



**Treasure Coast Technical Advisory Committee
(TCTAC) Meeting**

Indian River County Administration Building B
Conference Room B1-501
1800 27th Street
Vero Beach, FL 32960
(772) 226-1455
www.irmpo.com

Monday, March 29, 2021 @ 2:00 P.M.

AGENDA

<u>ITEM</u>	<u>ACTION</u>
1. CALL TO ORDER – 2:00 P.M.	
2. ROLL CALL	
3. APPROVAL OF AGENDA	APPROVE
4. APPROVAL OF MINUTES	APPROVE
• TCTAC Meeting - March 12, 2020	
5. PUBLIC COMMENTS	
6. BUSINESS ITEMS	
A. TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) GRANT APPLICATIONS	APPROVE
B. REGIONAL LONG RANGE TRANSPORTATION PLAN SCOPE OF SERVICES	APPROVE
C. TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSM&O) PRESENTATION	INFORMATION
7. COMMENTS FROM COMMITTEE MEMBERS	

8. COMMENTS FROM STAFF

9. NEXT MEETING

10. ADJOURN

Accessing the meeting using Zoom: You can join the virtual meeting from a computer, telephone, or both. Please follow these two steps:

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<https://ircgov.zoom.us/j/3107671195>

Step 2 For your audio option, select either your computer microphone/speakers or telephone. For telephone, use the “Call Me” option – you will receive a call within seconds.

Or Join by telephone:

Call **(602) 333-2017** or **(888) 204-5987 (US Toll Free)**
Conference code: **252340**

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.stlucietpo.org.

An agenda of items also will be available through the Martin MPO office at 3481 SE Willoughby Blvd, Suite 101, 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 27th Street, Vero Beach, Florida or on the Indian River County MPO website: www.irmpo.com.

Any St. Lucie County resident who requires special accommodations under the Americans with Disabilities Act (ADA) or who requires translation services (free of charge) should contact Marceia Lathou, the St. Lucie TPO Title VI/ADA Coordinator, 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. Public participation is solicited without regard to race, color, national origin, age, gender, religion, disability or family status. Persons wishing to express their concerns about nondiscrimination should contact Marceia Lathou at 772-462-1593.

Public participation is solicited without regard to race, color, national origin, age, gender, religion, disability or family status. Persons with questions or concerns about nondiscrimination, or who require special accommodations under the American with Disabilities Act or language translation services (free of charge) should contact Ricardo Vazquez, Senior Planner (Title VI/Non-discrimination Contact) at (772) 221-1498 or rvazquez@martin.fl.us. Hearing impaired individuals are requested to telephone the Florida Relay System at #711.

Any Indian River County 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 TPO at (772) 462-1593 or the Martin MPO at (772) 288-5484.

If any Indian River County 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

Thursday, March 12, 2020 at 2:00 p.m.

MINUTES

1. CALL TO ORDER

Chair Lisa Wichser called the meeting to order at 2:12 pm.

2. ROLL CALL

Members in Attendance:

Lisa Wichser, Chair, Martin MPO (TAC)

David Rodriguez, Vice Chair, St. Lucie Transportation Planning Organization (TPO) (Transit)

Kim Graham, St. Lucie TPO (TAC)

Jim Gorton, Martin MPO (Public Works Department)

Rich Szyrka, Indian River MPO (TAC)

Chris Stephenson, Indian River MPO (Transit)

Members Excused:

None

Members Absent

None

Staff in Attendance:

Beth Beltran, MPO Administrator, Martin MPO

Joy Puerta, Planner, Martin MPO

Ricardo Vazquez, Associate Planner, Martin MPO

Florence Allen, Administrative Assistant III, Martin MPO

Peter Buchwald, Executive Director, St. Lucie TPO

Brian Freeman, Staff Director, Indian River MPO

Others Present:

George Dzama, Martin County Public Works
Pete DePasquale, St. Lucie County Engineering
Sabrina Aubery, Florida Department of Transportation (FDOT)
Christine Fasiska, FDOT
John Krane, FDOT
Victoria Williams, FDOT-FTE
Kim DeLaney, Treasure Coast Regional Transportation Council (TCPRC)

A quorum was present for this meeting.

3. APPROVE AGENDA

A motion was made by Ms. Kim Graham to approve the Agenda which was seconded by Mr. Chris Stephenson. The motion passed unanimously.

4. APPROVE MINUTES

A motion to approve the March 14, 2019 Treasure Coast Technical Advisory Committee (TCTAC) minutes was made by Mr. Stephenson and seconded by Mr. Rich Szpyrka. The motion passed unanimously.

5. PUBLIC COMMENTS

None.

6. BUSINESS ITEMS

A. TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) GRANT APPLICATIONS FOR 2019

Ms. Beth Beltran provided background information and context for the MPO TRIP application. She described the project, SE Cove Road from SR-76 (S Kanner Highway) to SR-5 (US-1 / SE Federal Highway). This project will be widening the facility of Cove Road from 2 to 4 lanes with additional turning lanes, along with six-foot sidewalks and buffered bicycle lanes, submitted for the TRIP funding 2019 grant cycle in the amount of \$2,700,000. PD&E Study funds are already programmed for the project. The project is important to regional trips connecting Kanner Highway to US1.

Mr. Brian Freeman provided background information and context for the Indian River TRIP application. He described the project, 66th Avenue widening final phase widening from 2-4 lanes adding bike lanes and sidewalks. Project is an

important regional corridor in the county and for traffic coming from other counties. It provides connection to State Road 60 and County Road 510 the two interchanges in Indian River County. County Road 510 is also being improved with the similar timeframe as 66th Avenue project.

Ms. Wichser wanted to know if the other sections of 66th Avenue have been funded by TRIP funds. Mr. Freeman explained that there has been TRIP funding for the previous phases of 66th Avenue. State Road 60 up to 49th Street has already been widened. The next phase is the middle phase from 49th to 69th which will be starting in the next year.

Mr. Buchwald provided background information and context for the TRIP program. He described the project, Midway Road. The project will include 7-foot bike lanes, 6-foot sidewalks on the north side and 12-foot shared use trail on the south side, space for buses installed at strategic locations, and widening road from 2 lanes to 4 lanes. In FY25/26 when TRIP funds are allocated, the project will be shovel ready with an estimated project cost of \$15 million. Already programmed in the TPO TIP is \$2 million and the TPO is asking for \$2.7 million from the 2020 TRIP grant.

Ms. Wichser initiated a discussion on how the project amounts were determined and the prioritization of the projects to receive funds from the TRIP grant. Martin County is not in the design phase yet, St. Lucie County and Indian River County will be shovel ready by the fall.

Ms. Aubery elaborated on the availability of the FY25/26 allocations funding will not be known until the fall and suggested that the TCTAC use the FY24/25 allocation numbers. Kim Graham explained that when the TRIP funds are available in FY25/26, St. Lucie County would have the option of advance funding the projects. Mr. Szpyrka mentioned that Indian River is in the phase of ROW acquisition and they will be shovel ready by the fall.

Mr. John Krane explained that FDOT is expecting a ranking for the projects during this meeting. If all tied for one, they go before the Board and everyone gets a third of the money.

Ms. Kim Graham wanted to know if there was any value in taking the \$2.7 million and dividing it amongst the three projects.

The committee went over the ranking sheet and discussed the different projects that were listed. There was discussion on what elements make each project a regional project.

Ms. Sabrina Aubery informed the committee to oversubscribe for projects because allocations have not been determined. So, if additional funds or additional allocations become available the money will be used to fund future phases.

Project prioritization: (1) Midway Road, (2) 66th Avenue, (3) Cove Road

John Krane suggested that the committee rank the projects and make recommendations based on how the funding should be split and that, should more money become available, that it is to be considered to roll down to the third project.

Mr. Jim Gorton made a motion to recommend splitting \$2.5 million of the funds between St. Lucie & Indian River giving each county \$1.25 million, and giving the \$200,000 balance to Martin County with the understanding that the other projects are shovel ready when the TRIP fund allocations become available. And if any additional funds become available they will go to Martin County for design. A second was provided by Ms. Graham. The motion passed unanimously.

B. US-1 CORRIDOR RETROFIT STUDY

Ms. Beltran provided an update on the US-1 Corridor Retrofit Study. She explained that phase one of the study reflected what Martin and St. Lucie did in 2014 when they worked with FDOT to develop a baseline assessment of the corridor. It was recommended by the TCTAC that phase two of the US-1 Corridor Retrofit Study be prioritized as a regional study with all three of the MPOs, with the ultimate results of developing a project spanning all three counties which would qualify for TRIP funding and only one application being submitted for the US-1 Corridor. There was discussion on how to address capacity issues and right of way issues.

Mr. Freeman explained Indian River County is interested in technology and fiber along the corridor.

Mr. Buchwald mentioned a transit study that was done and that regional project goals need to be developed. He also mentioned that the multimodal project is ranked number three on the regional plan. It would be a project where the counties apply for funds collaboratively. Ms. DeLaney recommended a multimodal study be done to identify land use patterns, and she inquired about the status of mobility fee discussions. Ms. Graham explained that St. Lucie County is not having discussions on mobility fees currently. Ms. Beltran

explained that Martin MPO is developing a mobility fee study. There will be an Open House April 6, 2020 at Indian River State College (IRSC-Chastain Campus) from 5:00 pm – 7:00 pm. Mr. Freeman mentioned that Indian River County just updated their impact fees. Mr. Buchwald explained that during the recession St. Lucie County had the consultant Tindale Oliver start a mobility fee study but it was never completed. It was stated that US-1 is on the state system so state funding can be spent on that roadway.

Ms. Beltran wanted to know what components would be included in the study and recommend staff to come up with a scope within the next 6 to 8 months. Ms. DeLaney mentioned that a presentation can be given regarding the study that Palm Beach TPA produced. Ms. Graham suggested to do research and meet to discuss findings and recommendations. Ms. Wichser suggested the committee meet in three months to discuss recommendations and prioritize next year and come up with a scope for the corridor and a cost estimate.

Ms. Christine Fasiska explained that Mark Plass would prefer to attend a workshop to provide more input and determine what technologies the T/MPOs and counties desired to invest in. She recommended that in two months, to have a workshop meeting with Mark Plass and the technical parties needed to gather input and then follow that meeting with a TCTAC meeting. Ms. Fasiska needs a list of the people who need to attend the meeting and she will send out email invites.

Ms. Beltran clarified that the TCTAC will meet after the public workshop with Mr. Plass.

7. COMMENTS FROM COMMITTEE MEMBERS

None.

8. COMMENTS FROM THE STAFF

Mr. Buchwald thanked the members for their participation.

9. NEXT MEETING

To be determined.

10. ADJOURN

Seeing no further business items the chair adjourned the meeting at 4:27 PM. RONR (10th ed.), P. 233, c. (9).

Recorded and Prepared by:

_____ Date: _____
Florence Allen, Administrative Specialist III

Approved by:

_____ Date: _____
Lisa Wichser, Chair

DRAFT

MEMORANDUM

TO: Treasure Coast Technical Advisory Committee (TCTAC)

FROM: Beth Beltran
Martin MPO Administrator

Peter Buchwald
St. Lucie TPO Executive Director

Brian Freeman
Indian River MPO Staff Director

DATE: March 22, 2021

SUBJECT: **Transportation Regional Incentive Program (TRIP)
Grant Applications**

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 MPOs was created as a regional transportation entity to develop regional plans and to pursue TRIP funds for the three-county region.

TRIP will pay for up to 50 percent of the non-Federal share of the project or phase costs of transit projects and up to 50 percent of the total project or phase costs of other types of projects. Projects considered for TRIP funding must be identified as Regional Needs in the 2040 Treasure Coast Regional Long Range Transportation Plan (RLRTP). The Regional Project Prioritization for Roadways from the RLRTP is attached. The Treasure Coast Technical Advisory Committee (TCTAC) reviews the projects that are submitted for TRIP funding by the Treasure Coast T/MPO's and provides recommendations to the TCTC regarding the prioritization or endorsement of the projects.

ANALYSIS

This year, each Treasure Coast T/MPO has submitted an application for TRIP grant funding. The Martin MPO's application is for the widening of Cove Road, the St. Lucie TPO's application is for the widening of Port St. Lucie Blvd., and the Indian River MPO's application is for the widening of 66th Avenue. Applications for each project are attached.

Projects under consideration during 2021 will receive funding during FY 2026/27. The amount of FY 2026/27 funding available is currently unknown. Last year, approximately \$2.7 million in FY 2025/26 funding was considered by the TCTC.

RECOMMENDATION

Approve and prioritize TRIP applications as presented.

ATTACHMENTS

1. Martin MPO TRIP Application for the Widening of Cove Road
2. St. Lucie TPO Application for the Widening of Port Saint Lucie Blvd.
3. Indian River County MPO TRIP Application for the Widening of 66th Avenue



Florida Department of Transportation

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

RON DESANTIS
GOVERNOR

KEVIN J. THIBAUT, P.E.
SECRETARY

Transportation Regional Incentive Program (TRIP)

Application Checklist

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

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

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

For Projects to be administered by FDOT:

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

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

Letter of consistency from Department providing feedback on the project.

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

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

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

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

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

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

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

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

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

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

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

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

Applicant/Agency Representative

Signature

Terry Rauth/ Public Works Director

Name/ Title

Date

Applicable Planning Office Representative

Signature

Beth Beltran / Martin MPO Administrator

Name/ Title

Date

Transportation Regional Incentive Program (TRIP) Project Scoping Application

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

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

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

Regional Transportation Area: SEFTC or TCTC (Check one)

Implementing Local Agency:

Local Agency: Martin County Public Works Department

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

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

Phone: 772-419-6936

E-mail: trauth@martin.fl.us

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

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

Project Information:

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

County Location: Martin County

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

Road number (if applicable): _____

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

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

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

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

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

Typical section is attached (Typical_Section.pdf)

Explain how the project enhances the regional transportation system.

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

Describe the project and what it will accomplish.

Is the project consistent with:

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

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

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

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

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

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

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

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

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

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

How will TRIP funding accelerate the project’s implementation?

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

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

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

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

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

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

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

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

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

Project Qualification Information:

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

This project does not affect any historic property.

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

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

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

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

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

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

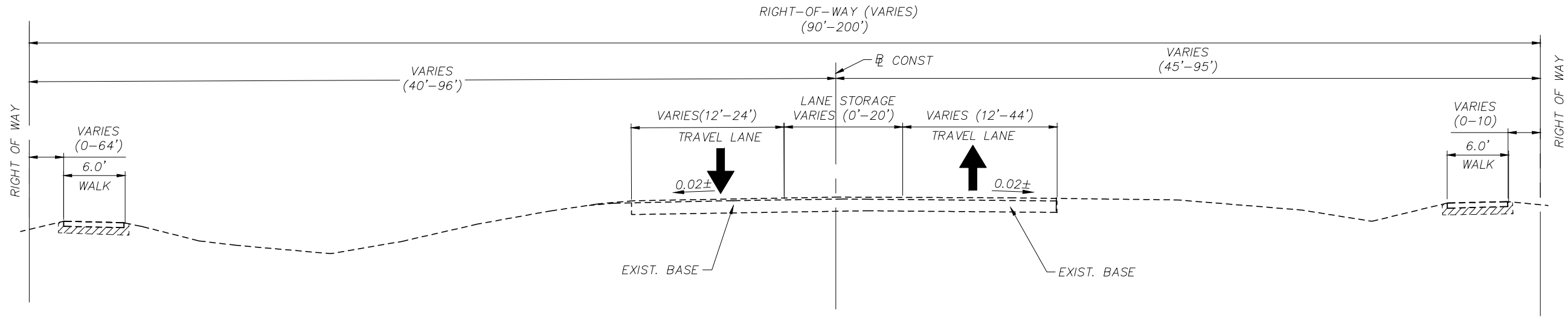
Please transmit a Regional Prioritize List, with the Project Applications and any additional supporting information and documentation to your respective TRIP Coordinator.

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

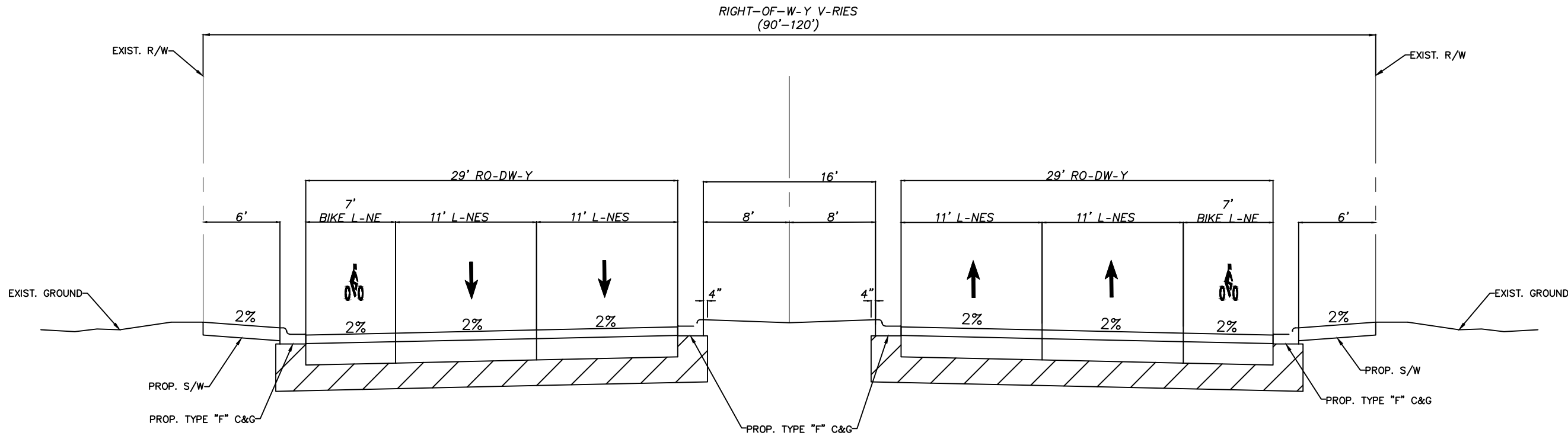
SE COVE ROAD FROM SR-76 (S KANNER HIGHWAY) TO SR-5 (US-1 / SE FEDERAL HIGHWAY)



T:\PMD\Capital Projects\ROADWAYS\PROJECTS_ACTIVE\Cove Road Resurfacing\SCOP_436851-1\05 - DESIGN\05G - PLANS\DRAWINGS & COST ESTIMATES\CADD Files\200123 Prop_Typical.dwg 1/24/2020 1:53:48 PM



EXISTING SECTION
TYPICAL SECTION
SE COVE ROAD



PROPOSED SECTION
TYPICAL SECTION
SE COVE ROAD

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

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



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

MARTIN COUNTY PUBLIC WORKS
PROJECT NAME
COVE ROAD

TYPICAL SECTIONS

SHEET NO.

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

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

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

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

Subtotal TRIP Participating

Subtotal TRIP Non-Participating

Total Construction Cost Estimate

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

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

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

Statewide unit prices can be found at the following link:

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

Non-participating items:

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

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

** Mowing & Litter removal

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

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

Prepared By:

George Dzama, P.E.

Name:

Signature: 

73135

PE number:

1/29/2020

Date:

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

Transportation Regional Incentive Program (TRIP) Project Scoping Application

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

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

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

Regional Transportation Area: SEFTC or TCTC (Check one)

Implementing Local Agency:

Local Agency: St. Lucie TPO/Florida Department of Transportation District 4

Address: 466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida 34953

3400 West Commercial Boulevard, Fort Lauderdale, Florida 33309

Project Manager: Peter Buchwald / Vandana Nagole, P.E.

Phone: (772) 462-1593 / (954) 777-4281

E-mail: buchwaldp@stlucieco.org / Vandana.nagole@dot.state.fl.us

Funding allocations for FY 26/27 is unknown until programming cycle in Fall 2021.

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: Port St. Lucie Boulevard from Becker Road to Paar Drive

County Location: St. Lucie

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

2020/21 St. Lucie TPO LOPP: #3, Port St. Lucie Boulevard, Becker Road to Paar Drive

Road number (if applicable): N/A

Project limits (include begin/end limits): Becker Road to Paar Drive

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...):

The project scope of work consists of widening the roadway from 2 to 4 lanes, adding a landscaped median, sidewalks, lighting, signalization, curb and gutter drainage, and a bridge replacement.

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.

The project enhances the regional transportation system by increasing the safety and the multimodal capacity of the system with the addition of two vehicle lanes and pedestrian and bicycle facilities, where currently there are none, and addressing what is identified to be a “Relative Urgency” in the 2040 Treasure Coast Regional Long Range Transportation Plan (2040 TCRLRTP).

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 will alleviate the future traffic congestion by adding vehicle lanes and will improve safety by adding a median and multimodal infrastructure. The Treasure Coast Regional Planning Model Version 4 identifies the segment with a failing level of service in the future (Go2040 Long Range Transportation Plan (LRTP), Page 3-3). The project also is identified as a Cost Feasible Plan Project in the Go2040 LRTP (Page 6-5). In the 2040 TCRLRTP, the project is identified as a Regional Need (Page 6-2) and the 11th-ranked Regional Transportation Project (Page vii/Appendix H). In addition, the project is identified in the FY 2014/15 – FY 2023/24 Transit Development Plan (Page 104), FY 2020/21 – FY 2024/25 Transportation Improvement Program (Page C 1-31), St. Lucie TPO 2020/21 List of Priority Projects, and the adopted comprehensive plans of St. Lucie County and the City of Port St. Lucie as an Urban Principal Arterial critical to facilitating the north-south movement of regional traffic.

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

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

The project will improve the regional mobility within the Regional Transportation Area by increasing the multimodal capacity of the corridor which extends through the most populous area of the region into Martin County and which provides connections to and/or serves as parallel facilities for U.S. Highway 1, Florida's Turnpike, and I-95. Travel demand modeling completed for the 2040 TCRLRTP confirmed that Port St. Lucie Boulevard will reduce congestion on these parallel facilities by attracting more traffic from the regional system when it is widened, and the congested speeds for the regional system will be improved when Port St. Lucie Boulevard is widened compared to the baseline.

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 widening of Port St. Lucie Boulevard will enhance the connectivity to the Strategic Intermodal System with its connections to I-95 at the Becker Road Interchange and to Florida's Turnpike at SR-716. The project will provide connectivity to the regional system with its connection to U.S. Highway 1 and Indian River County at its north end and Citrus Boulevard and Martin County at its south end. This enhanced connectivity will significantly contribute to the growth and sustainability of the region by expanding multimodal access to residential properties, shopping centers, schools, and recreational facilities as identified in the Project Development & Environment Study (PD&E) completed by FDOT for the project.

How will TRIP funding accelerate the project's implementation?

Construction of the project is currently unfunded. TRIP funding will allow for the construction to be funded in FY2026/27 and for the construction of the project to follow construction of the segment from Paar Drive to Alcantarra Boulevard, which is scheduled for construction in FY2024/25.

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

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

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

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

The St. Lucie TPOs STBG(SU) funds will be used as a match without restrictions as follows:

Phases requested:	FY requested	FDOT Amount requested	Local Match
<input type="checkbox"/> Design	_____	_____	_____
<input type="checkbox"/> Right of Way	_____	_____	_____
<input checked="" type="checkbox"/> Construction	<u>FY 2026/27</u>	<u>\$8,204,500</u>	<u>\$8,204,500</u>
<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.

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

No.

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

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

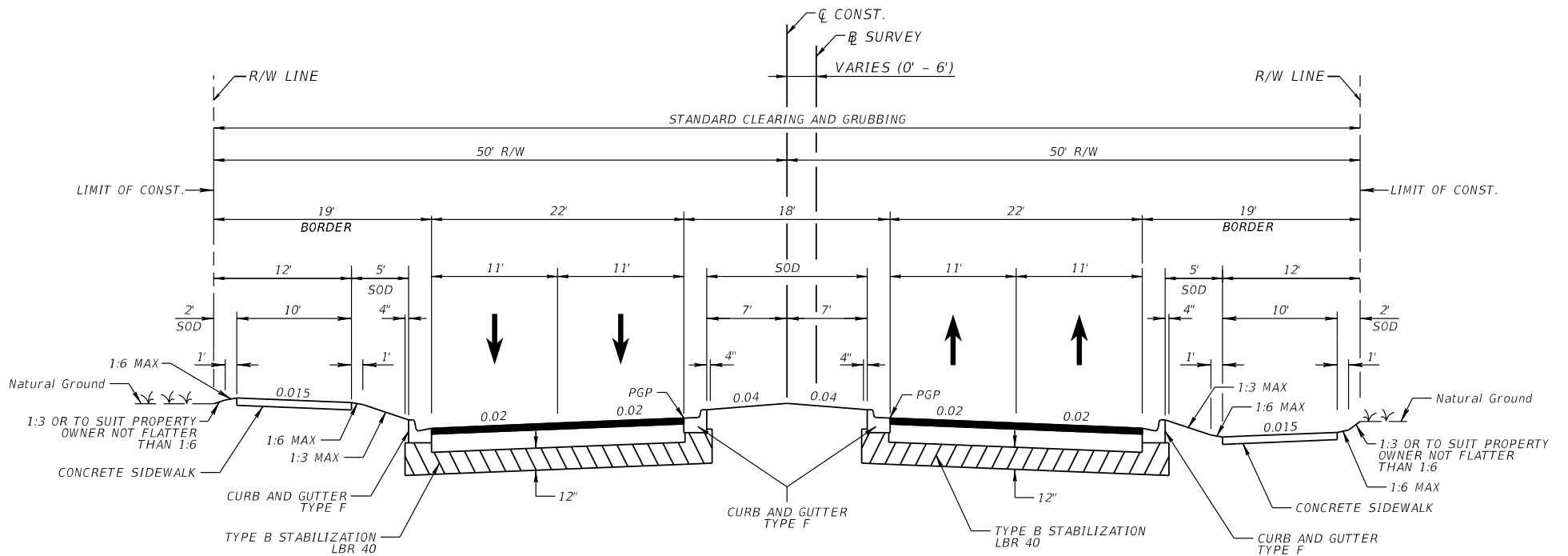
- Describe the project's existing Right-of-Way ownerships. This description shall identify when the Right-of-Way was acquired and how ownership is documented (i.e. plats, deeds, prescriptions, certified surveys, easements).

Any needed right-of-way for the project currently is being acquired by FDOT (FM# 431752-3).

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

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

Port St. Lucie Boulevard Becker Road to Paar Drive Typical Section



SW PORT ST. LUCIE BLVD.
DESIGN SPEED = 45 MPH
POSTED SPEED = 40 MPH

Date: 5/21/2020 8:49:25 AM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 431752-3-52-01

Letting Date: 01/2099

Description: PORT ST. LUCIE BLVD FROM BECKER ROAD TO PAAR DRIVE ** WORK PROGRAM
UPDATE **

District: 04 County: 94 ST. LUCIE

Market Area: 11 Units: English

Contract Class: 1 Lump Sum Project: N

Design/Build: N Project Length: 1.119 MI

Project Manager: NAGOLE

Version 8 Project Grand Total

\$13,709,970.32

Description: PORT ST. LUCIE BLVD. FROM BECKER RD. TO PAAR DR. LRE UPDATE 05/2020

Project Sequences Subtotal **\$11,419,682.93**

102-1	Maintenance of Traffic	10.00 %	\$1,141,968.29
101-1	Mobilization	8.00 %	\$1,004,932.10

Project Sequences Total **\$13,566,583.32**

Project Unknowns	0.00 %	\$0.00
Design/Build	0.00 %	\$0.00

Non-Bid Components:

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
999-16	PARTNERING (DO NOT BID)	2.00	LS	\$3,000.00	\$6,000.00
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)		LS	\$137,387.00	\$137,387.00

Project Non-Bid Subtotal **\$143,387.00**

Version 8 Project Grand Total

\$13,709,970.32



2020/21 List of Priority Projects (LOPP)

(Adopted August 5, 2020)

Master List

2020/21 Priority Ranking	Major Gateway Corridor? ¹	Facility	Project Limits		Project Description	Project Status/Notes	In LRTP ² Cost Feasible Plan?	Estimated Cost	2019/20 Priority Ranking
			From	To					
1	N/A ³	St. Lucie TPO			Planning/administration as detailed in the Unified Planning Work Program	To start in FY 2022/23	N/A	\$400,000	1
2	Yes	Midway Road	Glades Cut Off Road	Selvitz Road	Add 2 lanes, sidewalks, bicycle lanes	PE ⁴ and ROW ⁵ underway	Yes	\$51,710,000 ⁶	3
3	Yes	Port St. Lucie Boulevard	Becker Road	Paar Drive	Add 2 lanes, sidewalks, bicycle lanes	PE underway, ROW to start in FY 2022/23	Yes	\$16,409,000 ⁶	4
4	Yes	Midway Road Turnpike Interchange			New interchange at Midway Road for Florida's Turnpike	Included in PD&E ⁷ for Florida's Turnpike from Jupiter to Fort Pierce	No	\$42,000,000 ⁸	NR ⁹
5	Yes	Kings Highway	St. Lucie Boulevard	Indrio Road	Add 2 lanes, sidewalks, bicycle lanes	PE underway, ROW to start in FY 2022/23	Yes	\$38,077,000 ⁶	5
6 ¹⁰	Yes	Northern/Airport Connector	Florida's Turnpike	Kings Highway	New multimodal corridor with interchanges at Florida's Turnpike and I-95	Feasibility Study underway	Yes (Northern Connector)	\$122,580,000 ¹¹	6
7 ¹⁰	Yes	Jenkins Road	Midway Road	Orange Avenue	PD&E for project to add 2 and 4 new lanes, sidewalks, bicycle lanes	PD&E to start in FY 2024/25	Yes	\$2,135,000 ¹¹	NR

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

²LRTP: Go2040 Long Range Transportation Plan, February 2016

³N/A: Not Applicable

⁴PE: Preliminary Engineering

⁵ROW: Right-of-Way Acquisition

⁶Source of Estimated Cost: Florida Department of Transportation District 4, July 2020

⁷PD&E: Project Development and Environment Study

⁸Source of Estimated Cost: St. Lucie County Public Works Department, June 2020

⁹NR: Not Ranked

¹⁰Any 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

¹¹Source of Estimated Cost: Go2040 Long Range Transportation Plan, adopted February 2016, amended October 2, 2019

TRANSPORTATION SYSTEM: 06 NON-INTRASTATE OFF STATE HIWAY

231440.5 W. MIDWAY/CR-712/FROM JUST WEST OF JENKINS RD. TO SELVITZ ROAD

PM: Haiyan Ou

Work Mix: ADD LANES & RECONSTRUCT

Extra Description:

DESIGN AND RIGHT OF WAY ON 231440-3 56-01:UTILITIES RELOCATION

Cont. Class: TALLAHASSEE LET

Phase	Fund Code	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	5 Year Total
Construction	CIGP					\$7,080,238	\$7,080,238
	LF					\$8,000,000	\$8,000,000
	SA					\$1,789,180	\$1,789,180
	SU				\$50,000	\$3,171,529	\$3,221,529
	TRIP					\$1,148,000	\$1,148,000
CEI	SA					\$2,625,824	\$2,625,824
Total For Project 231440.5					\$50,000	\$23,814,771	\$23,864,771

431752.2 PORT ST. LUCIE BLVD FROM PAAR DRIVE TO DARWIN BLVD

PM: Vandana Nagole

Work Mix: ADD LANES & RECONSTRUCT

Extra Description:

2020 TPO PRIORITY #2 WIDENING FROM 2 TO 4 LANES CONSTRUCTION SPLIT OUT TO SEG 5 AND 6 PH43 INCLUDES \$121 TO COVER RECORDING FEES LFA WITH CITY OF PORT ST. LUCIE 32-03 LFA WITH CITY OF PORT ST. LUCIE PH 32-03 CK#00287752 791,852.00 REC'D 9/17/19 PH C2-10 CONTAMINATION ASSESSMENT PH C2-20 CULTURAL ASSESSMENTS PH C2-40 ADVANCED ENVIRONMENTAL MITIGATION PH C2-70 GOPHER TORTOISE WORK

Cont. Class: RIGHT OF WAY ONLY

Phase	Fund Code	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	5 Year Total
P.E.	LF	\$131,977					\$131,977
Total For Project 431752.2		\$131,977					\$131,977

431752.3 PORT ST. LUCIE BLVD FROM BECKER ROAD TO PAAR DRIVE

PM: Vandana Nagole

Work Mix: ADD LANES & RECONSTRUCT

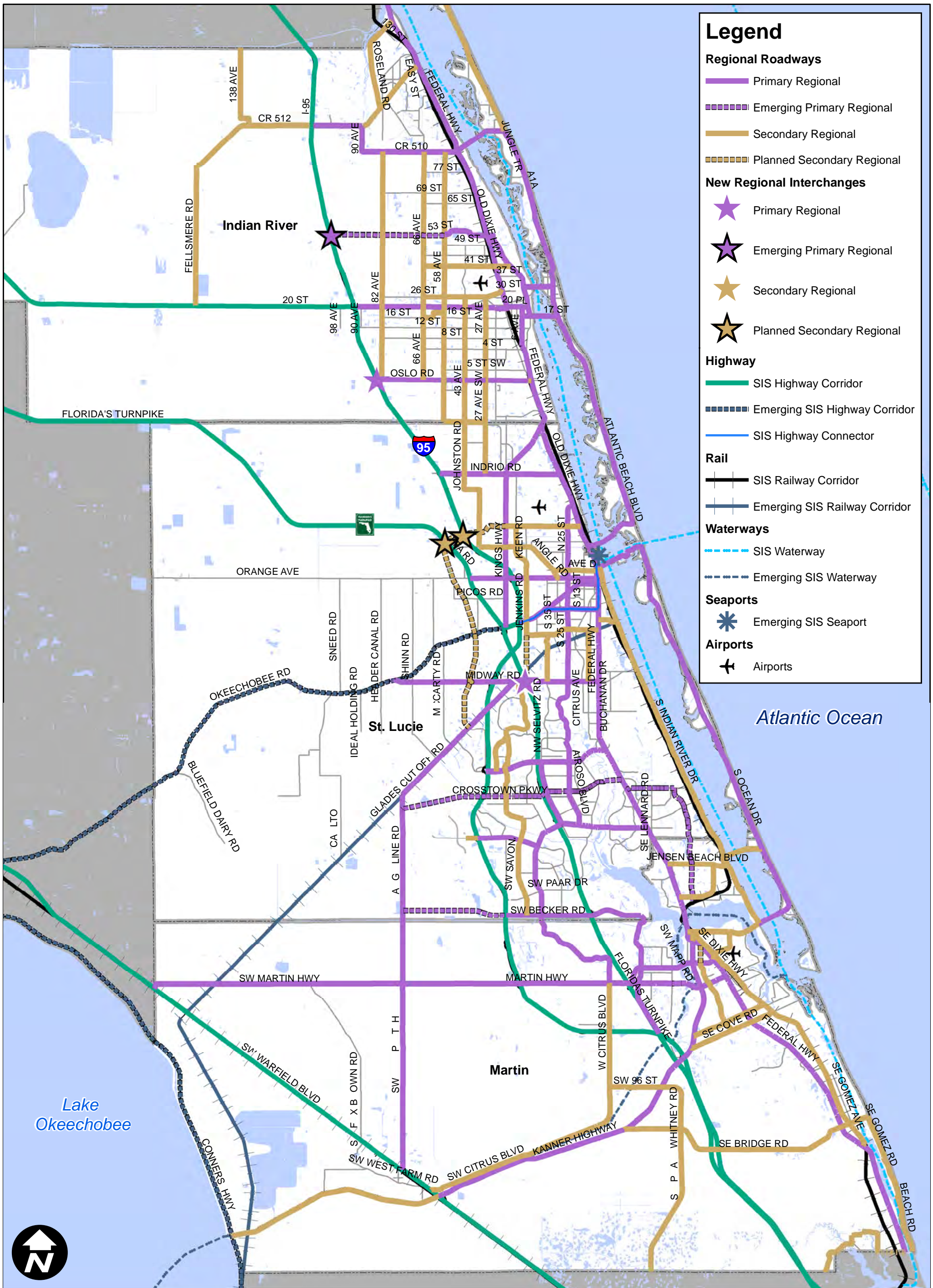
Extra Description:

2021 TPO PRIORITY #3 WIDENING FROM 2 TO 4 LANES

Cont. Class: TALLAHASSEE LET

Phase	Fund Code	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	5 Year Total
RW Support	SU		\$569,760				\$569,760
RW Land	SU		\$417,008				\$417,008
ENV	SU	\$100,000					\$100,000
Total For Project 431752.3		\$100,000	\$986,768				\$1,086,768

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



Legend

Regional Roadways

- Primary Regional (Solid purple line)
- Emerging Primary Regional (Dashed purple line)
- Secondary Regional (Solid orange line)
- Planned Secondary Regional (Dashed orange line)

New Regional Interchanges

- Primary Regional (Purple star)
- Emerging Primary Regional (Black star)
- Secondary Regional (Orange star)
- Planned Secondary Regional (Yellow star)

Highway

- SIS Highway Corridor (Solid green line)
- Emerging SIS Highway Corridor (Dashed green line)
- SIS Highway Connector (Blue line)

Rail

- SIS Railway Corridor (Black line with cross-ticks)
- Emerging SIS Railway Corridor (Blue line with cross-ticks)

Waterways

- SIS Waterway (Dashed blue line)
- Emerging SIS Waterway (Dotted blue line)

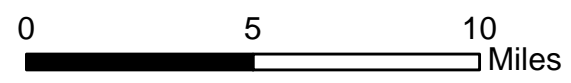
Seaports

- Emerging SIS Seaport (Black star with radiating lines)

Airports

- Airports (Black airplane icon)

Regional Transportation Network





Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

KEVIN J. THIBAUT, P.E.
SECRETARY

Transportation Regional Incentive Program (TRIP)

Application Checklist

Project Title: 66th Avenue from 69th Street to 85th Street/CR510 Date: February 23, 2021

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

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

For Projects to be administered by FDOT:

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

- Select what applies:
- On- system project (State road)
 - Off-system project (Local road) - Agency requests FDOT to administer
-
- Letter of consistency from Department providing feedback on the project.
 - Resolution from the applicant's governing board approving the specific project recognizing the Department delivering the project on behalf of the agency for Design and Construction phases.
 - Resolution from the responsible governing board confirming commitment to fund the project's O&M.
(Projects administered by the Department on behalf of the local agency requires a signed Highway Maintenance Memorandum of Agreement (HMMOA) with the Department during Design.)
 - The prioritized list of regionally significant projects developed by the Regional Transportation Area.
 - Project support data, as appropriate.
 - Provide implementation schedules for all appropriate phases.
 - Document that the candidate improvement appears in the capital improvement schedule of the local comprehensive plan.
 - 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.
 - 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.

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

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

Applicant/Agency Representative

Signature

Name/ Title

Date

Applicable MPO/TPO/TPA Representative

Signature

Name/ Title

Date

Transportation Regional Incentive Program (TRIP) Project Scoping Application

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

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

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

Regional Transportation Area: SEFTC or TCTC (Check one)

Implementing Local Agency:

Local Agency: Indian River County

Address: 1801 27th Street Vero Beach, FL 32960

Project Manager: James Ennis, P.E.

Phone: 772-226-1221

E-mail: rszpyrka@ircgov.com

Funding allocations for FY 26/27 is unknown until programming cycle in Fall 2021.

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

Project Information:

Project Name: 66th Avenue Widening

County Location: Indian River County

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

Road number (if applicable): _____

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

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

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

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

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

Typical section is attached (Typical_Section.pdf)

Explain how the project enhances the regional transportation system.

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

Describe the project and what it will accomplish.

Is the project consistent with:

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

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

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

In the 2045 LRTP, the project is included on page 19, Table 13 (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 the SR 60 corridor, which has many major employers for the community. 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. Completion of this facility will alleviate congestion on US Highway 1.

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

How will TRIP funding accelerate the project's implementation?

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

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

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

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

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

Please note that this estimate is from 2017 and that we will be getting an updated engineer’s estimate in the future due to the design changes required to accommodate the FDOT’s planned work on CR-510 and avoid transmission pole relocations on 66th near their substation. Additionally, construction costs have risen substantially since 2017 (20-30% based on bids received). The unofficial estimate is in the 15-17MM range for phase two work.

Phases requested:	FY requested	FDOT Amount requested	Local Match
<input type="checkbox"/> Design	_____	_____	_____
<input type="checkbox"/> Right of Way	_____	_____	_____
<input checked="" type="checkbox"/> Construction	26/27	\$2,000,000.00	\$2,000,000.00
<input type="checkbox"/> CEI	_____	_____	_____

Project Qualification Information:

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

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

- Will this project involve the demolition or substantial alteration of a historic property in a way which adversely affects the character, form, integrity, or other qualities which contribute to the historical, architectural, or archaeological value of the property? If so, timely steps must be taken to determine that no feasible and prudent alternative to demolition or substantial alteration exists, and, where no such alternative exists, timely steps must be taken to mitigate

the adverse effects or to undertake an appropriate archaeological salvage excavation or other recovery action to document the property as it existed prior to demolition or alteration.

No

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

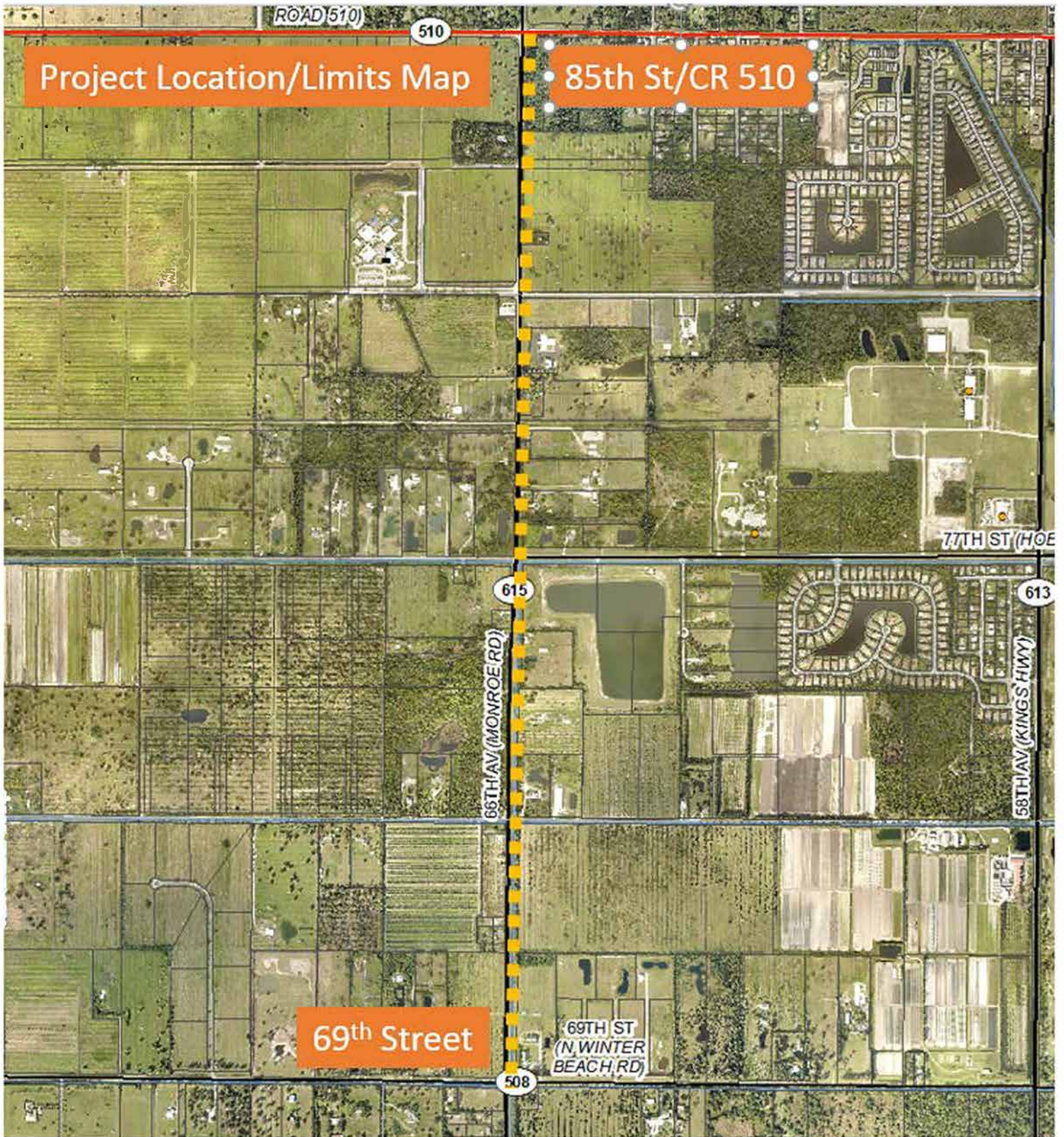
The Department's process for complying with federal and state historic preservation requirements is found in the Project Development and Environment Manual; Part 2, Chapter 8 (Archeological and Historical Resources). If the local agency does not have its own process, we recommend they use the Department's.

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

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

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

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



Project Location/Limits Map

85th St/CR 510

69th Street

ROAD 510

510

615

66TH AV (MONROE RD)

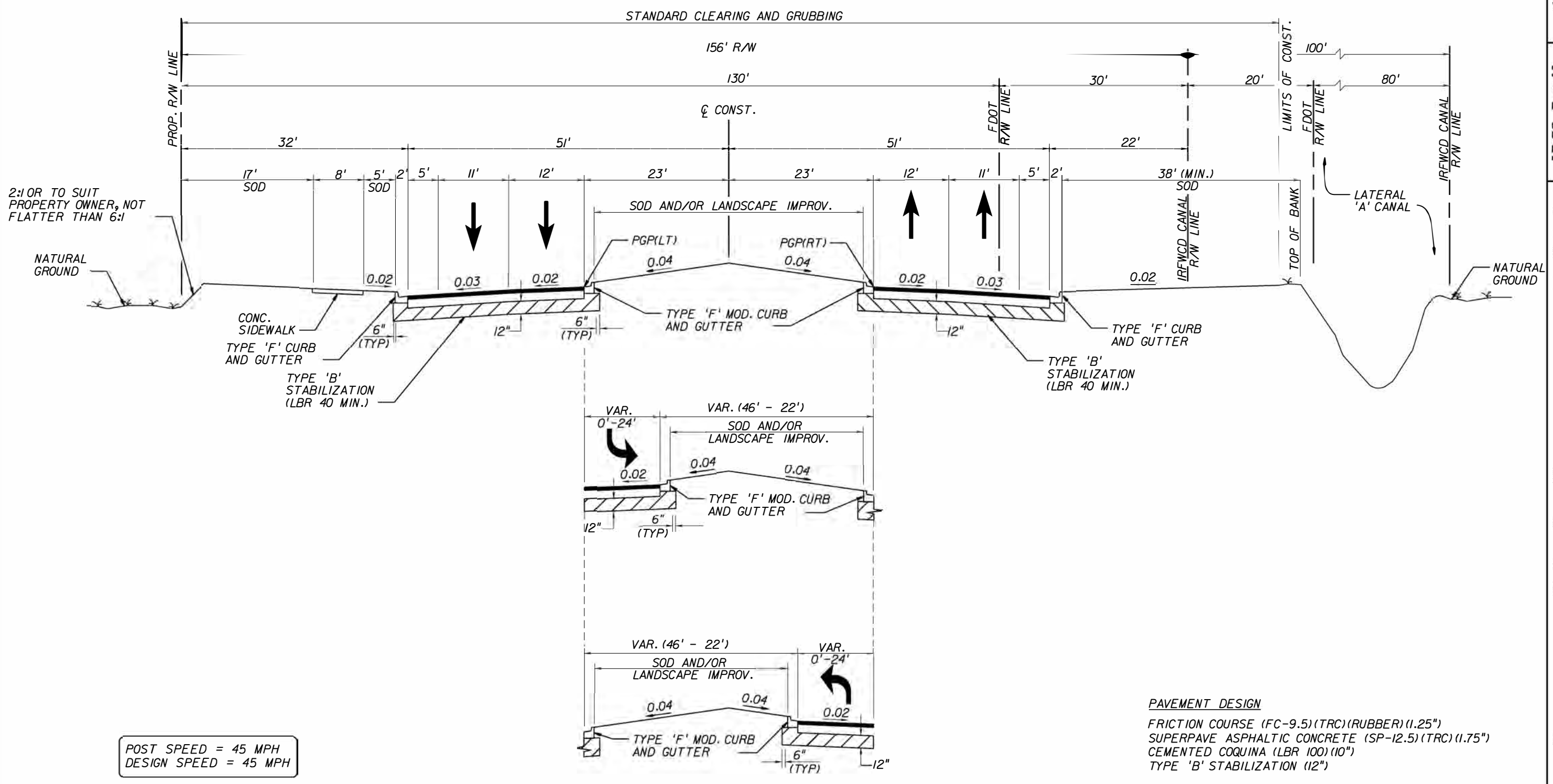
613

58TH AV (KINGS HWY)

77TH ST (HOE)

508

69TH ST (N WINTER BEACH RD)

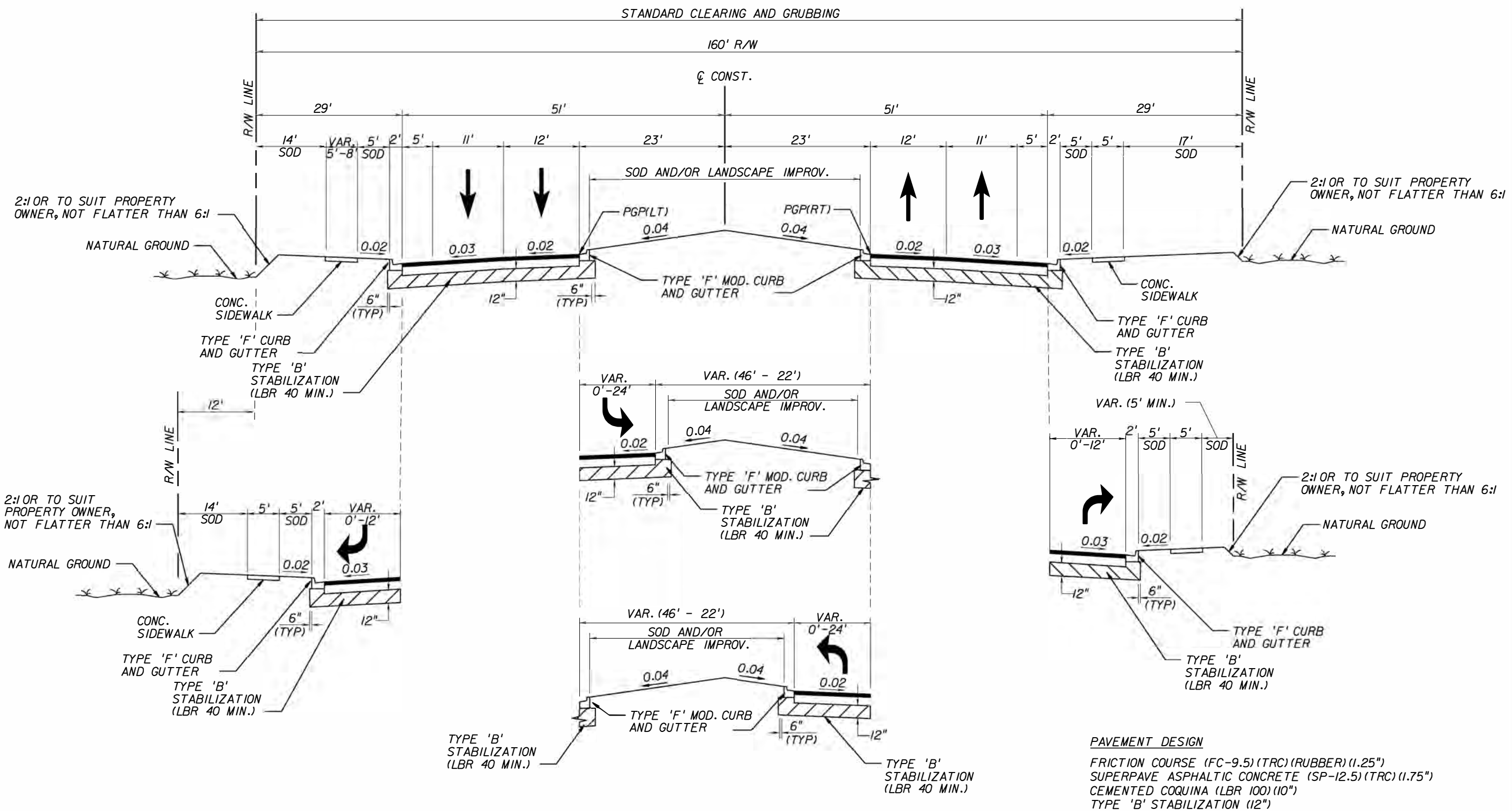


POST SPEED = 45 MPH
 DESIGN SPEED = 45 MPH

PAVEMENT DESIGN
 FRICTION COURSE (FC-9.5) (TRC) (RUBBER) (1.25")
 SUPERPAVE ASPHALTIC CONCRETE (SP-12.5) (TRC) (1.75")
 CEMENTED COQUINA (LBR 100) (10")
 TYPE 'B' STABILIZATION (12")

STA. 434+85.65 TO STA. 472+00.00

REVISIONS				Kimley»Horn <small>BRIAN A. GOOD, P.E. P.E. LICENSE NUMBER 56939 445 24th STREET, SUITE 200 VERO BEACH, FL 32960 (772) 794-1100 CERTIFICATE OF AUTHORIZATION: 00000696</small>	INDIAN RIVER COUNTY BOARD OF COUNTY COMMISSIONERS 66th AVENUE ROADWAY WIDENING - PHASE II 69th STREET TO 81st STREET	66th AVENUE TYPICAL SECTION	SHEET NO.
DESCRIPTION	DATE	BY	DESCRIPTION				9



POST SPEED = 45 MPH
 DESIGN SPEED = 45 MPH

STA. 472+00.00 TO STA. 521+57.02

PAVEMENT DESIGN
 FRICTION COURSE (FC-9.5) (TRC) (RUBBER) (1.25")
 SUPERPAVE ASPHALTIC CONCRETE (SP-12.5) (TRC) (1.75")
 CEMENTED COQUINA (LBR 100) (10")
 TYPE 'B' STABILIZATION (12")

REVISIONS				
NO.	DESCRIPTION	DATE	BY	DESCRIPTION

Kimley»Horn
 BRIAN A. GOOD, P.E.
 P.E. LICENSE NUMBER 56939
 445 24th STREET, SUITE 200
 VERO BEACH, FL 32960
 (772) 794-4100
 CERTIFICATE OF AUTHORIZATION: 00000696

INDIAN RIVER COUNTY
BOARD OF COUNTY COMMISSIONERS
66th AVENUE ROADWAY WIDENING -
PHASE II 69th STREET TO 81st STREET

66th AVENUE
TYPICAL SECTION

SHEET NO.
 10

OPINION OF PROBABLE CONSTRUCTION COSTS
Roadway, Drainage, Landscape and Signalization

"The Engineer has no control over the cost of labor, materials, equipment or services furnished by others, or over the Contractor's methods of determining prices, or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to the Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinion of probable costs."

PAY ITEM NO.	DESCRIPTION	UNIT	PROJECT QUANTITY	UNIT COST	PROJECT COST
ROADWAY PAY ITEMS					
101-1	MOBILIZATION/DEMOLITION	LS	1	\$950,000	\$950,000
102-1	MAINTENANCE OF TRAFFIC	LS	1	\$750,000	\$750,000
104-2	PREVENTION, CONTROL & ABATEMENT OF EROSION AND WATER POLLUTION	LS	1	\$425,000	\$425,000
108-1	CONSTRUCTION LAYOUT/ RECORD DRAWINGS	LS	1	\$250,000	\$250,000
110-1-1	CLEARING & GRUBBING	AC	45	\$9,750	\$436,410
110-7-1	MAILBOX P & I	EA	24	\$300	\$7,200
120-1	REGULAR EXCAVATION	CY	49,853	\$6.00	\$299,120
120-4	SUBSOIL EXCAVATION	CY	1,903	\$11.00	\$20,929
120-6	EMBANKMENT	CY	88,443	\$8.50	\$581,767
180-4	TYPE "B" STABILIZATION	SY	72,000	\$4.00	\$288,000
285-709	CEMENTED COQUINA (LBR 100) (10")	SY	65,180	\$12.50	\$814,500
288-1	TURNOUT CONSTRUCTION	SY	982	\$30.00	\$29,448
334-1-13	SUPERPAVE ASPHALT CONCRETE (SP-12.5) (TRAFFIC C) (1.75")	TN	5,088	\$110	\$558,650
337-7-82	ASPHALTIC CONCRETE FRICTION COURSE (FC-9.5) (TRAFFIC C) (1.25")	TN	4,279	\$110	\$470,646
339-1	MISCELLANEOUS ASPHALT PAVEMENT	TN	20	\$180	\$3,622
400-1-2	CLASS I CONCRETE (ENDWALL)	CY	8	\$1,200	\$9,360
400-2-2	CLASS II CONCRETE (ENDWALL)	CY	68	\$1,400	\$94,920
400-4-1	REINFORCED CONCRETE BOX CULVERT (12'X8')	LF	43	\$1,750	\$75,600
415-1-1	REINFORCING STEEL (ROADWAY)	LB	5,483	\$1.10	\$6,009
425-1-351	INLETS (CURB) (TYPE P-5) (<10')	EA	20	\$3,000	\$98,200
425-1-361	INLETS (CURB) (TYPE P-6) (<10')	EA	17	\$3,500	\$58,600
425-1-451	INLETS (CURB) (TYPE J-5) (<10')	EA	1	\$8,000	\$7,200
425-1-451A	INLETS (CURB) (TYPE J-5) (>10') (CONTROL STRUCTURE W/ INTERNAL WEIR)	EA	2	\$12,000	\$24,000
425-1-461	INLETS (CURB) (TYPE J-6) (<10')	EA	4	\$8,500	\$23,400
425-1-521	INLETS (DT BOT) (TYPE C) (<10')	EA	16	\$2,500	\$39,000
425-1-521A	INLETS (DT BOT) (TYPE C) (<10') (CONTROL STRUCTURE W/ EXTERNAL SKIMMER)	EA	2	\$3,750	\$6,750
425-1-541	INLETS (DT BOT) (TYPE D) (<10')	EA	1	\$5,500	\$3,300
425-1-541A	INLETS (DT BOT) (TYPE D) (<10') (CONTROL STRUCTURE W/ EXTERNAL SKIMMER)	EA	4	\$6,500	\$23,400
425-1-559	INLETS (DT BOT) (TYPE B) (>10') (CONTROL STRUCTURE W/ INTERNAL WEIR)	EA	1	\$8,500	\$10,200
425-1-711	INLETS (GUTTER) (VALLEY)	EA	1	\$4,750	\$2,850
425-2-62	MANHOLES (P-8) (>10')	EA	1	\$3,000	\$1,800
430-175-108	PIPE CULVERT (PVC) (ROUND) (6" SS)	LF	997	\$25.00	\$24,930
430-175-115	PIPE CULVERT (RCP) (ROUND) (15" SS)	LF	174	\$40.00	\$6,960
430-175-116	PIPE CULVERT (RCP) (ROUND) (18" SS)	LF	4,146	\$53.00	\$219,738
430-175-118A	PIPE CULVERT (C.A.P.) (ROUND) (18" SS)	LF	140	\$53.00	\$7,441
430-175-124	PIPE CULVERT (RCP) (ROUND) (24" SS)	LF	1,607	\$66.50	\$106,892
430-175-124A	PIPE CULVERT (C.A.P.) (ROUND) (24" SS)	LF	49	\$66.50	\$3,232
430-175-130	PIPE CULVERT (RCP) (ROUND) (30" SS)	LF	2,083	\$82.00	\$170,773
430-175-136	PIPE CULVERT (RCP) (ROUND) (36" SS)	LF	929	\$109	\$101,305
430-175-136A	PIPE CULVERT (C.A.P.) (ROUND) (36" SS)	LF	30	\$70.00	\$2,520
430-175-142	PIPE CULVERT (RCP) (ROUND) (42" SS)	LF	82	\$150	\$12,330
430-175-142A	PIPE CULVERT (C.A.P.) (ROUND) (42" SS)	LF	24	\$145	\$3,480
430-175-148	PIPE CULVERT (RCP) (ROUND) (48" SS)	LF	145	\$182	\$26,426
430-175-148A	PIPE CULVERT (C.A.P.) (ROUND) (48" SS)	LF	12	\$170	\$2,040
430-175-180	PIPE CULVERT (RCP) (ROUND) (60" SS)	LF	701	\$210	\$147,166
430-175-166	PIPE CULVERT (RCP) (ROUND) (66" SS)	LF	245	\$240	\$58,752
430-175-215	PIPE CULVERT (ERCP) (12" X 18" SS)	LF	36	\$40	\$1,440
430-175-218	PIPE CULVERT (ERCP) (14" X 23" SS)	LF	59	\$45	\$2,673
430-175-235	PIPE CULVERT (ERCP) (20" X 45" SS)	LF	223	\$65	\$14,469

OPINION OF PROBABLE CONSTRUCTION COSTS
Roadway, Drainage, Landscape and Signallzation

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PAY ITEM NO.	DESCRIPTION	UNIT	PROJECT QUANTITY	UNIT COST	PROJECT COST
ROADWAY PAY ITEMS					
430-200-43	FLARED END SECTION (CONC.) (60")	EA	2	\$2,000	\$3,800
430-982-123	MITERED END SECTION (CONC.) (15" CD)	EA	4	\$1,100	\$4,620
430-982-125	MITERED END SECTION (CONC.) (18" CD)	EA	5	\$1,350	\$6,480
430-982-623	MITERED END SECTION (CONC.) (12"X18"CD)	EA	1	\$1,000	\$1,200
430-987-824	MITERED END SECTION (CONC.) (14"X23"CD)	EA	1	\$1,500	\$1,800
440-1-90	ROCK DRAIN	LF	360	\$75.00	\$27,000
520-1-10	CONCRETE CURB & GUTTER (TYPE F)	LF	15,459	\$16.00	\$247,344
520-1-11	CONCRETE CURB & GUTTER (TYPE F) (MOD.)	LF	8,949	\$12.25	\$109,825
522-2	CONCRETE SIDEWALK, #4 THICK	SY	7,809	\$40.00	\$312,360
527-2	DETECTABLE WARNINGS	SF	104	\$35.00	\$3,633
530-3-4	RIPRAP, RUBBLE (F&I) (DITCH LINING)	TN	432	\$115	\$49,680
536-1-1	GUARDRAIL (ROADWAY)	LF	419	\$22.50	\$9,423
536-85-22	GUARDRAIL END ANCHORAGE ASSEMBLY (MELT)	EA	1	\$2,400	\$2,880
536-85-25	GUARDRAIL END ANCHORAGE ASSEMBLY (TYPE II)	EA	1	\$900	\$1,080
536-85-30	GUARDRAIL END ANCHORAGE ASSEMBLY (ET-2000)	EA	2	\$2,500	\$6,000
550-10-222	FENCING (TYPE B) (6 FT) (WITH VINYL COATING)	LF	3,637	\$14.25	\$61,830
550-60-225	FENCE GATE (TYPE B) (DOUBLE) (24.0' OPENING)	EA	2	\$1,800	\$2,700
670-1-2A	PERFORMANCE TURF (SOD) (BAHIA)	SY	105,101	\$3.25	\$341,578
630-2-11A	CONDUIT (OPEN TRENCH) (F&I) (2")	LF	4,860	\$6.50	\$31,590
630-2-11B	CONDUIT (OPEN TRENCH) (F) (2")	LF	4,860	\$3.50	\$17,010
633-1-123	FIBER OPTIC CABLE (F & I) (UNDERGROUND) (49-96 FIBERS)	LF	5,280	\$3.00	\$15,840
635-2-12	PULL AND SPLICE BOX (F&I) (17"X30") (PULL BOX)	EA	10	\$1,100	\$10,960
635-2-13	PULL AND SPLICE BOX (F&I) (30"X48") (SLACK BOX)	EA	2	\$1,050	\$2,970
898-1A	UTILITY COORDINATION	LS	1	\$15,000	\$15,000
ROADWAY SUB-TOTAL =					\$8,621,534
SIGNING AND PAVEMENT MARKING PAY ITEMS					
700-1-11	SINGLE PDST SIGN (FURNISH & INSTALL) (LESS THAN 12 SF)	AS	40	\$275	\$10,890
708-3	RETRO-REFLECTIVE PAVEMENT MARKERS	EA	998	\$4.00	\$3,994
711-11-121	THERMOPLASTIC, STD, WHITE, SOLID, 6"	LF	21,252	\$1.25	\$26,565
711-11-122	THERMOPLASTIC, STD, WHITE, SOLID, 8"	LF	2,341	\$1.50	\$3,511
711-11-123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	LF	861	\$2.00	\$1,721
711-11-124	THERMOPLASTIC, STD, WHITE, SOLID, 18"	LF	637	\$3.00	\$1,910
711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	LF	168	\$4.00	\$665
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP (10'-30'), 6"	LF	8,671	\$1.15	\$9,972
711-11-141	THERMOPLASTIC, STD, WHITE, SKIP (6'-10'), 6"	LF	2,027	\$1.15	\$2,332
711-11-160	THERMOPLASTIC, STD, WHITE, MESSAGE	EA	2	\$150	\$300
711-11-170	THERMOPLASTIC, STD, WHITE, ARROW	EA	34	\$80.00	\$2,888
711-11-221	THERMOPLASTIC, STD, YELLOW, SOLID 6"	LF	24,635	\$1.15	\$28,331
711-11-224	THERMOPLASTIC, STD, YELLOW, SOLID 18"	LF	1,081	\$3.00	\$3,182
711-11-241	THERMOPLASTIC, STD, YELLOW, SKIP (6'-10'), 6"	LF	844	\$1.15	\$970
SIGNING AND PAVEMENT MARKING SUB-TOTAL =					\$96,630

OPINION OF PROBABLE CONSTRUCTION COSTS
Roadway, Drainage, Landscape and Signalization

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PAY ITEM NO.	DESCRIPTION	UNIT	PROJECT QUANTITY	UNIT COST	PROJECT COST
LANDSCAPE PAY ITEMS					
102-1-3	PREPARED SOIL LAYER (SPECIAL DEPTH)	CY	600	\$45.00	\$27,000
580-1-1A	ARACHIS GLABRATA / ORNAMENTAL PEANUT	EA	1,700	\$90.00	\$152,982
580-1-1B	BULBINE FRUTESCENS / HALLMARK BULBINE	EA	3,651	\$4.50	\$16,430
580-1-1C	CAPPARIS CYNAPHALLOPHORA / JAMAICAN CAPER	EA	60	\$12.00	\$805
580-1-1D	FORESTIERA SEGREGATA / FLORIDA PRIVET	EA	29	\$12.00	\$348
580-1-1E	HAMELIA PATENS 'COMPACTA' / DWARF FIREBUSH	EA	488	\$45.00	\$21,851
580-1-1F	MUHLENBERGIA CAPILLARIS / PINK MUHLY	EA	374	\$4.00	\$1,498
580-1-1G	MYRCIANTHES FRAGRANS / SIMPSON'S STOPPER	EA	22	\$8.00	\$173
580-1-1H	PHILODENDRON XANADU / PHILODENDRON	EA	59	\$40.00	\$2,352
580-1-1I	PSYCHOTRIA NERVOSA 'NANA' DWARF WILD COFFEE	EA	50	\$8.00	\$403
580-1-1J	TRIPSACUM DACTYLOIDES / DWARF PAKAHATCHEE GRASS	EA	147	\$8.00	\$1,178
580-1-1K	VIBURNUM OBOVATUM 'WHORLED CLASS' / DWARF WALTER'S VIBURNUM	EA	1,439	\$9.00	\$12,951
580-1-2A	ELEAOCARPUS DECIPIENS / JAPANESE BLUEBERRY TREE	EA	13	\$50.00	\$650
580-1-2B	LAGERSTROEMIA INDICA 'TUSKEGEE' / TUSKEGEE CRAPE MYRTLE	EA	14	\$250	\$3,500
580-1-2C	LAGERSTROEMIA INDICA 'NATCHEZ' / NATCHEZ CRAPE MYRTLE	EA	61	\$225	\$13,725
580-1-2D	LAGERSTROEMIA INDICA 'MUSKOGEE' / MUSKOGEE CRAPE MYRTLE	EA	16	\$250	\$3,900
580-1-2E	LAGERSTROEMIA INDICA 'TUSCARORA' / TUSCARORA CRAPE MYRTLE	EA	46	\$350	\$15,980
580-1-2F	SABAL PALMETTO / CABBAGE PALM	EA	18	\$150	\$2,700
580-1-2G	QUERCUS VIRGINIANA 'CATHEDRAL' / CATHEDRAL LIVE OAK	EA	25	\$625	\$15,625
580-1-2I	HARDWOOD MULCH (4" DEPTH)	CY	435	\$45.00	\$19,575
580-70	IRRIGATION SYSTEM (COMPLETE)	LS	1	\$155,000	\$155,000
LANDSCAPE SUB-TOTAL					\$474,349

OPINION OF PROBABLE CONSTRUCTION COSTS
Roadway, Drainage, Landscape and Signalization

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PAY ITEM NO.	DESCRIPTION	UNIT	PROJECT QUANTITY	UNIT COST	PROJECT COST
SIGNALIZATION PAY ITEMS					
630-1-11C	CONDUIT (SIGNAL) (F & I) (OPEN TRENCH)	LF	165	\$6.50	\$1,073
630-1-12	CONDUIT (SIGNAL) (F & I) (DIRECTIONAL BORE)	LF	1,845	\$15.00	\$27,675
632-7-1	CABLE (SIGNAL) (F & I)	PI	1	\$5,200	\$5,200
632-7-6	SIGNAL CABLE (REMOVE - INTERSECTION)	PI	1	\$715	\$715
635-1-11	PULL BOX (F & I) (TRAFFIC SIGNAL)	EA	13	\$650	\$8,450
638-1-610	ELECTRICAL POWER SERVICE (REMOVE - OVERHEAD)	AS	1	\$500	\$500
638-2-1	ELECTRICAL SERVICE WIRE (F & I)	LS	1	\$5.00	\$5
639-3-11	ELECTRICAL SERVICE DISCONNECT (F & I) (POLE MOUNTED)	EA	1	\$1,200	\$1,200
641-2-12	PRESTRESSED CONC. POLE (F & I - DIRECT BURIAL) (TYPE P-II SERVICE POLE)	EA	1	\$1,700	\$1,700
641-2-80	PRESTRESSED CONC. POLE (COMPLETE POLE REMOVAL)	EA	2	\$4,200	\$8,600
646-1-40	ALUMINUM SIGNALS POLE (REMOVE)	EA	2	\$200	\$400
649-31-207	MAST ARM (F & I) (WIND SPEED 150 W/O BACKPLATES) (W/ LUMINAIRE) (ARM LENGTH 46')	EA	1	\$33,750	\$33,750
649-31-208	MAST ARM (F & I) (WIND SPEED 150 W/O BACKPLATES) (W/ LUMINAIRE) (ARM LENGTH 60')	EA	1	\$39,250	\$39,250
649-31-209	MAST ARM (F & I) (WIND SPEED 160 W/O BACKPLATES) (W/ LUMINAIRE) (ARM LENGTH 70.5')	EA	2	\$44,000	\$88,000
650-1-14	TRAFFIC SIGNAL (F & I) (3-SECTION) (1-WAY) (STANDARD)	AS	5	\$1,000	\$5,000
650-1-18	TRAFFIC SIGNAL (F & I) (5-SECTION, STRAIGHT) (1-WAY) (STANDARD)	AS	5	\$1,350	\$6,750
653-191	PEDESTRIAN SIGNAL (F & I) (LED-COUNTDOWN) (1-WAY)	AS	8	\$700	\$4,200
653-192	PEDESTRIAN SIGNAL (F & I) (LED-COUNTDOWN) (2-WAY)	AS	1	\$1,200	\$1,200
685-11	PEDESTRIAN DETECTOR (F & I) (POLE/PEDESTAL MOUNTED)	EA	8	\$250	\$2,000
670-5-111	TRAFFIC CONTROLLER ASSEMBLY (F & I) (NEMA) (TYPE 5) (ONE PREEMPTION PLAN)	AS	1	\$25,000	\$25,000
670-5-800	TRAFFIC CONTROLLER ASSEMBLY (REMOVE CONTROLLER WITH CABINET)	AS	1	\$800	\$800
700-3-201	SIGN PANEL (F & I) OVERHEAD MOUNT, <12 SF	EA	1	\$520	\$520
700-5-22	INTERNALLY ILLUMINATED STREET NAME SIGN	EA	4	\$3,200	\$12,800
715-1-11	LIGHTING CONDUCTORS (F & I) (INSULATED, No. 10 OR <)	LF	1,920	\$1.00	\$1,920
SIGNALIZATION SUB-TOTAL =					\$276,508
ROADWAY SUB-TOTAL =					\$8,621,634
SIGNING AND PAVEMENT MARKING SUB-TOTAL =					\$96,630
LANDSCAPE SUB-TOTAL					\$474,349
SIGNALIZATION SUB-TOTAL =					\$276,508
GRAND TOTAL =					\$9,469,020
CONTINGENCY =				10%	\$946,902
PROJECT TOTAL =					\$10,415,922

Pay Item Footnote:
 1. OPC does not include cost associated with right-of-way acquisition.
 2. OPC does not include cost associated with relocation of existing utilities within the corridor



7/31/17

MEMORANDUM

TO: Treasure Coast Technical Advisory Committee (TCTAC)

FROM: Beth Beltran
Martin MPO Administrator

Peter Buchwald
St. Lucie TPO Executive Director

Brian Freeman
Indian River MPO Staff Director

DATE: March 22, 2021

SUBJECT: **Regional Long Range Transportation Plan (RLRTP)
Scope of Services**

BACKGROUND

Shortly after the formation of the Treasure Coast Transportation Council (TCTC) in 2006, FDOT hired the consulting firm Renaissance Planning Group to develop a 2030 Regional Long Range Transportation Plan (RLRTP) along with a list of potential projects eligible for funding through the Transportation Regional Incentive Program (TRIP). That list (which was commonly referred to as the "Rainbow List") was used to prioritize TRIP grant applications through 2016.

About five years ago, the three Treasure Coast T/MPO's coordinated to develop a 2040 RLRTP which was complementary to the 2040 LRTP's. The 2040 RLRTP update was prepared by the consulting firm Kimley-Horn and Associates through a scope of services with the Martin MPO. The 2040 RLRTP has been used to prioritize TRIP grant applications since its approval by the TCTC on June 29, 2017.

In the last few months, each of the Treasure Coast T/MPO's has adopted its 2045 LRTP update. As development of the 2045 LRTP's has recently concluded, now is the appropriate time to consider the development of a 2045 Regional LRTP which will be complementary to the LRTP's and an update of the 2040 RLRTP.

ANALYSIS

In preparing their respective Unified Planning Work Programs for FY 2020/21-2021/22 last year, the three Treasure Coast T/MPO's coordinated with each other and FDOT District 4 to include a regional task for the development of the 2045 RL RTP. Because the process for developing the 2040 RL RTP worked so well five years ago, there is a consensus among the T/MPO's to use the same process again to update the 2040 RL RTP. As with the previous effort, the Martin MPO will act as the lead agency and retain the services of a General Planning Consultant to prepare the 2045 RL RTP. A draft Scope of Services is provided as Attachment #1.

The 2045 RL RTP is expected to cost no more than \$60,000, and each of the T/MPO's would be responsible for no more than \$20,000. Prior to commencing the RL RTP, a Memorandum of Understanding will need to be approved by the Martin MPO, St. Lucie TPO, and Indian River County MPO.

It is anticipated that work on the 2045 RL RTP would begin after July 1, 2021 and development of the RL RTP would take 6-12 months. After review by the TCTAC, the draft 2045 RL RTP will be presented to the TCTC for review and approval before June 1, 2022.

RECOMMENDATION

Review the draft Scope of Services and provide any comments.

ATTACHMENTS

1. Draft Scope of Services for the 2045 Regional Long Range Transportation Plan

EXHIBIT A

MARTIN METROPOLITAN PLANNING ORGANIZATION AGREEMENT FOR CONTINUING SERVICES RFP # 2019-3099

**Kimley-Horn and Associates, Inc.
Scope of Services – Task Order No. 6
2045 Regional Long Range Transportation Plan
For Martin, Indian River and St Lucie Counties**

The 2045 Regional Long Range Transportation Plan (RLRTP) for the Treasure Coast Transportation Council (TCTC) will build upon the 2045 Long Range Transportation Plans (LRTPs) for the three M/TPOs. The 2045 RLRTP will be complementary, with the LRTPs focused on the community/county level and the RLRTP will focus on the regional level. The intent is for the four plans together to provide for a complete transportation system, well integrated with land use, able to meet community/county level and regional level transportation needs.

Task 1.0 Project Management and Schedule Coordination

This task will focus on project management and schedule coordination. Consultants available under existing contracts with the M/TPOs and/or the Florida Department of Transportation will be utilized to complete tasks in the scope of services as a team (Consultant Team). A Regional Plan Management Team (RPMT), composed of representatives from the three M/TPOs and FDOT, will oversee development of the 2045 RLRTP following an agreed upon schedule. The Treasure Coast Technical Advisory Committee (TCTAC) will serve in a technical advisory role to the TCTC, the final decision-making body for the plan. The TCTAC also will serve in a coordination role between the 2045 RLRTP and the 2045 LRTPs being developed by the three M/TPOs.

Deliverable: Project schedule.

Task 2.0 Project Initiation and Data Compilation/Review

This task will include conducting kickoff activities to inform the M/TPO advisory committees and boards about the 2045 RLRTP and initiating interactions between the Consultant Team and the TCTAC and the TCTC supporting development of the plan.

The task will involve having the Consultant Team compile and review documents and data relevant to development of the 2045 LRTPs, including land use, population and employment data, as well as regional model data. The Consultant Team will summarize findings from the review, and bring any actual or potential conflicts or inconsistencies between or among the documents and data reviewed to the RPMT and, subsequently, the TCTAC, if necessary. This effort will draw upon document/data compilations and reviews done for the three 2045 LRTPs. This task will include preparation of a summary of regional trends and conditions to set the context for Task 3.0.

Deliverable: Written summary of Regional Trends and Conditions.

Task 3.0 Regional Goals, Objectives, and Performance Measures

This task will involve reviewing the goals, objectives, and performance measures from the three 2045 LRTPs including consideration of the emphasis placed on performance-based planning and programming in the Fixing America's Surface Transportation (FAST) Act.

Deliverable: Written Summary of Regional Goals, Objectives and Performance Measures.

Task 4.0 Regional Multimodal Transportation System

This task will involve producing a 2045 regional multimodal transportation system that will be depicted on a map, based on the 2045 LRTPs, including the designated Strategic Intermodal System (SIS). The task will present an opportunity to expand that focus to be more inclusive of intermodal and multimodal regional corridors and hubs.

Deliverable: DRAFT Regional Map depicting 2045 Regional Transportation Corridors and the designated SIS, in 11x17 printed color format plus digital GIS layer files.

Task 5.0 Regional Public Involvement

The purpose of this task will be to produce and distribute a fact sheet or brochure explaining the 2045 RL RTP's purpose and how it will be developed and be complementary to the 2045 LRTPs.

Deliverable: Printed 2-page color fact sheet/brochure plus digital file for distribution and reproduction purposes.

Task 6.0 Regional Needs Assessment

This task will involve completion of a multimodal needs assessment from a regional perspective based on the multimodal needs assessments done for the three 2045 LRTPs, including the modeling criteria and other methods used by each M/TPO to identify needs. It will include utilization of the 2045 socioeconomic data developed for the 2045 LRTPs, the Existing + Committed (E+C) Network generated for the 2045 LRTPs using TCRPM 5, and modeling criteria appropriate for identifying needs on the regional multimodal transportation system. Needed projects will be identified based on analysis of the regional multimodal transportation system, and will include appropriate regional projects identified in current plans including the LRTPs, modal plans and SIS plans. The Regional Needs Assessment will cover needs for highways, regional transit and access to regional transit (Task 7.0), and regional freight movement (Task 8.0). It will identify regional level needs involving greenways, waterways, and park and ride lots for commuters. It will consider the effects of implementing Transportation Demand Management and Transportation Systems Management and Operations/Intelligent Transportation Systems programs and projects. Planning level cost estimates, including operations and maintenance costs, for projects on the regional 2045 needs map produced under this task will be assembled. The mapped projects will be prioritized using a regional project prioritization process to be developed for the 2045 RL RTP in Task 9.0.

Note: The modeling activities associated with this task will be completed by FDOT and its consultant in coordination with the Consultant Team. Within 6 weeks of receiving notice to proceed on Task 6.0, FDOT will complete up to 4 different model scenario runs using the TCRPM 5 model, with results documented in a technical memorandum for inclusion in the Regional Long Range Transportation Plan.

Task 7.0 Regional Transit and Non-Motorized Transportation Component

This task will involve developing a regional transit vision from the transit development plans (TDPs) for Martin, St. Lucie, and Indian River counties as a group. It will continue with a review of components addressing transit, particularly beyond the 10-year planning horizon for TDPs, and non-motorized modes in the 2045 LRTPs for the three M/TPOs. It will include providing opportunities for engagement by and input from the Treasure Coast Transit Meeting. Any connectivity gaps across county lines from the 2045 LRTPs will be identified, and additional

analysis will be conducted to inform development and implementation of the regional transit vision (e.g., on trip origins and destinations from a regional perspective).

Deliverable: Regional Transit map and Regional Non-Motorized Transportation map.

Task 8.0 Regional Freight Component

The purpose of this task is to develop a component that will address freight movement from a regional perspective and in relation to land use. The task will start with consideration of prior and current plans and studies pertinent to freight movement within and through the tri-county region and a review of components in the three 2045 LRTPs addressing freight movement. It will involve compiling information and conducting analysis (e.g., on logistics infrastructure, freight-related land uses, and economic impact), identifying needs and priorities, and developing strategies and recommendations. It will include coordinating with other freight-related initiatives within or affecting the region and providing opportunities for engagement by and input from freight and other interested stakeholders as the component is developed. The Regional Freight Plan will be a multimodal plan and consider projects needed not only for trucks moving freight on the roadway network, but also projects that facilitate more efficient movement of freight on railroads and through the seaports and airports.

Note: This task will be completed by FDOT and its consultant in coordination with the Consultant Team.

Task 9.0 Regional Project Prioritization

This task will involve reviewing the project prioritization processes in the 2045 LRTPs. It will consider performance measures or expectations from other tasks and utilize best available data and tools. The updated process will be applied to all needs on the designated regional multimodal transportation system through 2045 to create a list of regional project priorities. This list will position the region to advocate more effectively for additional resources. This task will include presentations of the list of regional project priorities to the individual MPOs.

Deliverable: GIS Regional Needs Assessment Map depicting 2045 Regional Transportation Corridors, including transit and non-motorized facilities, as well as the SIS, in 11x17 printed color format plus digital GIS layer files. A Ranked List of Projects that are shown on the Regional Needs Assessment Map and Presentations of the Map and List to the three M/TPOs.

Task 10.0 Regional Revenue Resources

This task will focus on identifying and documenting existing and potential revenue sources for constructing, operating, and maintaining projects on the designated regional multimodal transportation system. It will include a review of the 2045 estimates of state and federal revenues provided to the three M/TPOs for development of their 2045 LRTPs, financial/revenue analyses done for the three 2045 LRTPs, and revenue estimates for projects on the Strategic Intermodal System (SIS) in the tri-county region.

Deliverable: Documentation of State and Federal Revenue sources for the three M/TPOs by time band of the long range planning horizon. List of potential additional revenue sources.

Task 11.0 Meetings and Documentation

This task will summarize the products and technical documentation to be completed. Those products and the technical documentation will serve as the basis for producing the 2045 RL RTP, an executive summary, and a 2045 RL RTP brochure under this task. The draft 2045 RL RTP will be

presented to the TCTAC and the TCTC for review and comment. The final version of the plan will be presented to the TCTAC for endorsement and to the TCTC for adoption.

Deliverable: RL RTP written Plan, with Executive Summary; Presentations to TCTAC and TCTC.

Proposed Schedule

The project will be completed within six months of the Consultant Team receiving notice to proceed.

MEMORANDUM

TO: Treasure Coast Technical Advisory Committee (TCTAC)

FROM: Beth Beltran
Martin MPO Administrator

Peter Buchwald
St. Lucie TPO Executive Director

Brian Freeman
Indian River MPO Staff Director

DATE: March 22, 2021

SUBJECT: **US 1 Corridor Transportation Systems Management and Operations (TSM&O)**

BACKGROUND AND ANALYSIS

As an important commercial, freight, and travel corridor, US 1 is among the most significant regional transportation facilities linking the three counties of the Treasure Coast. In 2014, FDOT completed a Baseline Assessment, Issues, and Opportunities Analysis of the US 1 Corridor in Martin and St. Lucie Counties. A similar study was completed in 2019 for Indian River County by CTS Engineering.

Transportation System Management and Operations (TSM&O) consists of the application of technology-based systems to improve the performance of the transportation network by restoring capacity that has been lost to congestion, incidents, construction, weather, or traffic control delay. A TSM&O Master Plan for the Treasure Coast was completed in 2019, as a joint effort between FDOT District 4 and the three T/MPO's. Among the TSM&O implementation strategies recommended by the master plan are traffic management improvements for the US 1 Corridor.

In recent months, FDOT District 4 has coordinated the creation of a Treasure Coast Traffic Management Coalition to explore technological solutions to

addressing congestion within the region. In addition to FDOT and the T/MPO's, members of this group include traffic operations staff for the cities and counties of the Treasure Coast. Because US 1 is a major arterial linking the three counties of the Treasure Coast, it has been identified as a corridor where TSM&O improvements could reduce congestion on the regional transportation network.

At the March 29 TCTAC meeting, FDOT will provide a presentation on the new traffic management coalition and the opportunities to use TSM&O to address congestion along the US 1 Corridor.

RECOMMENDATION

This is an informational item.