00
81	BRIDGE - 59RD STREET OVER LATERAL A CANAL	1	LS	\$ 200,000.00							\$ 200,000.00
82	BRIDGE - 57TH STREET OVER LATERAL A CANAL (MOD)	1	LS	\$ 800,000.00							\$ 800,000.00
83	BRIDGE - 61ST STREET OVER LATERAL A CANAL	1	LS	\$ 800,000.00							\$ 800,000.00
84	BRIDGE - 60TH STREET OVER LATERAL A CANAL	1	LS	\$ 800,000.00							\$ 800,000.00
85	BRIDGE - 60TH STREET OVER LATERAL A CANAL	1	LS	\$ 800,000.00							\$ 800,000.00
86	12 X 8' CONCRETE BOX CULVERT	72	LF	\$ 216,000.00							\$ 216,000.00
88	PUBLIC CONSTRUCTION ROAD	1	LS	\$ 676,000.00							\$ 676,000.00
**	Engineers										
**	Utility Work										
**	Contingency										
				Subtotal	\$ 43,648,000.00					Subtotal	\$ 43,648,000.00
				FOOT Participating						FOOT Non-Participating	
				Subtotal	\$ 43,648,000.00					Subtotal	\$ 43,648,000.00

Identify Proprietary Items

- \*Projects on the State Highway System and Critical Projects SHALL utilize FOOT pay items numbers and descriptions.
- Non-Standard Items
- Mowing & Litter removal
- Engineering work, Optional services, Survey/Video Inspection; A/C-Lights/preparation; As-Lights/record drawings
- Utility work - while included, but is not limited to: -cable adjustments, utility relocations, P&L power pole relocations, AT&T directional bore, etc.
- Contingency
- Other elements are non-participating; the ones listed above are the commonly used pay items that are non-participating. If you have any questions regarding a participating or non-participating item, please contact us.

Dr. Timmins  
 FOOT Participating - Participating estimated  
 12% CEI - up to 15% of FOOT Participating may be requested for CEI  
 FOOT Non-Participating - Local funds not reimbursable  
 Total Project Cost - Total cost of project  
 Local Funds - Agency responsibility outside of funded amount

\* SDCP (Small County Outreach Program) - local match must be at least 25%  
 \* CIEP (County Incentive Grant Program) - local match must be at least 50%  
 \* TRIP (Transportation Regional Incentive Program) - local match must be at least 50%

FOOT Participating Subtotal \$ 43,648,000.00  
 FOOT Non-Participating Subtotal \$ 43,648,000.00  
 Total \$ 87,296,000.00

Total Project Cost \$ 5,237,360.00  
 Local Match/Fund \$ 2,423,860.00



Prepared By: Richard B. Szpyrka  
 Name: Richard B. Szpyrka  
 Reviewed By: \_\_\_\_\_  
 Name: \_\_\_\_\_  
 Approved by (Agency Response to Change): \_\_\_\_\_  
 Name: \_\_\_\_\_  
 Signature: \_\_\_\_\_  
 Date: 2/9/2027  
 Signature: \_\_\_\_\_  
 Date: \_\_\_\_\_

# 2040

TREASURY BOARD APPROVAL LETTER MODEL STUDY PLAN



Martin, St. Lucie and Indian River Counties

ATTACHMENT

A

County	Project Name	Project Description	Priority	Value	Capacity	Benefit	Impact	Priority	Value	Capacity	Benefit	Impact		
St. Lucie	King Highway	North of I-95 Overpass to Indian Road	1	1	1	1	1	0.58	1	1	1	0.8	3.19	1
Indian River	Rossiland Road	CR 512 to US 1	1	1	1	1	1	0.33	1	1	1	0.4	0.23	2
Martin/St. Lucie/Indian River	US 1	Curve Road to Indian River County/Broward County Line	1	1	0.5	1	1	0.84	1	1	1	0.4	0.84	3
Indian River	CR 512	I-95 to CR 510	0.6	1	0.5	1	1	0.40	1	1	1	0.2	7.70	5
St. Lucie	St. Lucie West Boulevard	E. of I-95 to Cashmore Boulevard	0.8	0.5	0.5	1	1	0.47	1	1	1	0.4	7.67	6
St. Lucie	Melville Road	Glades Cut-Off Road to Bahize Road	0.6	0.5	0.5	1	1	0.83	1	1	1	0.8	7.53	7
Indian River	Indian River Boulevard	US 1/4 Street to 37 Street	0.4	1	1	1	1	0.41	1	1	1	0.6	7.45	8
St. Lucie	Glades Cut-Off Road	Commerce Center Drive to Selwitz Road	0.4	0.6	0.5	1	1	0.67	1	1	1	0.6	7.13	9
St. Lucie	Port St. Lucie Boulevard	Bredar Road to Park Drive	0	1	0.5	1	1	0.38	1	1	1	0.2	7.06	10
St. Lucie	Port St. Lucie Boulevard	Park Drive to Darwin Boulevard	1	1	0.5	1	1	0.25	0	1	1	0.2	6.55	11
Martin	Indian Street	SR 70/Keener Highway to Willoughby Boulevard	0.6	1	0.5	1	1	0.39	1	1	1	0.4	6.59	13
Indian River	88 Avenue	68 Street to Barber Street	0.4	1	1	1	1	0.22	1	0	1	0.6	6.82	14
St. Lucie	I-95	S of Bridge Road to S of High Meadow Avenue	0.2	1	0.5	1	1	0.66	1	1	1	0.4	6.76	16
St. Lucie	I-95	Northwest Connector	0	1	0.5	1	1	0.63	1	1	1	0.8	6.73	17
St. Lucie	I-95	N of Bredar Road to N of Glades Cut-Off Road	0.2	1	0.5	1	1	0.59	1	1	1	0.4	6.69	15
Indian River	27 Avenue	St. Lucie County Line to Oak Road	1	0.5	0	0.38	1	0.38	1	1	1	0.6	6.65	19
Indian River	CR 512	Willow Street to I-95	1	0	0.5	1	1	0.40	1	0.5	1	0.2	6.60	20
Martin	I-95	S of High Meadow Avenue to St. Lucie County	0.2	1	0.5	1	1	0.64	1	1	1	0.2	6.44	23
Martin	I-95	Palm Branch County Line to Bridge Road	0.2	1	0.5	1	1	0.54	1	1	1	0.2	6.44	24
St. Lucie	CR 713/High Meadow Avenue	I-95 to CR 714/Martin Highway	1	1	0.5	0	0.34	1	1	1	0.5	0	6.24	26
Martin	CR 817/Florida's Turnpike	Backer Road to Port St. Lucie Boulevard	0	1	0.5	1	0.61	1	1	1	0	0.2	6.21	27
Martin	CR 817/Florida's Turnpike	Willoughby Road to SR 505 US 1	1	1	1	0.5	0.39	1	0	0	1	0.4	6.20	29
St. Lucie	Jenifer Road	Wickay Road to St. Lucie Boulevard	0	0.5	0.5	1	0.90	1	0	0	1	0.4	6.20	30
Indian River	49 Avenue	25 Street SW to 28 Street	0.2	1	0.5	1	0.38	1	0	1	0.5	0.6	6.16	32
Indian River	CR 510	CR 512 to Intracoastal Waterway	0.2	1	0.5	1	0.32	1	0	0	1	0.6	6.12	33
Indian River	28 Street/Walton Boulevard	68 Avenue to US 1	1	0.5	0.5	0	0.45	1	1	1	1	0.8	6.05	34
Martin	SR 817/Florida's Turnpike	Jupiter/Intracoastal Road to SR 714/B Stuart	0	0.5	0.5	1	0.57	1	1	1	0	0.4	5.97	41
Martin	SR 817/Florida's Turnpike	SR 714/B Stuart to Bredar Road	0.2	0.5	0.5	1	0.56	1	1	1	0.2	5.95	43	
Indian River	US 1	53 Street to CR 510	0.4	0.5	0.5	1	0.42	1	0	1	0.5	0.6	5.82	43
Martin	CR 510	CR 510 to CR 514	0.8	1	1	0.5	0.36	1	0	1	1	0.4	5.80	45
Indian River	I-95	Oak Road	0	1	0.5	1	0.49	0	1	1	0.5	0.4	5.86	46
St. Lucie	I-95	Glades Cut-Off Road to S of SR 70	0.2	1	0.5	1	0.53	0	1	1	0	0.6	5.13	47
St. Lucie	SR 714/Martin Highway	Gallop Boulevard to California Boulevard	0.4	1	0.5	0	0.51	1	0	1	1	0.4	5.41	48
Martin	CR 714/Martin Highway	CR 714/Martin Highway to Martin Downs Boulevard	0.2	1	0.5	0.5	0.45	1	1	0	1	0	5.65	55
Indian River	I-95	I-95 to 66 Avenue	0	0.5	0.5	0.5	0.25	1	1	0.5	1	0.4	5.63	56
Indian River	I-95	53 Street	0	1	0.5	1	0.39	0	1	1	0.5	0.2	6.59	64
St. Lucie	Airport Connector	I-95 to Kings Highway	0	0	1	0	0.49	1	1	1	0.5	0.6	5.53	65
St. Lucie	SR 817/Florida's Turnpike	SR 817/Florida's Turnpike to I-95	0	0	1	0	0.49	1	1	1	0.5	0.6	5.59	65
St. Lucie	SR 817/Florida's Turnpike	Northwest Connector	0	1	0.5	1	0.47	0	1	1	0	0.6	5.67	67
St. Lucie	SR 817/Florida's Turnpike	Port St. Lucie Boulevard to SR 70 (Fort Pierce)	0	0	0.5	1	0.73	0	1	1	0	0.6	4.89	91
Indian River	25 Street SW	27 Avenue to 36 Avenue	0	0.5	0.5	0	0.36	1	1	0	1	0.4	4.76	94
St. Lucie	Selwitz Road	Glades Cut-Off Road to Edwards Road	0.8	0.5	0.5	1	0.29	0	1	1	0.2	4.75	96	
St. Lucie	SR 817/Florida's Turnpike	SR 70 (Fort Pierce) to Yachway Junction	0	0	0.5	1	0.59	0	1	1	0	0.8	4.66	100
St. Lucie	Fair Time Parkway	NW Cashmore Boulevard to Midway Road	0.2	0.5	0.5	0	0.53	1	0	0.5	1	0.4	4.63	101

**General Construction Schedule**

1. Right of Way acquisition: 2017-2019
2. Bridge construction (begins) : 2019
3. Mainline construction 2019-2022



Project Description	Project Number	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	Total	Rate	Priority	Notes
Design & Engineering Right-of-Way Construction 5100 Avenue 510 - 570 Street	10521441-066510-16009	\$ 230,000	\$ 230,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 2,300,000	Optional Sales Tax	2	
Design & Engineering Right-of-Way Construction 5800 Ave Bear Gulch, 5700 Street to CR 510 (includes joint turn lanes at 69th Street)	10521441-066510-16009	\$ 919,267	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 5,639,267	Gas Tax	2	
Design & Engineering Right-of-Way Construction 5800 Ave Bear Gulch, 57th Street to CR 510 (includes left turn lanes at 69th Street)	10521441-066510-16009	\$ 110,733	\$ 1,785,515	\$ 1,785,515	\$ 1,785,515	\$ 1,785,515	\$ 1,785,515	\$ 1,785,515	\$ 8,960,618	Grant		
Design & Engineering Right-of-Way Construction 5800 Ave Bear Gulch, 57th Street to CR 510 (includes left turn lanes at 69th Street)	10521441-066510-16009	\$ 300,000	\$ 2,485,385	\$ 2,485,385	\$ 2,485,385	\$ 2,485,385	\$ 2,485,385	\$ 2,485,385	\$ 9,900,000	Optional Sales Tax		
Design & Engineering Right-of-Way Construction 66th Avenue, 67th Street to 69th Street, four lanes (2.5 miles) includes side streets & side street bridges	10521441-066510-16009	\$ 150,000	\$ 2,568,991	\$ 2,568,991	\$ 2,568,991	\$ 2,568,991	\$ 2,568,991	\$ 2,568,991	\$ 17,384,991	Optional Sales Tax	1	Indirect benefit to the Indian River Lagoon designed to treat stormwater that currently discharges into canals and indirectly into the lagoon.
Design & Engineering Right-of-Way Construction 66th Avenue, 49th Street to 69th Street, four lanes (2.5 miles) includes side streets & side street bridges	10521441-066510-16009	\$ 150,000	\$ 866,009	\$ 866,009	\$ 866,009	\$ 866,009	\$ 866,009	\$ 866,009	\$ 4,047,018	Grant		
Design & Engineering Right-of-Way Construction 66th Avenue, 49th Street to 69th Street, four lanes (2.5 miles) includes side streets & side street bridges	10521441-066510-16009	\$ 150,000	\$ 900,000	\$ 900,000	\$ 900,000	\$ 900,000	\$ 900,000	\$ 900,000	\$ 1,500,000	Traffic Impact Fees - District 2		
Design & Engineering Right-of-Way Construction 66th Avenue, 49th Street to 69th Street, four lanes (2.5 miles) includes side streets & side street bridges	10521441-066510-16009	\$ 150,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 2,500,000	Optional Sales Tax		
Design & Engineering Right-of-Way Construction 66th Avenue, 49th Street to 69th Street, four lanes (2.5 miles) includes side streets & side street bridges	10521441-066510-16009	\$ 150,000	\$ 4,500,000	\$ 4,500,000	\$ 4,500,000	\$ 4,500,000	\$ 4,500,000	\$ 4,500,000	\$ 22,500,000	Optional Sales Tax		
Design & Engineering Right-of-Way Construction 66th Avenue, 49th Street to 69th Street, four lanes (2.5 miles) includes side streets & side street bridges	10521441-066510-16009	\$ 650,000	\$ 250,000	\$ 2,919,745	\$ 2,919,745	\$ 2,919,745	\$ 2,919,745	\$ 2,919,745	\$ 17,158,653	Optional Sales Tax	2	Indirect benefit to the Indian River Lagoon designed to treat stormwater that currently discharges into canals and indirectly into the lagoon.
Design & Engineering Right-of-Way Construction 66th Avenue, 49th Street to 69th Street, four lanes (2.5 miles) includes side streets & side street bridges	10521441-066510-16009	\$ 150,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	Developer Funded Construction		
Design & Engineering Right-of-Way Construction 66th Avenue, 49th Street to 69th Street, four lanes (2.5 miles) includes side streets & side street bridges	10521441-066510-16009	\$ 300,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 1,000,000	Optional Sales Tax		
Design & Engineering Right-of-Way Construction 66th Avenue, 49th Street to 69th Street, four lanes (2.5 miles) includes side streets & side street bridges	10521441-066510-16009	\$ 7,488,308	\$ 7,488,308	\$ 2,919,745	\$ 2,919,745	\$ 2,919,745	\$ 2,919,745	\$ 2,919,745	\$ 13,858,653	Optional Sales Tax		
Design & Engineering Right-of-Way Construction 66th Avenue, 49th Street to 69th Street, four lanes (2.5 miles) includes side streets & side street bridges	10521441-066510-16009	\$ 75,000	\$ 479,382	\$ 479,382	\$ 479,382	\$ 479,382	\$ 479,382	\$ 479,382	\$ 484,302	Gas Tax		
Design & Engineering Right-of-Way Construction 66th Avenue, 49th Street to 69th Street, four lanes (2.5 miles) includes side streets & side street bridges	10521441-066510-16009	\$ 70,000	\$ 799,078	\$ 799,078	\$ 799,078	\$ 799,078	\$ 799,078	\$ 799,078	\$ 2,218,144	Grant		
Design & Engineering Right-of-Way Construction 66th Avenue, 49th Street to 69th Street, four lanes (2.5 miles) includes side streets & side street bridges	10521441-066510-16009	\$ 1,204,468	\$ 479,070	\$ 479,070	\$ 479,070	\$ 479,070	\$ 479,070	\$ 479,070	\$ 1,651,520	Optional Sales Tax		
Design & Engineering Right-of-Way Construction CR 510 - U.S. Highway 1 to Indian River, four lanes	10521441-066510-16009	\$ 450,000	\$ 450,000	\$ 2,506,000	\$ 2,506,000	\$ 2,506,000	\$ 2,506,000	\$ 2,506,000	\$ 5,781,000	Traffic Impact Fees - District 1	3	Indirect benefit to the Indian River Lagoon designed to treat stormwater that currently discharges into canals and indirectly into the lagoon.
Design & Engineering Right-of-Way Construction CR 510 - U.S. Highway 1 to Indian River, four lanes	10521441-066510-16009	\$ 450,000	\$ 450,000	\$ 119,000	\$ 119,000	\$ 119,000	\$ 119,000	\$ 119,000	\$ 900,000	Gas Tax		Developer Funding available. Agreement pending.

Continued on Next Page

GOALS, OBJECTIVES & POLICIES

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

Transportation Element Goal

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

Traffic CirculationOBJECTIVE 1 ADEQUATE TRANSPORTATION SYSTEM

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

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

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

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

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

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

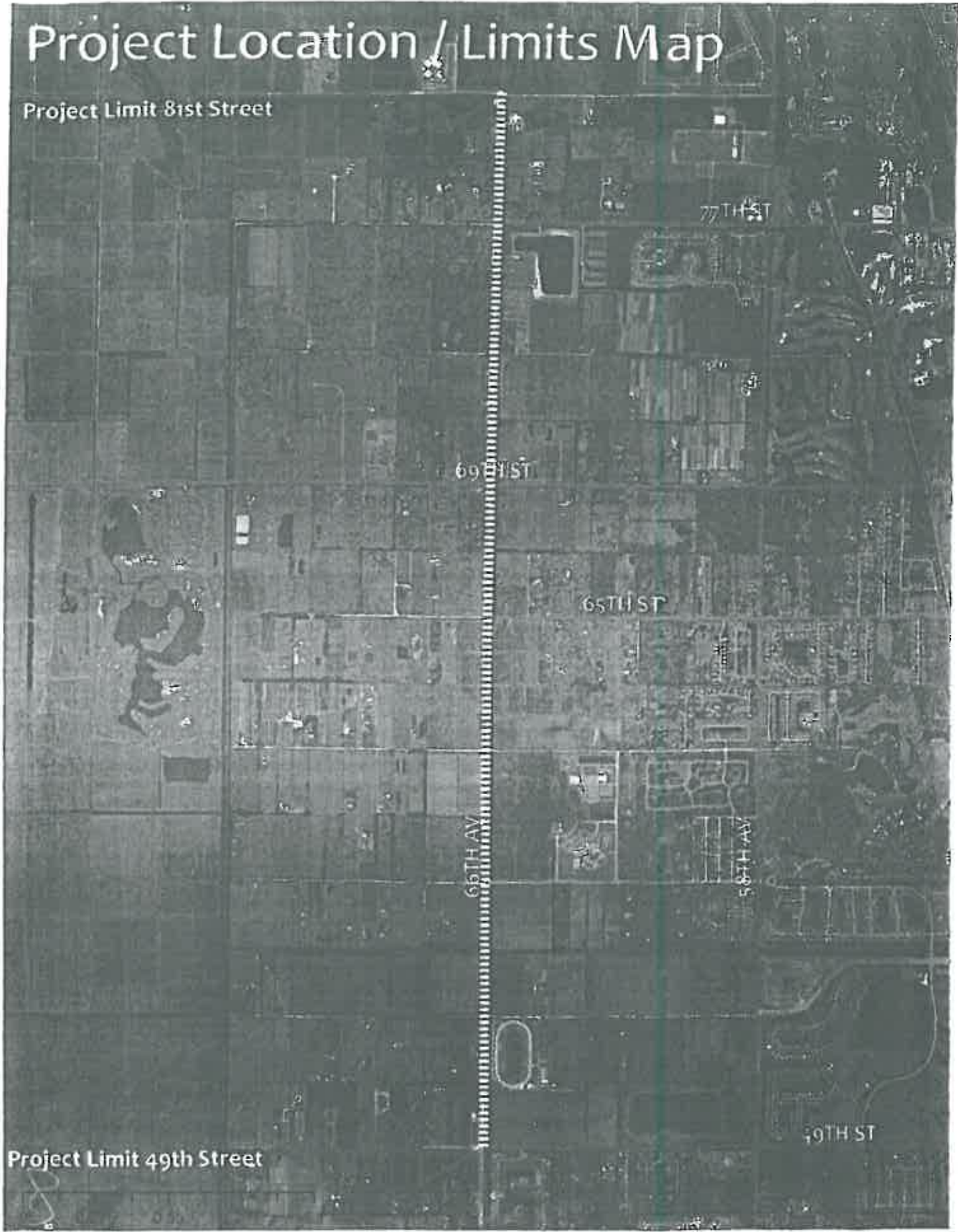
Comprehensive Plan

Transportation Element

Link ID	On Street	From Street	To Street	Length	No. of Lanes	Road Type	Jurisdiction	Functional Class	LOS	Exist ROW	Needed ROW	Improvements by 2030
2935	43rd Ave	S.R. 60	26th St	0.50	2	U	CR	MA	D	80	100	Add 2 Lanes
2940	43rd Ave	26th St	41st St	2.00	2	U	CR	COL	D	80	100	
2945	43rd Ave	41st St	45th St	0.50	2	U	CR	COL	D	80	100	
2950	43rd Ave	45th St	49th St	0.50	2	U	CR	COL	D	80	100	
3005	53th Ave	Oslo Rd	4th St	2.00	4	U	CR	COL	D	50	130	
3010	58th Ave	4th St	8th St	0.50	4	U	CR	COL	D	50	130	
3015	58th Ave	8th St	12th St	0.50	4	U	CR	COL	D	50	130	
3020	58th Ave	12th St	16th St	0.50	4	U	CR	COL	D	50	130	
3025	58th Ave	16th St	S.R. 60	0.50	4	D	CR	MA	D	50	130	
3030	58th Ave	S.R. 60	26th St	0.51	4	D	CR	MA	D	50	130	
3033	58th Ave	26th St	41st St	1.50	2	U	CR	MA	D	50	130	Add 2 Lanes
3035	58th Ave	41st St	45th St	0.50	2	U	CR	COL	D	80	130	Add 2 Lanes
3040	58th Ave	45th St	49th St	0.50	2	U	CR	COL	D	80	130	Add 2 Lanes
3045	58th Ave	49th St	53rd St	0.48	2	U	CR	COL	D	80	130	Add 2 Lanes
3047	58th Ave	53rd St	65th St	1.54	2	U	CR	COL	D	80	130	
3050	58th Ave	65th St	69th St	0.50	2	U	CR	COL	D	80	130	
3055	58th Ave	69th St	C.R. 510	2.50	2	U	CR	COL	D	80	130	
	66th Ave	St. Lucie County Line	Oslo Rd	2.50	2	U	CR	COL	D	N/A	136	New 2 Lanes
3110	66th Ave	Oslo Road	4th St	1.51	2	U	CR	COL	D	50	136	Add 2 Lanes
	66th Ave	4th St	S.R. 60	2.03	0	N/A	CR	N/A	N/A	0	130	New 4 Lanes
3120	66th Ave	S.R. 60	26th St	0.50	2	U	CR	COL	D	50	174	Add 2 Lanes
3130	66th Ave	26th St	41st St	1.50	2	U	CR	COL	D	50	174	Add 2 Lanes
3140	66th Ave	41st St	45th St	0.50	2	U	CR	COL	D	50	174	Add 2 Lanes
3150	66th Ave	45th St	53rd St	0.98	2	U	CR	COL	D	50	174	Add 2 Lanes
3155	66th Ave	53rd St	65th St	1.53	2	U	CR	COL	D	50	174	Add 2 Lanes
3160	66th Ave	65th St	69th St	0.52	2	U	CR	COL	D	50	174	Add 2 Lanes
3170	66th Ave	69th St	C.R. 510	2.00	2	U	CR	COL	D	50	174	Add 2 Lanes
3310	82nd Ave	Oslo Rd	4th St	2.00	2	U	CR	COL	D	50	136	
3320	82nd Ave	4th St	11th St	1.00	2	U	CR	COL	D	50	136	
3330	82nd Ave	12th St	S.R. 60	0.50	2	U	CR	COL	D	50	136	
3340	82nd Ave	S.R. 60	26th St	0.49	2	U	CR	COL	D	50	136	
	82nd Ave	26th St	CR 510	7.05	0	N/A	CR	MA	N/A	0	110	New 2 Lanes
3610	77th St	66th Ave	U.S. 1	5.00	2	U	CR	LOC	D	50	80-100	
3710	69th St	22nd Ave	66th Ave	2.00	2	U	CR	COL	D	50	100	
3720	69th St	66th Ave	58th Ave	1.00	2	U	CR	COL	D	50	100	
3730	69th St	58th Ave	Old Dixie Hwy	3.00	2	U	CR	COL	D	50	100	

# Project Location / Limits Map

Project Limit 81st Street



Project Limit 49th Street



2401 SE Monterey Road  
Stuart, Florida 34996  
Telephone: 772-288-5484  
Facsimile: 772-221-2389

466 SW Port St. Lucie Blvd, Suite 111  
Port St. Lucie, FL 34953  
Telephone: 772-462-1593  
Facsimile: 772-785-5839

1801 27th Street  
Vero Beach, FL 32960  
Telephone: 772- 226-1672  
Facsimile: 772-978-1806

## **MEMORANDUM**

**TO:** Treasure Coast Technical Advisory Committee (TCTAC)

**FROM:** Beth Beltran  
Martin MPO Administrator

Peter Buchwald  
St. Lucie TPO Executive Director

Phil Matson  
Indian River MPO Staff Director

**DATE:** May 18, 2018

**SUBJECT:** **Discussion of Future US 1 Corridor Study**

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### **BACKGROUND**

US 1 is a critical commercial, freight, and travel corridor and is among the most significant regional transportation facilities linking all three Counties of the Treasure Coast. Because of its significance, it offers potential for a variety of technological, mobility, and intermodal improvements as well as an opportunity for collaboration by the TCTC to enhance the corridor for the benefit of the region.

At the June 29<sup>th</sup>, 2017 TCTC meeting, TCTC members directed staff to move forward with a US 1 Corridor Retrofit study as a three-county regional effort. Because of the regional significance of the project, and because it is a state facility in all three counties, it was requested that this study should be undertaken with FDOT funding and guidance.

It should be mentioned that a number of efforts to identify problems and opportunities on US 1 have already been undertaken or are in progress. For example, in 2014, FDOT completed a *Baseline Assessment, Issues, and Opportunities Analysis* of the US 1 Corridor in St. Lucie and Martin Counties.

More recently, FDOT issued a work order to one of its General Planning Consultants, CTS Engineering, to undertake a similar study in Indian River.

At the June 1, 2018 TCTAC Meeting, a presentation will be provided summarizing previous US 1 efforts followed by a discussion on a future collaborative study.

### **RECOMMENDATION**

Staff recommends that the TCTAC consider the issue of the three-county corridor retrofit study and provide guidance on appropriate elements of a future study.